

# Mid-East crisis lends urgency to development of Water Fuel Cell - October 29th, 1987

By Marcia Thompson  
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This electronics control system determines systems operations of the Water Fuel Cell and is part of the Hydrogen Fracturing Process. It establishes electric circuit interfacing for the operability of the Hydrogen Fracturing Process. In mass production, it will be reduced to a small, simple circuit component. The control system triggers the Hydrogen Fracturing Process and maintains control of it. Preliminary tests of the Hydrogen Fracturing Process indicate that energy yields from one gallon of water will equal that of 44,000 to 108,000 barrels of oil. The Hydrogen Fracturing Process is environmentally safe. There are no radioactive materials used in the process, and it applies to all EPA standards, as well as safety, housing, and highway codes.

Stan Meyer, Grove City resident and inventor

of the Water Fuel Cell technology, which allows an engine to run on any type of water, has been preaching for the past ten years about a pending crisis in the Mid-East which will affect our use of oil as an energy source. That prediction seems more likely than ever to come true today as we

follow the volatile events in the Mid-East which seem to change on an hourly basis.

"A Mid-East stalemate is possible, and the Water Fuel Cell technology could defuse the situation," Meyer said. "It's getting very exciting. We're getting close. I've received calls from around the world, and everyone is waiting for the system to be shown," Meyer added.

The Water Fuel Cell technology holds the key to solving our nation's energy problems. Meyer has spent the last ten years working on the development and refinement of the system at his lab in Grove City. He has been making significant progress toward producing a final working prototype. The ongoing work continues on the mechanical processes and components, including the VIC (Voltage Intensifier Circuit) and mold injection technologies.

Meyer believes the public has shown a great interest in his work, as indicated by the worldwide patents being filed for the Water Fuel Cell. The patents have been issued under the premise that we'd bring the technology out and get the unit into production, and that's exactly what we plan to do as soon as possible.

When he says "we" he's referring to himself, his twin brother, Steve Meyer of Florida, and other technicians who have been working on the project, including Ulf Dahlstrom and Mattias Johansson of Sweden, Charlie Holbrook of Washington, C.H., and Canadian aviation experts.

Meyer said that industry's standard price tag to develop such a technology would be over \$10.5 million just to develop the system concept, and that doesn't include the actual engineering designs. As much as \$350 million could be needed to develop the overall technology.

"By keeping things simple and working out of a lab right here in Grove City, we've kept the Water Fuel Cell technology affordable and within reach," Meyer stated.

90% of the Water Fuel Cell is solid-state electronic design, and 10% of it is packaging using plastic mold injection technology, said Meyer. When mass production begins, we anticipate being able to produce 11,000 retrofit units every 24 hours.

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A 10-page article in *Traum & Zeit U.S.A.* Volume 1, No. 6; Feb-March 1990, explains details about the Water Fuel Cell technology—how the Water Fuel Cell does not create energy but simply releases hydrogen that's stored in water economically and controls the rate of its production, on demand.

The Water Fuel Cell team of technicians is gearing up for a race to be held in Australia in November—a 1,900-mile race across the desert and through two mountain ranges. The race requires the use of solar power, so the dune buggy/pre-engineering design vehicle has been equipped with a solar collector that will be used to charge the battery to start the car.

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