

WFC 435 - Indy

"500" Car

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WFC Proposal

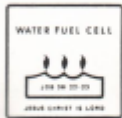
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WATER FUEL CELL

Proposal

to

Safely Operate and Run An Indy "500" Car On Water

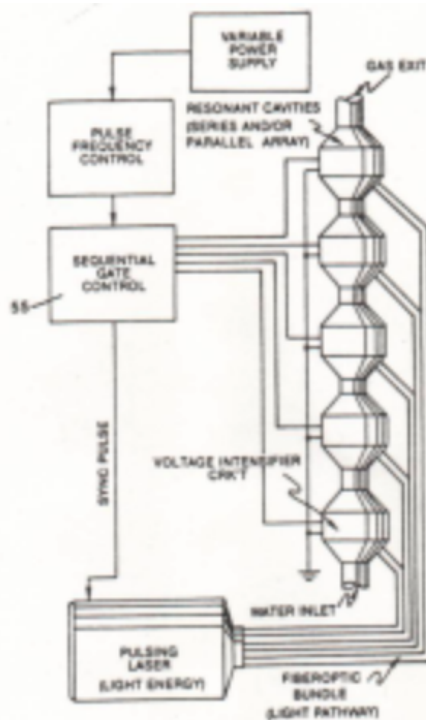


Inventor:
Stanley A. Meyer
3792 Broadway
Grove City, Ohio 43123
1-614-871-4173

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WFC - Resonant Cavity Assembly

The Water Fuel Cell is a patented process that utilizes an solid-state electronic control system to produce **hydrogen gas on demand** from water by way of voltage stimulation called "**The Electrical Polarization Process**", as illustrated in Figure 1 as to Figure 2.



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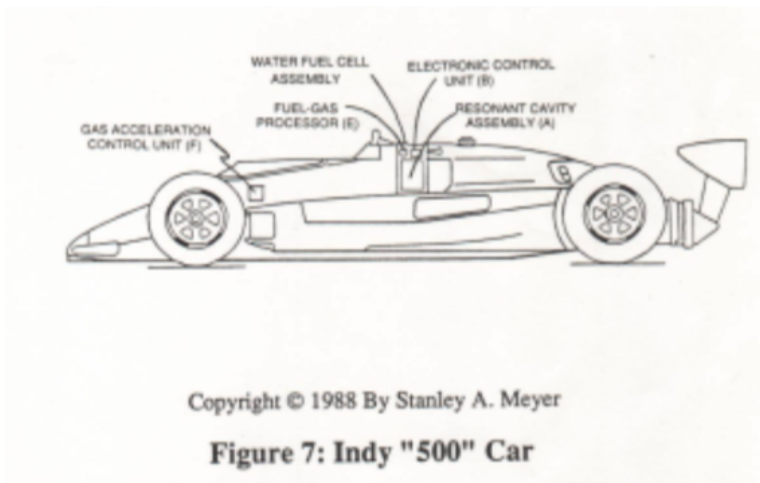
Figure 1: Resonant Cavity Assembly

The Fuel-Cell is composed of Resonant Cavities pre-arranged to maximize Fuel-Energy delivery to the car engine, as illustrated in Figure 2 as to Figure 4.

The **Electronic Control Unit (B)** of Figure (7) is electrically and mechanically linked to the Gas-Pedal to form a **Gas Acceleration Control Unit (F)** that electronically regulates and varies hydrogen gas flow-rate to engine...controlling engine RPM by way of voltage deflection through a

patented electronic circuit called a "**Voltage Intensifier Circuit**".

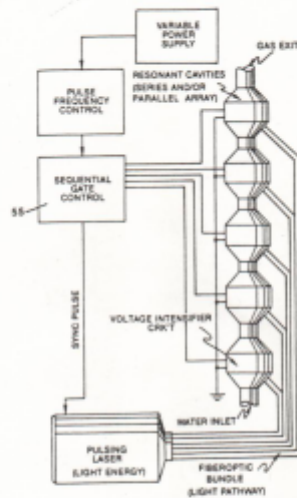
Hydrogen Storage is "Not" required since hydrogen gas is being produced on demand.



Original Content Image

Data Reference: WFC Tech-Brief

Proposal: To safely operate and run an Indy "500" car on water

WATER FUEL CELL

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Figure 1: Resonant Cavity Assembly

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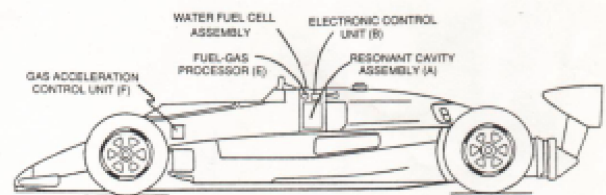
Coming Soon

Fuel-Gases / Quenching Tube

The liberated and traveling **Fuel-Gases** enters into and passed through a patented **Fuel-Gas Processor (E)** that performs and functions as a **Gas Ionization Chamber** when another Voltage Intensifier Circuit (A3) is activated by Gas Acceleration Control Unit (B/F), as illustrated in Figure 2 as to Figure 7

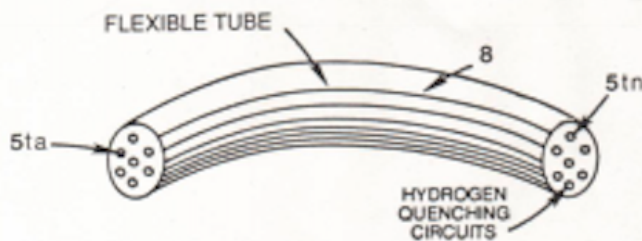
Figure 2

Figure 7



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Figure 7: Indy "500" Car



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Figure 3: Spark Arresting Gas Line

Voltage Intensifier Circuit (A3) is

interlocked with **Safety Control Circuit (D)** through **Electronic Control Unit (B)**.

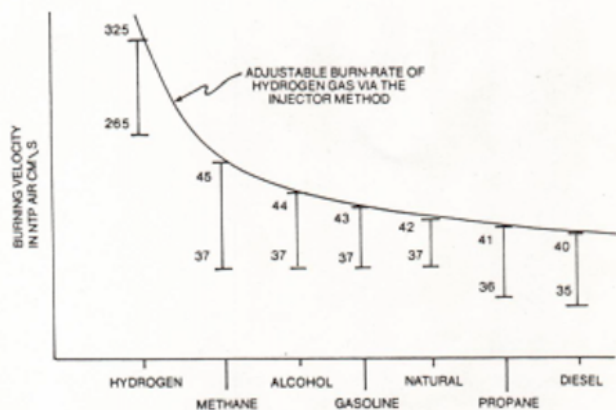
Gas Bleed-Off Valve prevents unwanted gas pressure during engine "turn-on stage".

The Fuel-Cell Assembly of Figure (7) is directly retrofitted to the car engine without engine-change since the patented **Hydrogen Gas-Mixture** co-equals the burn-rate of Alcohol (from 325cm/sec. to 44 cm/sec.), as illustrated in Figure 4 as to Figure 5.

Non-combustible gases (gases that do not support the Gas Combustion Process) supplied by the Water intermixes with the liberated hydrogen and oxygen gases to form the hydrogen gas-mixture (44 cm/sec.)

The hydrogen gas-mixture remains constant regardless of the gas flow-rate since water acts and performs as a Gas-Mixing Regulator.

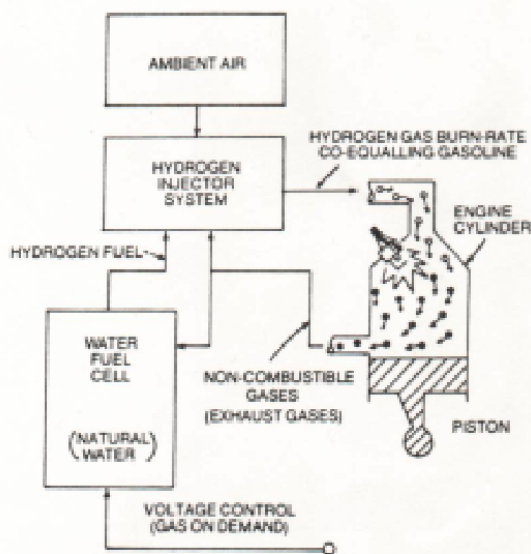
Figure 4



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Figure 4: Hydrogen Gas Co-equaling Alcohol

Figure 5



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Figure 5: Recycling Non-Combustible Gases

Original Content

RE: Water Power Car

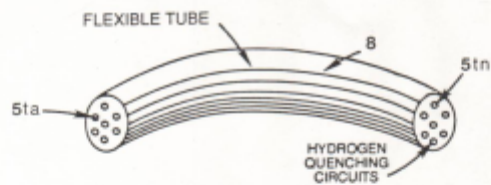
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The liberated and traveling **Fuel-Gases** enters into and passes through an patented **Fuel-Gas Processor (E)** that performs and functions as an **Gas Ionization Chamber** when another Voltage Intensifier Circuit (A3) is activated by Gas Acceleration Control Unit (B/F), as illustrated in Figure 2 as to Figure 7.

Voltage Intensifier Circuit (A3) is interlocked with Safety Control Circuit (D) through Electronic Control Unit (B).

Gas Bleed-Off Valve prevents unwanted gas pressure during engine "turn-on stage".

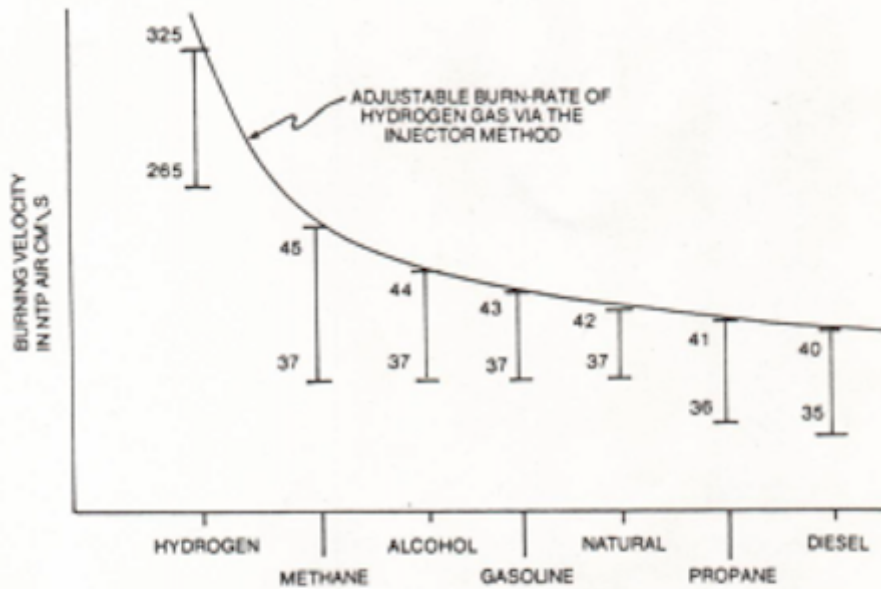
QUENCHING TUBE



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Figure 3: Spark Arresting Gas Line

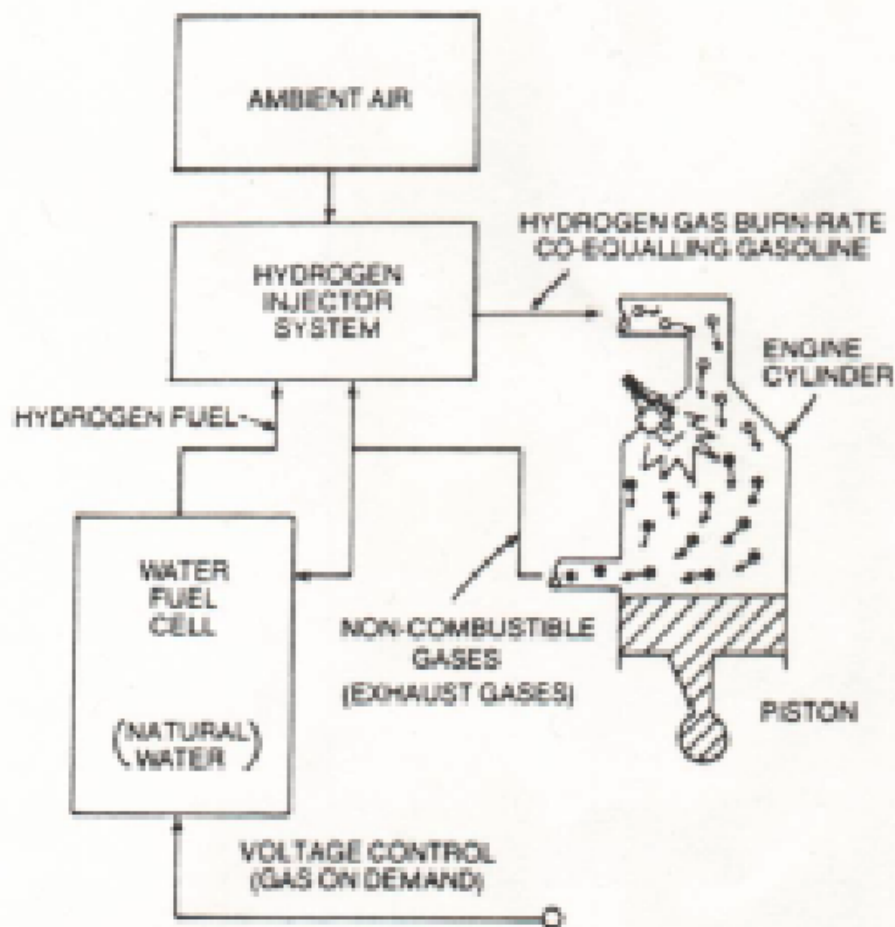
Rendering Hydrogen Safe



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Figure 4: Hydrogen Gas Co-equalling Alcohol

Engine Retrofit



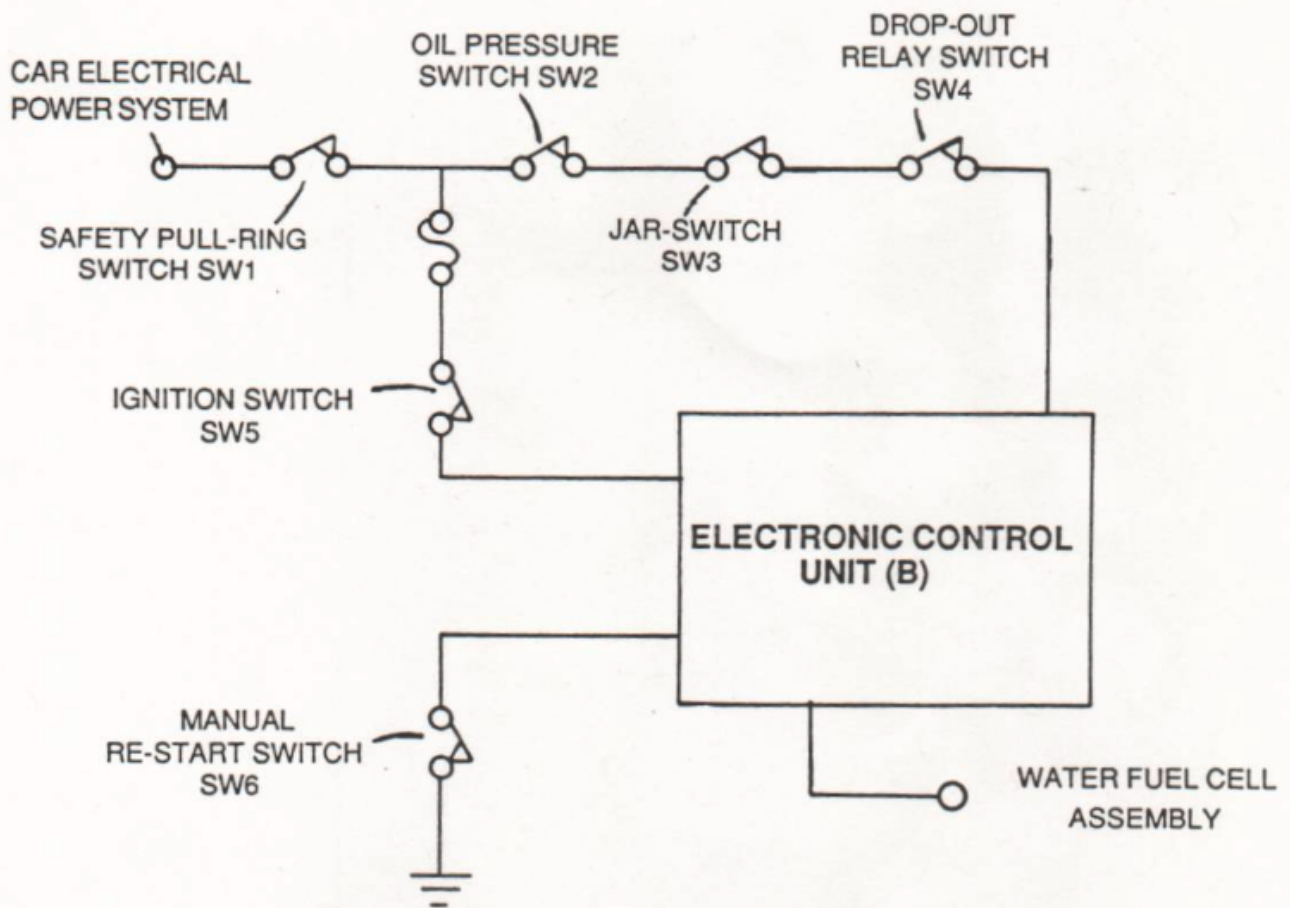
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Figure 5: Recycling Non-Combustible Gases

Emergency Shut-Down

To "Fine-Tune" or "adjust" the hydrogen burn-rate still further to obtain maximum engine performance, non-combustible gases from the engine exhaust system is meter mixed with the **Fuel-Cell Gases** under control means, as illustrated in Figure 5.

The engine provides the non-combustible gases on demand since **Ambient Air** is used firing the **Gas Combustion Process**.



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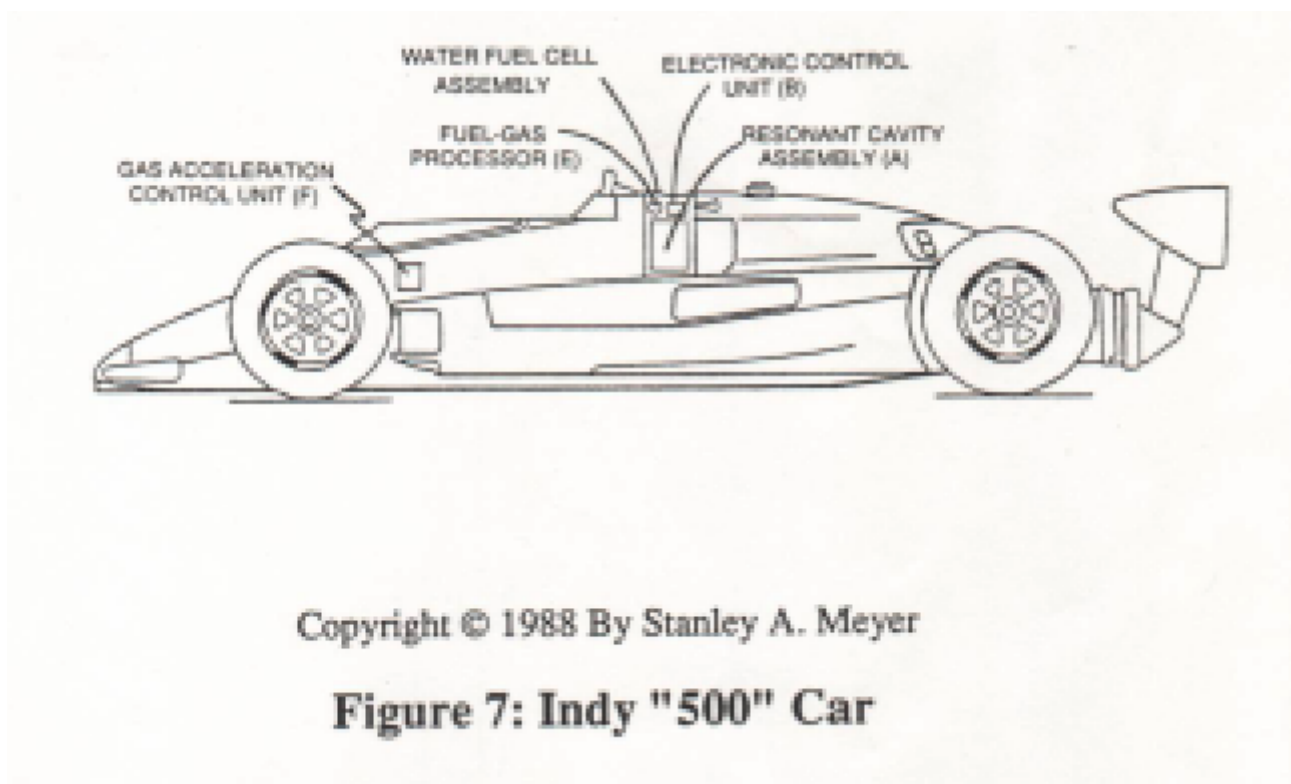
Figure 6: Safety Control Circuit

Water Powered Car

In case of engine failure, **Safety Control Circuit** (H) of Figure (6) is automatically activated to "switch-off" power loading to **Electronic Control Unit** (B) ...electrically de-energizing the **Fuel-Cell** ...stopping gas-flow to engine.

Oil Pressure Switch (SW2) is activated when engine oil pressure "Drops" to a predetermined level.

Jar-switch (SW3) is activated when a car crash occurs; whereas "Drop-out" **Relay-Switch** (SW4) is activated when **Electronic Control Unit** (B) senses a **Fuel-Cell** malfunction.



Retrofitting **The Water Fuel Cell** to an Indy "500" Car does "Not" compromise the **Safety Integrity** of the car but rather promotes **Driver Safety** since water is a non-burnable **Fuel-Liquid**.