

# WFC 435 - Indy "500" Car

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# WFC Proposal

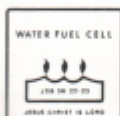
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## WATER FUEL CELL

Proposal

to

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

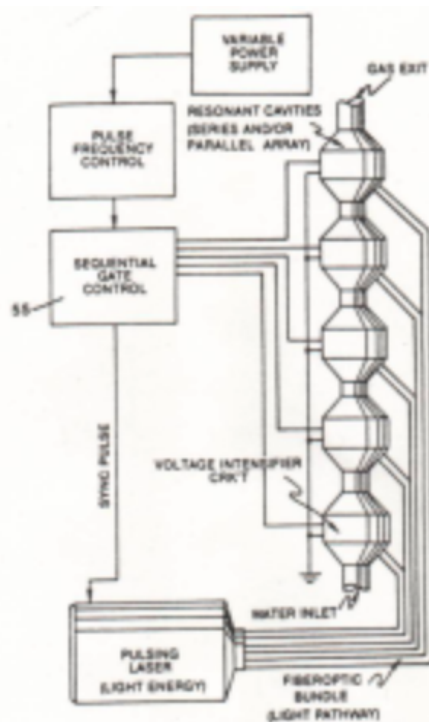


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# WFC - Resonant Cavity Assembly

“ 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.



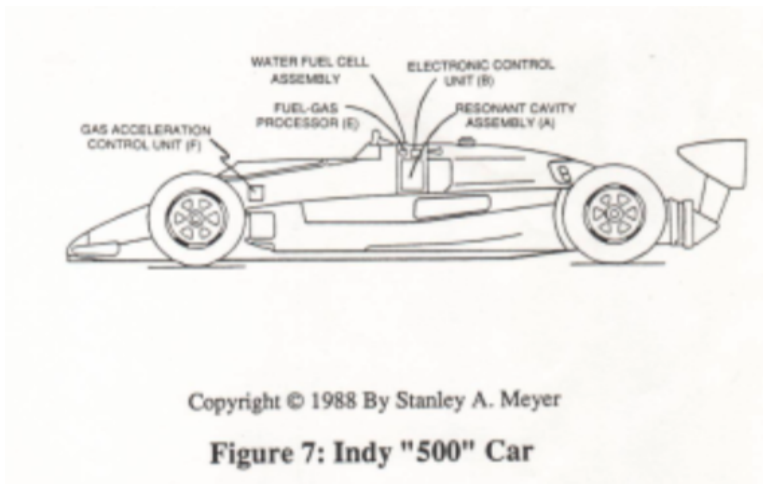
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**Figure 1: Resonant Cavity Assembly**

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**".

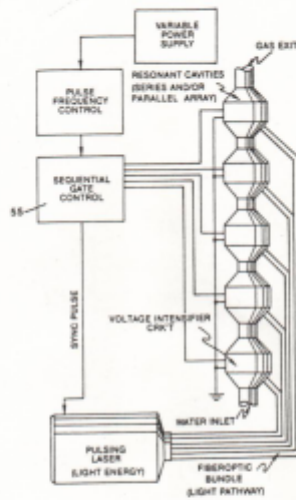
**Hydrogen Storage** is "Not" required since hydrogen gas is being produced on demand.



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**

The Water Fuel Cell is an 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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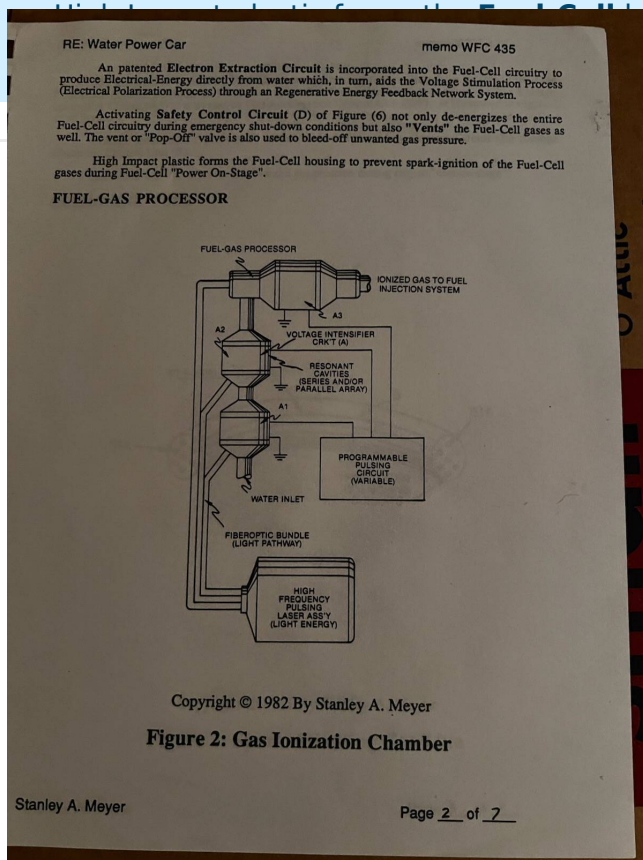
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# Fuel Gas Processor

An patented **Electron Extraction Circuit** is incorporated into the **Fuel-Cell** circuitry to produce **Electrical-Energy** directly from water which, in turn, aids the **Voltage Stimulation Process** (**Electrical Polarization Process**) through an **Regenerative Energy Feedback Network System**.

Activating **Safety Control Circuit** (D) of Figure (6) not only de-energizes the entire **Fuel-Cell** circuitry during emergency shut-down conditions but also "Vents" the **Fuel-Cell** gases as well. The vent or "**Pop-Off**" valve is also used to bleed-off unwanted gas pressure.



(Diagram labels as shown)

- **FUEL-GAS PROCESSOR**
- **IONIZED GAS TO FUEL INJECTION SYSTEM**
- **VOLTAGE INTENSIFIER CRKT (A)**
- **RESONANT CAVITIES (SERIES AND/OR PARALLEL ARRAY)**
- **PROGRAMMABLE PULSING CIRCUIT (VARIABLE)**
- **WATER INLET**

- **FIBEROPTIC BUNDLE (LIGHT PATHWAY)**
  - **HIGH FREQUENCY PULSING LASER ASS'Y (LIGHT ENERGY)**
- 

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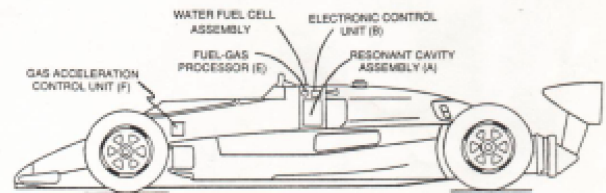
**Figure 2: Gas Ionization Chamber**

# Fuel-Gases / Quenching Tube

The liberated and traveling **Fuel-Gases** enters into and is 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

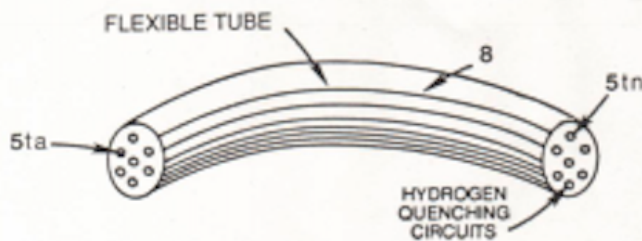
Figure 2

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

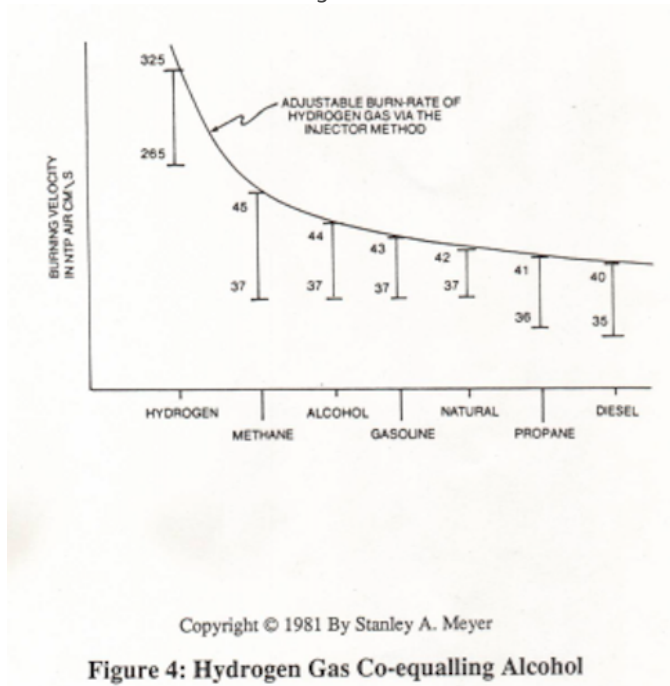
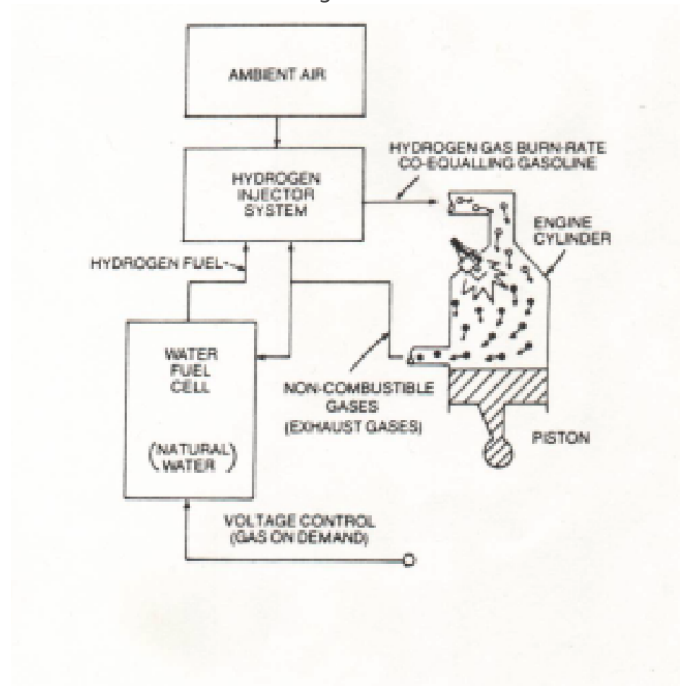


Figure 5



## Original Content

RE: Water Power Car

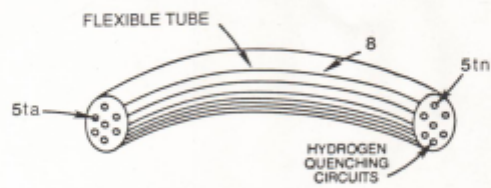
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The liberated and traveling **Fuel-Gases** enters into and passes through an patented **Fuel-Gas Processor (E)** that performs and functions as an **Gas Ionization Chamber** when another Voltage Intensifier Circuit (A3) is activated by Gas Acceleration 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".

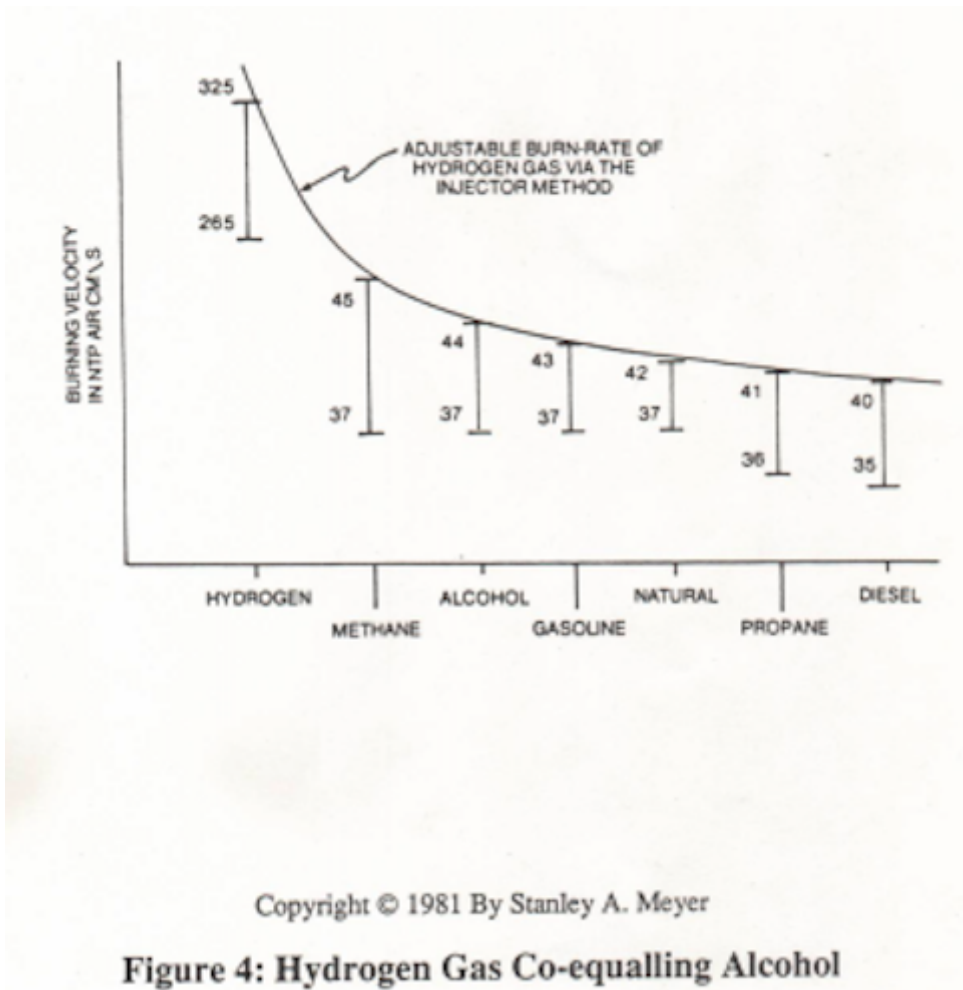
### QUENCHING TUBE



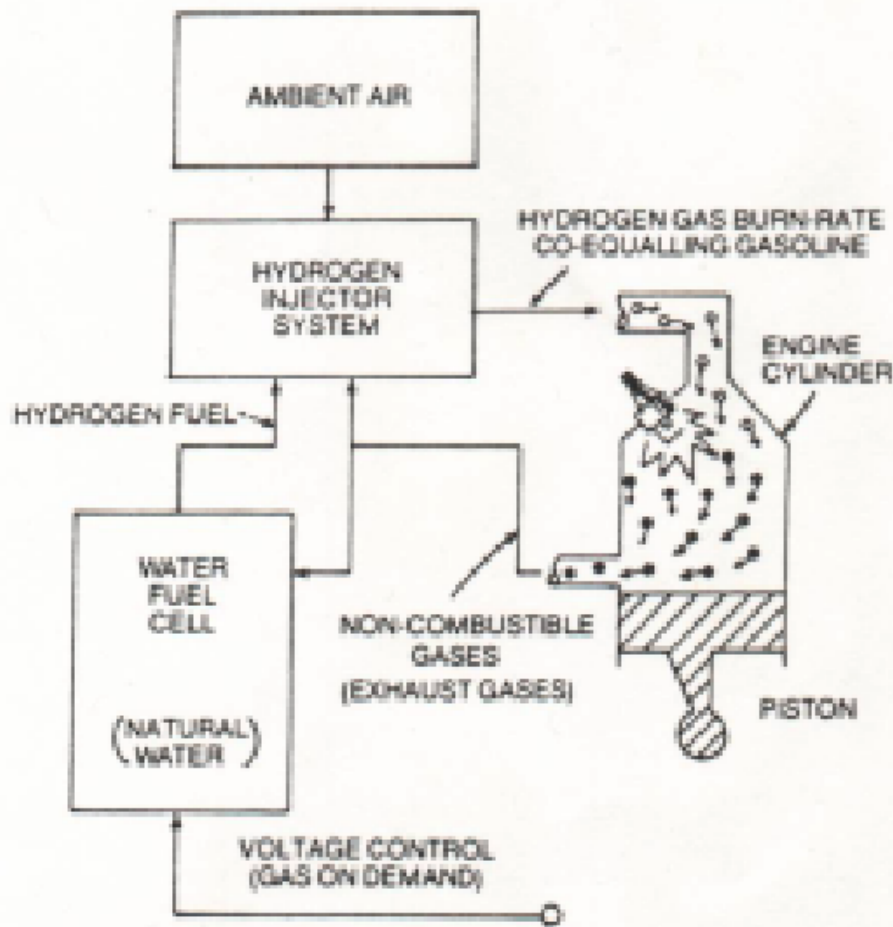
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**Figure 3: Spark Arresting Gas Line**

# Rendering Hydrogen Safe



# Engine Retrofit



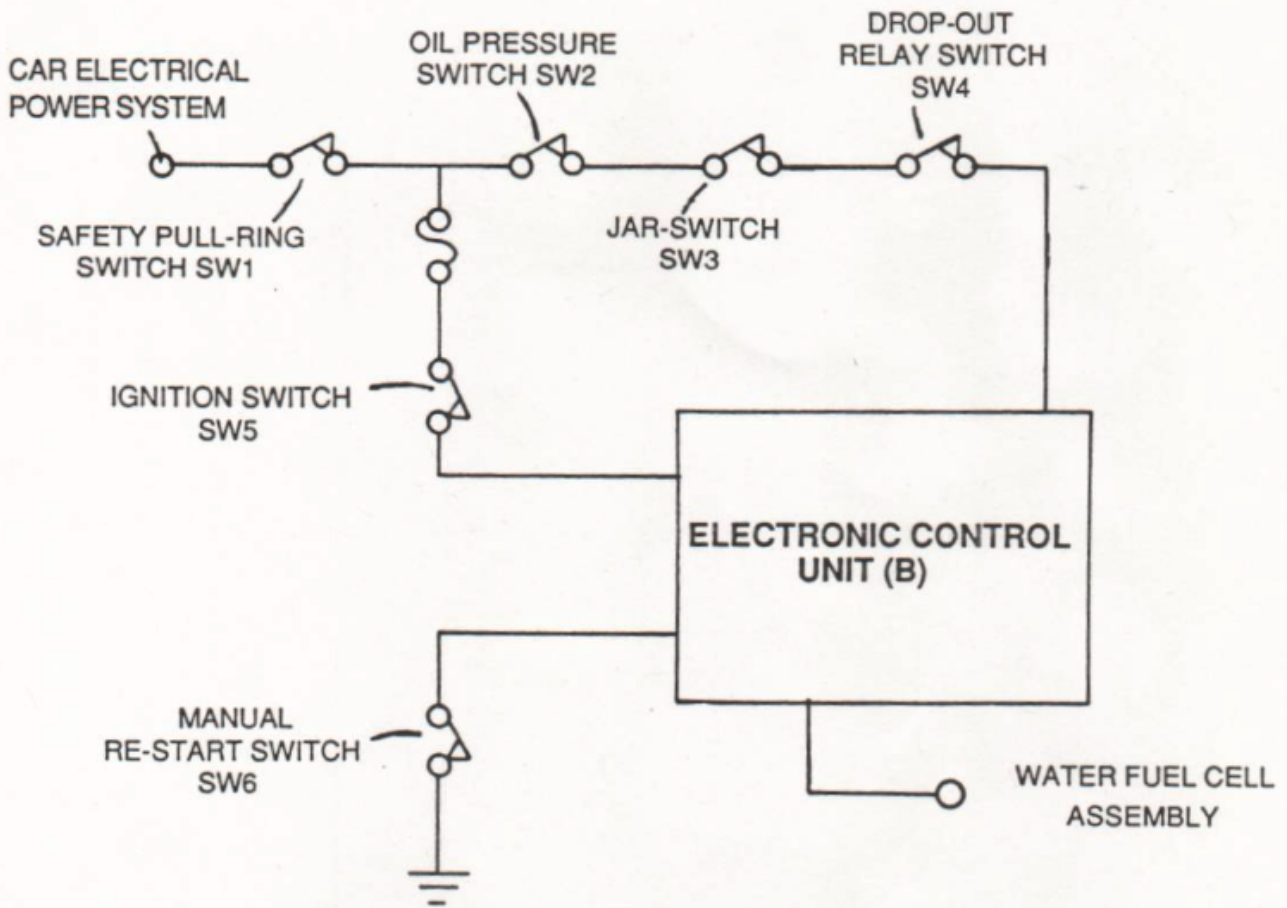
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**Figure 5: Recycling Non-Combustible Gases**

# 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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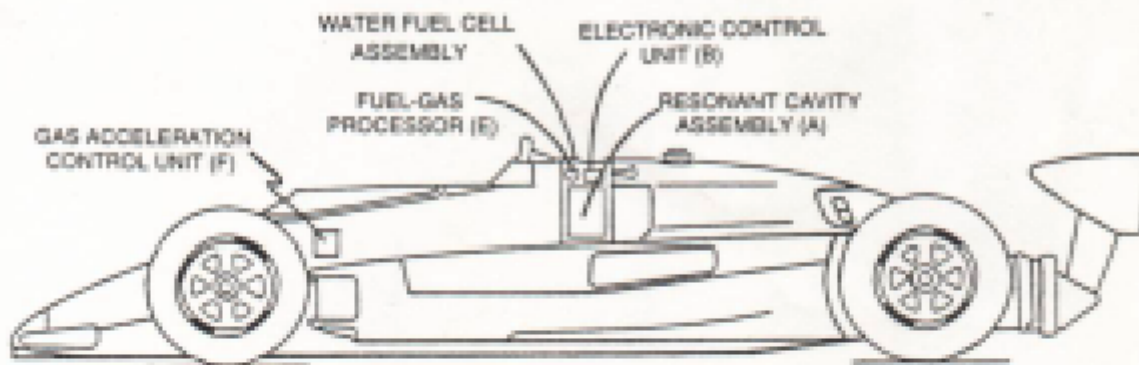
**Figure 6: Safety Control Circuit**

# 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.



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**Figure 7: Indy "500" Car**

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**.