

WFC 435 - Indy

"500" Car

- [WFC Proposal](#)
- [WFC - Resonant Cavity Assembly](#)
- [Page 2 of 7](#)
- [Fuel-Gases / Quenching Tube](#)
- [Rendering Hydrogen Safe](#)
- [Engine Retrofit](#)
- [Emergency Shut-Down](#)
- [Water Powered Car](#)

WFC Proposal

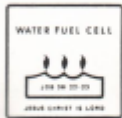
memo WFC435

WATER FUEL CELL

Proposal

to

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

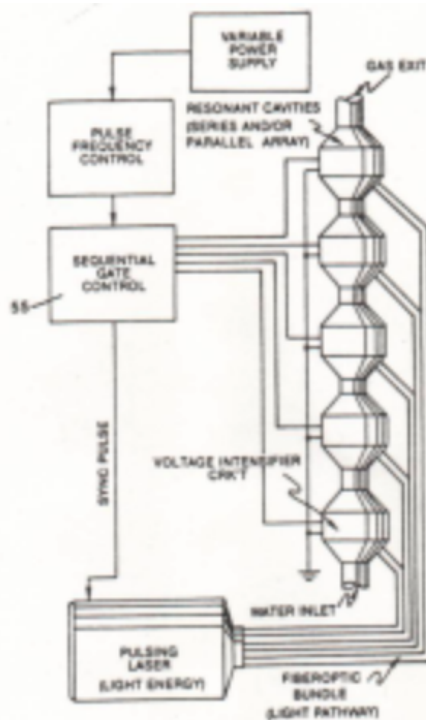


Inventor:
Stanley A. Meyer
3792 Broadway
Grove City, Ohio 43123
1-614-871-4173

Copyright © 1988 By Stanley A. Meyer
© under UCC 1988 By Stanley A. Meyer
U.S. and Foreign Patents Pending

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.



Copyright © 1982 By Stanley A. Meyer

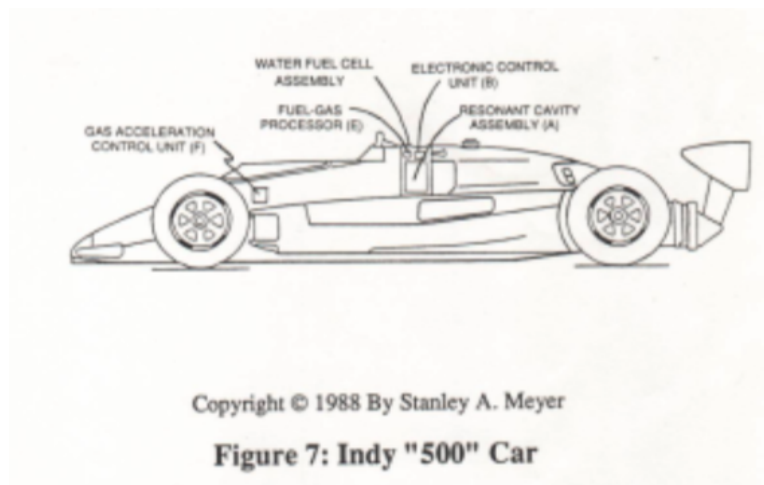
Figure 1: Resonant Cavity Assembly

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**".

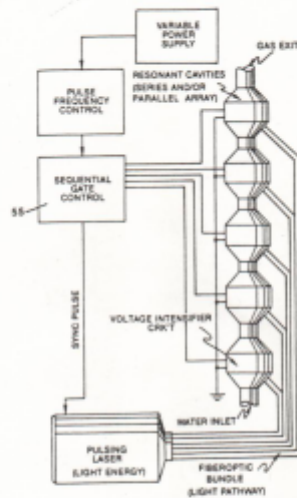
Hydrogen Storage is "Not" required since hydrogen gas is being produced on demand.



Original Content Image

Data Reference: WFC Tech-Brief

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

WATER FUEL CELL

Copyright © 1982 By Stanley A. Meyer

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.

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 Umit (B) of Figure (7) is electrically and mechanically linked to the Gas-Pedal to form an Gas Acceleration Control Unit (F) that electronically regulates and varies hydrogen gas flow-rate to engine...controlling engine R.P.M. by way of voltage deflection through an patented electronic circuit called an "Voltage Intensifier Circuit". Hydrogen Storage is "Not" required since hydrogen gas is being produced on demand.

Stanley A. Meyer

Page 1 of 7

Page 2 of 7

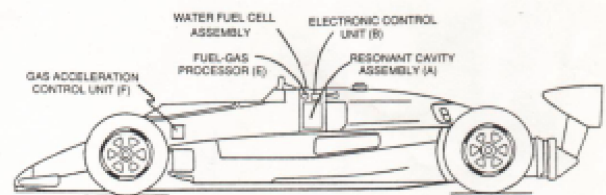
Coming Soon

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

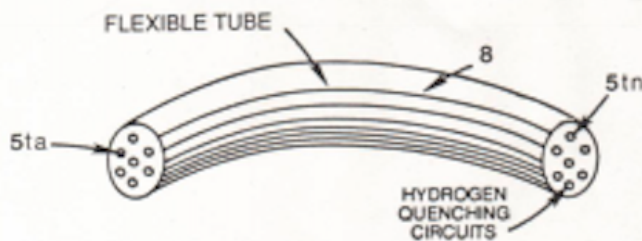
Figure 2

Figure 7



Copyright © 1988 By Stanley A. Meyer

Figure 7: Indy "500" Car



Copyright © 1981 By Stanley A. Meyer

Figure 3: Spark Arresting Gas Line

Voltage Intensifier Circuit (A3) is

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

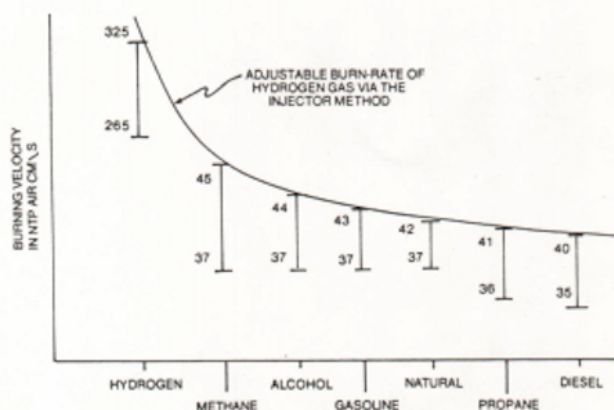
Gas Bleed-Off Valve prevents unwanted gas pressure during engine "turn-on stage".

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.

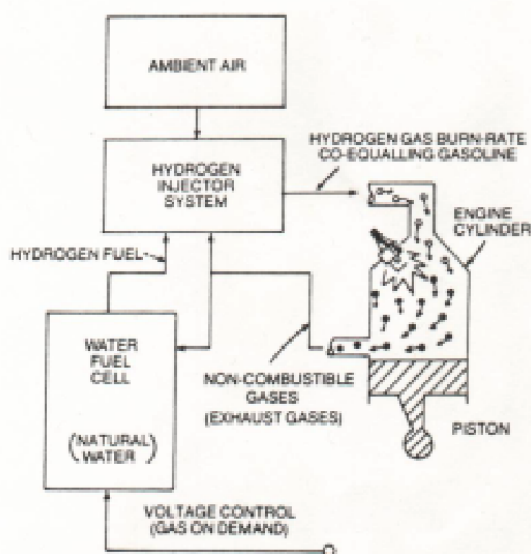
Figure 4



Copyright © 1981 By Stanley A. Meyer

Figure 4: Hydrogen Gas Co-equalling Alcohol

Figure 5



Copyright © 1981 By Stanley A. Meyer

Figure 5: Recycling Non-Combustible Gases

Original Content

RE: Water Power Car

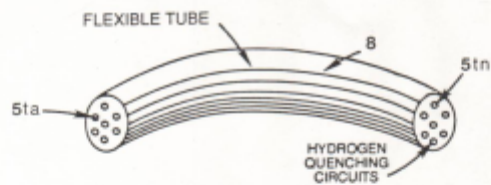
memo WFC 435

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".

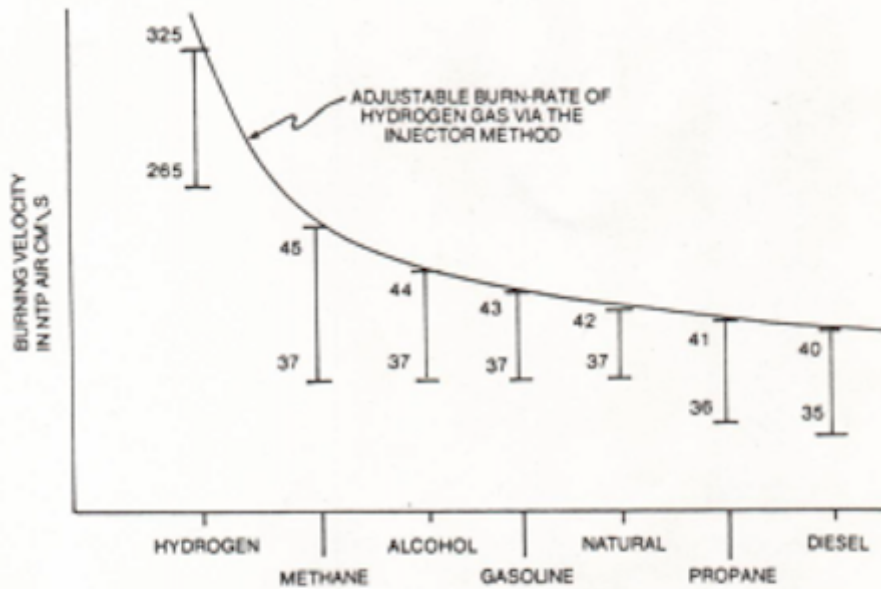
QUENCHING TUBE



Copyright © 1981 By Stanley A. Meyer

Figure 3: Spark Arresting Gas Line

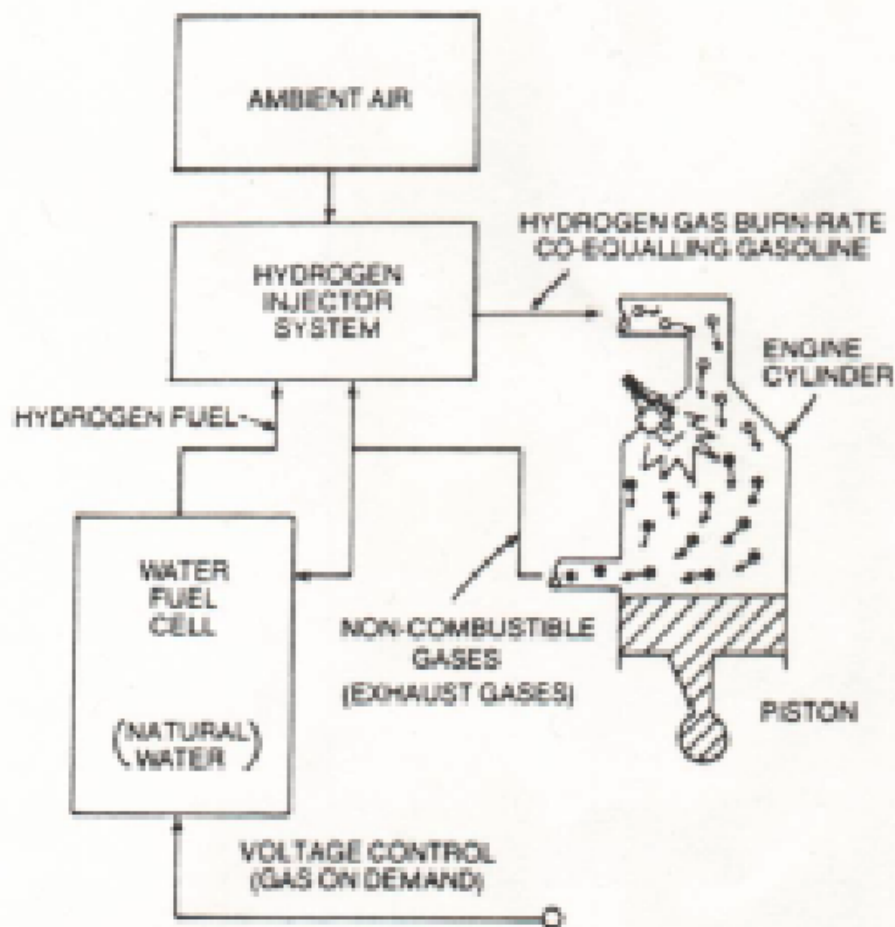
Rendering Hydrogen Safe



Copyright © 1981 By Stanley A. Meyer

Figure 4: Hydrogen Gas Co-equalling Alcohol

Engine Retrofit



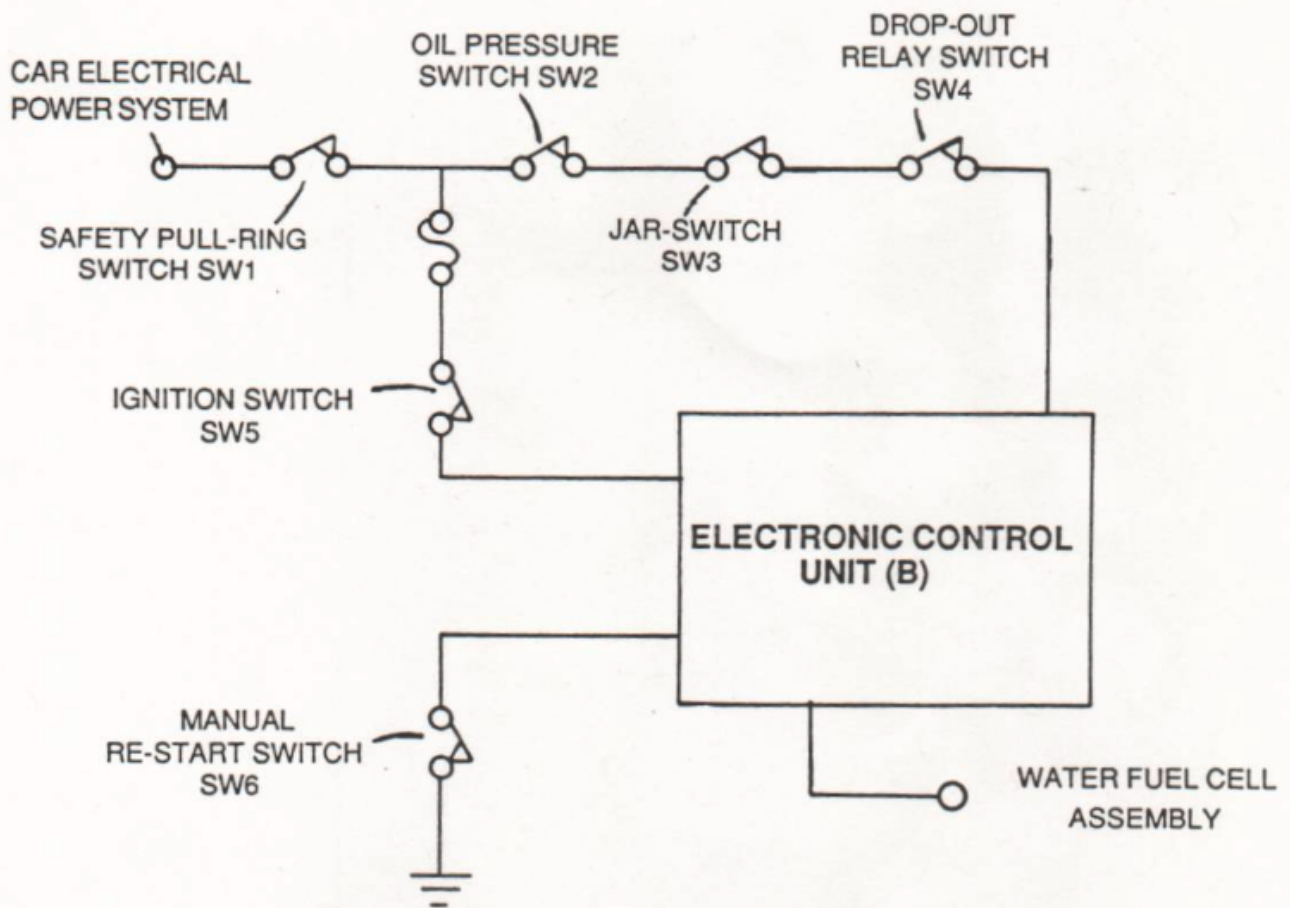
Copyright © 1981 By Stanley A. Meyer

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**.



Copyright © 1988 By Stanley A. Meyer

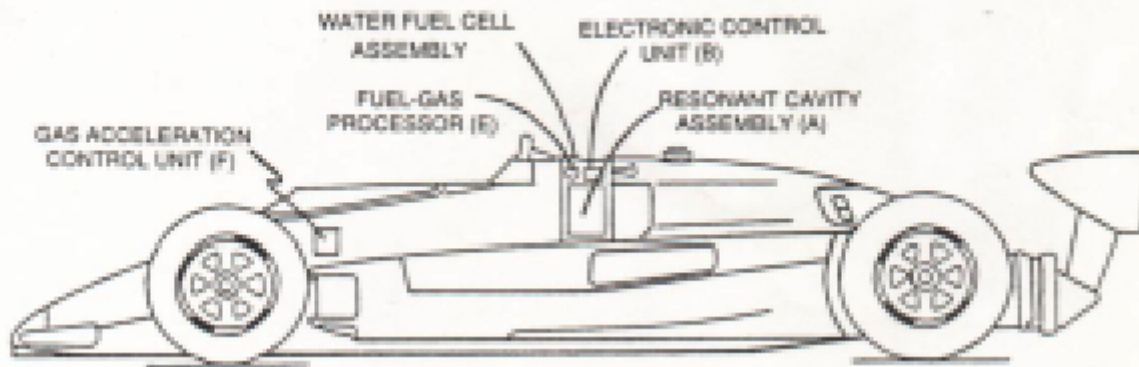
Figure 6: Safety Control Circuit

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.



Copyright © 1988 By Stanley A. Meyer

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**.