

Cheap fuel for gas-guzzler awaits 'order from gov't'

WASHINGTON

(UPI) — Leave your gas-guzzler with Gerald Schaflander at 9 a.m. and he promises by noon he'll have it running on a clean, efficient hydrogen-based fuel that will break gasoline's grip on your pocketbook.

Schaflander, during a lobbying visit to Capitol Hill recently, insisted he could make enough of his fuel to keep a hydrogen car rolling indefinitely, if the U.S. government only would give him an order to equip or fuel part of the General Services Administration motor pool.

"We're not looking for a grant or subsidy," said Schaflander. "The country has everything to gain and nothing to

lose."

The liquid hydride "Hyfuel" produced by Schaflander's firm, Consumer Solar Electric Power Corp., of Culver City, Calif., should retail for as little as 49 cents a gallon, he said.

And he said a Hyfuel gallon yields the same mileage as gasoline but causes less maintenance in the standard cars he will modify to burn it.

The secret of low-priced hydrogen — something that eluded the U.S. Energy Department and the energy industry — is in the gallium aluminum arsenide photovoltaic cells used to make it, he said.

Schaflander said his company has developed a secret automation process by which the

cells are mass produced for just 44 cents per installed watt.

Electricity from the cells is used in the electrolysis process to break ordinary water into oxygen and hydrogen.

Either one of Schaflander's claims — cheap hydrogen motor fuel and photovoltaics that can compete with commercial power — should be enough to launch a corporate titan to rival General Electric and Exxon.

But Schaflander refuses to market his photovoltaics because he said he's only interested in motor fuel. He also said he needs a \$5-million federal order to lure the capital to produce commercial volumes of Hyfuel.

"In six months we

can be getting 1 to 2 percent of the auto fuel market," he said.

If all this seems too good to be true, Schaflander has encountered skepticism before. The Energy Department blocked some of his overtures to government because it insists on examining the technology behind the claims — secrets Schaflander won't divulge.

Schaflander is suing the agency, which he said is dominated by oil and nuclear industry boosters who want to quash his proposals. He's gone directly to Congress.

The Energy Department, which has its own hydrogen fuel program, won't talk about Schaflander because of the pending suit.