SONEX RESEARCH INC
Form 8-K
October 11, 2002

SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 or 15(d) of the Securities
Exchange Act of 1934

Date of Report (Date of earliest event reported): October 9, 2002

SONEX RESEARCH, INC.
(Exact name of registrant as specified in Charter)

Maryland	0-14465	52-1188993
(State or other jurisdiction of incorporation)	(Commision file number)	(IRS employer identification no.)

23 Hudson Street, Annapolis, MD 21401
(Address of principal executive offices)

(410) 266-5556
(Registrant's telephone number, including area code)

N/A
(Former name or former address, if changed since last report)

ITEM 5. - OTHER EVENTS

On October 11, 2002, Sonex Research, Inc. (the "Company") posted the following announcement on its website (www.sonexresearch.com):

JOHN H. DREWANZ NAMED CHAIRMAN OF SONEX

ANNAPOLIS, MARYLAND, October 11, 2002 - SONEX RESEARCH, INC. (OTC BB: SONX) announced that Mr. John H. Drewanz was elected Chairman of the Board of Directors during a meeting of directors that followed the Company's 2002 Annual Meeting of Shareholders held on October 9, 2002.

Mr. Drewanz, who became a director in October 2001, was named to replace Mr. Myron A. Wick, III, Chairman of Sonex since June 1993. Mr. Wick, a California resident, remains a member of the Sonex Board.

Mr. Drewanz, a resident of the Annapolis, Maryland, area, is a private investor who spent thirty years as a college professor at the University of Maryland, University of Baltimore, American University and Anne Arundel (Maryland) Community College. Mr. Drewanz also owned his own real estate firm and has developed many properties in the Baltimore and Annapolis vicinity.

Sonex has been developing its patented Sonex Combustion System (SCS) technology for in-cylinder control of ignition and combustion, designed to increase fuel mileage and reduce emissions of internal combustion engines. The SCS improves the combustion of fuel in engines through design modification of the pistons in four-stroke direct injected engines or the cylinder heads in two-stroke, spark-ignited gasoline engines to achieve chemical/turbulent enhancement of combustion.

Last week the Company announced that it had received a $744,246 contract from the Defense Advanced Research Projects Agency (DARPA) to begin the design and development of a "heavy fuel" engine (HFE) conversion process for a gasoline automotive engine for potential use in an experimental helicopter-type unmanned aerial vehicle (UAV) under development by DARPA's Tactical Technology Office (TTO).

The Department of Defense (DoD) prefers that engines used in UAVs and other military applications for which gasoline storage and use are undesirable, operate on less volatile, diesel-type, kerosene-based "heavy fuels" to reduce the hazard and logistics burden associated with gasoline. Sonex already has successfully established an HFE technology baseline by applying its SCS technology to the conversion of several sizes of commercially available, lightweight, spark-ignited, two-stroke gasoline engines for use in UAVs to start and operate on heavy fuels. This program with DARPA will focus on an SCS process to convert an existing SI, four-stroke, gasoline engine to heavy fuel.

CONTACT: Sonex Research, Inc.: George Ponticas, 410-266-5556, email: sonex@erols.com, www.sonexresearch.com; Investor Relations: The Scottsdale Group, Susan Ladue, 781-292-1050, email: info@thescottsdalegroup.com, www.thescottsdalegroup.com.

ABOUT SONEX

Sonex Research, Inc., a leader in the field of combustion technology, is developing its patented Sonex Combustion System (SCS) piston-based technology for in-cylinder control of ignition and combustion, designed to increase fuel mileage and reduce emissions of internal combustion engines. Sonex plans to complete development, commercialize and market its SCS Stratified Charge Radical Ignition (SCRI) combustion process to the automotive industry in response to forthcoming increases in national vehicle fuel mileage standards. Presently, high mileage, roomy and safe five-passenger automobiles using gasoline, direct

injected (GDI) engines are sold only in Japan and Europe due to high emissions. Sonex intends to conclusively demonstrate that SCS-SCRI will enable GDI engined vehicles to achieve 50 mpg (highway) while meeting emissions standards to permit sale in the U.S. as a viable, near-term alternative to longer-term solutions such as improvements in hybrid propulsion systems or years of further R&D required for fuel cell technology to become practical.

Additionally, independent third-party testing has confirmed the potential of the SCS application for DI diesel engines to reduce harmful soot in-cylinder without increasing fuel consumption. Sonex is pursuing joint marketing and commercialization programs for the SCS low soot technology with committed industrial partners.

Other SCS designs are being used to convert gasoline engines of various sizes to operate on safer, diesel-type "heavy fuels" for use in military and commercial applications requiring light weight and safe handling and storage of fuel. Examples include UAVs (unmanned aerial vehicles) and ATVs (all-terrain vehicles) such as those used by U.S. defense forces in Afghanistan, as well as outboard engines, small watercraft used as targets, and generator sets.

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

"Forward-looking" statements contained in this announcement, as well as all publicly disseminated material about the Company, are made pursuant to the "safe harbor" provisions of the Private Securities Litigation Act. Such statements are based on current expectations, estimates, projections and assumptions by management with respect to matters such as commercial acceptance of the SCS technology, the impact of competition, and the Company's financial condition or results of operations. Readers are cautioned that such statements are not guarantees of future performance and involve risks and uncertainties that could cause actual results to differ materially from those expressed in any such forward-looking statements. Additional information regarding the risks faced by Sonex is provided in the Company's periodic filings with the Securities and Exchange Commission under the heading "Risk Factors". Such filings are available upon request from the Company or online in the EDGAR database at www.sec.gov.

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SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

October 11, 2002

SONEX RESEARCH, INC.
Registrant

/s/ George E. Ponticas

George E. Ponticas
Chief Financial Officer