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CARBON-DOWN

AEROHYDROGEN

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SUMMARY



This website requires Internet Explorer v6 or later.

Welcome, Willkommen, Välkommen, Welkom, مرحبا بكم,
Bienvenue, Bienvenido, Benvenuti, Tervetuloa, Witamy.
ようこそ Добро пожаловать, Hoş geldiniz, Привітання, 欢迎

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Realistic Sustainable Technology for Generating Profit

carbon-down

www.carbon-down.com

www.reviflow.com

www.terreace.com

www.mulecell.com

www.flygenset.com

www.linkedpiston.com

www.aerohydrogen.com

www.variablecompression.com

**Carbon-Down
rollout starts late
2010 and continues
month by month
into 2011.**

All licencing enquires should be directed to ben@bencc.com

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bencc is the sole trader owner of the Carbon-Down project and collection of ideas.

All the projects aim to reduce human carbon footprints and improve product.

- 2010 starts sales efforts and collaborations.
- Production partners are sought for the various of concepts.
- Also hope to further develop the project details in CAD and 3D physical models.
- The concepts will be launched one by one starting late 2010.
- The concepts are detailed in a seven book boxset called "Carbon Down".

Carbon-Down "Paper Concepts"

Housing : Most of the houses in the world are in a shabby state. When we rebuild them, imagine if those constructions were not only carbon reducing, but net carbon-down and produced fuel.

Terreace makes that possible. Humans have gone into space and cracked genetics, is it not time we all got 100% sustainable houses to live in that eliminate reliance on fossil fuels?

Engines : If the engine concepts; the valve, compression variation, cycling and mechanism simplifications are applied, significant proportional improvements in engine efficiency can be made, so that each litre of fuel is properly utilised whether in direct-drive or MuleCell ICE flygenset / regengen EV's.

Wind : Through high yield wind harvesting, self financing energy generation from wind into electricity and hydrogen/methanol becomes possible, migrating from nuclear and fossil fuels.

Sustainability is not achieved by speeches, targets or pamphlets, it is only obtained through the application of detail specific solutions. The technologists, industrialists and legislators reading this text are in a position to become part of the solution and drive these dreams forward to reality through mass implementation and usage. *Acta non Verba.*

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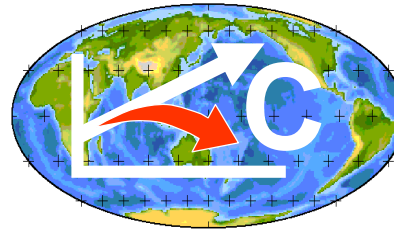
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www.carbon-down.com

carbon[→] down



1) Energy Products

2) Living Standard

3) Transport Power

- Carbon-Down is a collection of 42 detailed "paper" concepts in sustainable technology.
- Each concept reduces carbon in either; transport, living or by energy manufacture.
- The concepts are in; house building, combustion engine design and energy generation.
- Carbon-Down is a route to achieve change through pragmatic technological solutions.
- The concepts are presented individually to be judged each in turn on their own merits.



Magnum Opus

The greatest work of your life

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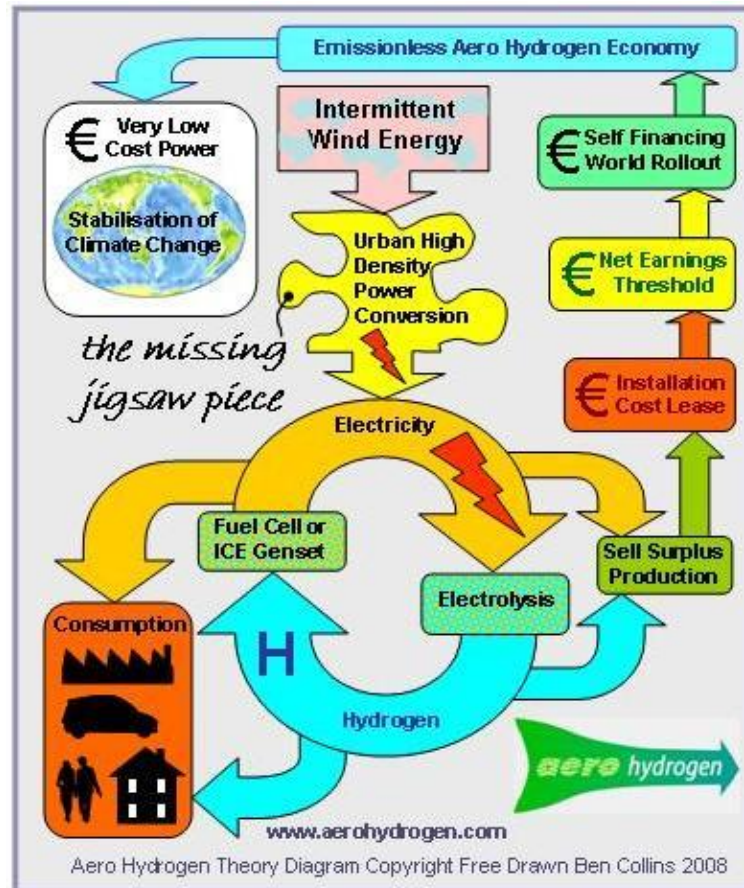
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www.aerohydrogen.com

The key to establishing the Aero-Hydrogen economy is creating urban build friendly yet powerful wind turbine design with low cost; manufacture, installation and maintenance. This allows self financed mass turbine implementation and rollout though high yield.



Carbon-Down introduces five wind turbine concepts and two rotor concepts for generating high density power from wind within the urban environment.

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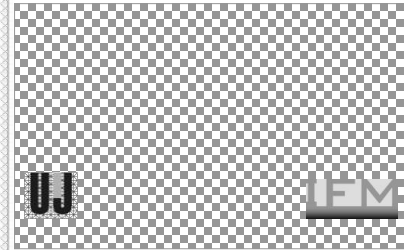
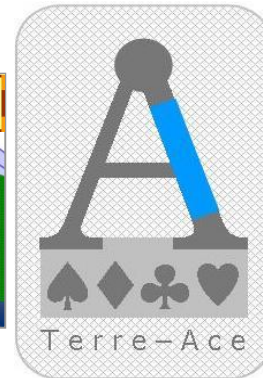
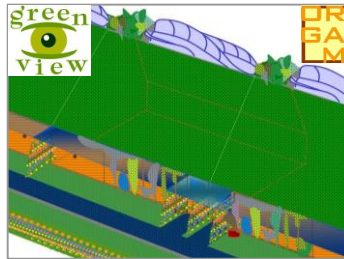
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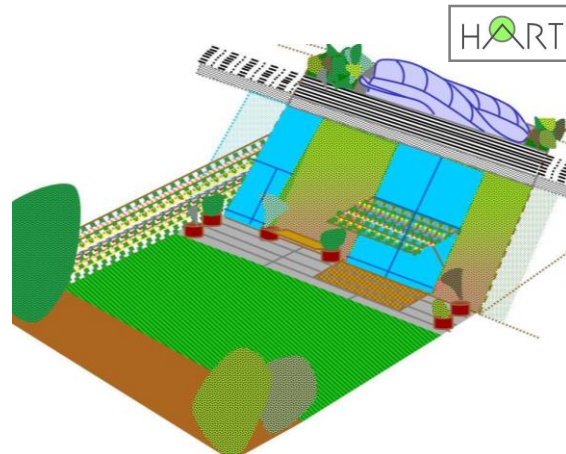
www.terreace.com



The Terre-Ace concept re-thinks a house from living space to a *performance product* using the philosophy of vehicle and product design. Employing radical innovation the TerreAce controls its own essential necessities; heat, electricity, water, whilst converting human waste both bodily and refuse, to useful commodities with minimum use of external resources.

Using mass production and efficient modules, maximum house specification and quality is achieved for minimum cost, assembly cost is minimised. This concept is ready for licencing.

- ♠ Innovation
- ♦ Construction
- ♣ Environment
- ♥ Life Quality



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engine concepts



1 stroke



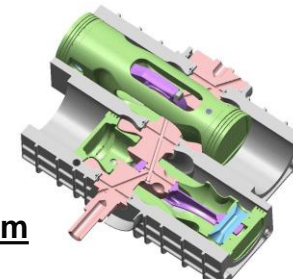
www.clptech.com

www.reviflow.com

www.flygenset.com

www.regengen.com

www.variablecompression.com



The projected efficiency of the 1 Stroke is just *over 50% energy extraction* from the original fuel. Theoretically the 1 stroke engine operates at 4 times mechanical efficiency of a present 4 stroke.



The Website ring provides details on;

- xCLP Engine
- 1 Stroke Engine
- Reviflow and Ackroyd Combustion
- Desmodromic Valve
- Variable Compression Ratio Diesels
- Variable Compression Ratio Gasoline
- Variable Induction

The concepts propose changes to; breathing, compression variability, piston SHM, reduce wall friction, the base engine and combustion cycling.

Progress of the ICE in the last thirty years has concentrated mainly on breathing; increasing the number of valves, VVT, airflow, turbocharging, DI. Better breathing increases outputs from smaller, lighter, lower friction powerplants – "downsizing". In 2010, CAD, RP and metal models and studies will be made on all the concepts, most likely starting with the head (breathing) improvements.

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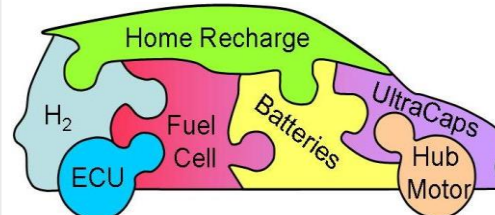
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mulecell.com

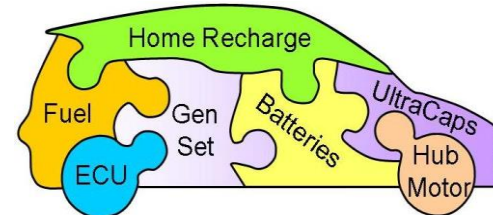


Waiting forever the perfected hydrogen fuel cell has lead to some paralysis in the introduction of electric vehicles (EVs). The "Mule Cell" is recommended as the best compromise. A plug-in-EV, also featuring a flygenset to recharge batteries on the move and extend range indefinitely, whilst also keeping the battery; small, light and low cost. that was news in 2006, now it is widely accepted as the most practical way forward.

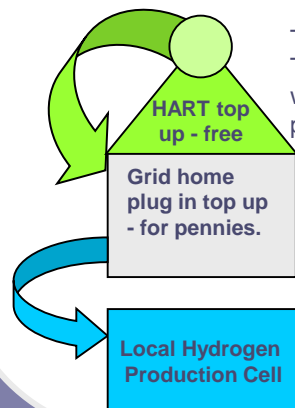
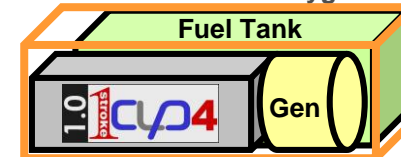


Fuel Cell

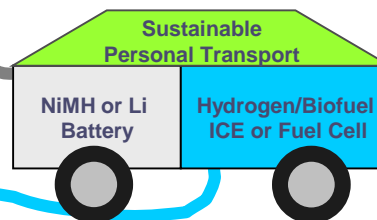
Versus



xCLP Mule Cell Flygenset



The answer to zero emission personal transport – according to TerreAce philosophy (www.terreace.com) - is at the home, where we can generate and manage energy production on a person by person basis, courtesy of the HART – House Apex Roller Turbine.



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benversus.com



Salus populi suprema lex esto.

The welfare of the people is to be the highest law

There are three main cases;

- a) BC vs DTI EM SBS (2002/3)
- b) BC vs KF & SV (2006)
- c) BC vs QLTR Edinburgh (2008)



In 2003, 2006 and 2008 some very boring and stupid things happened which have significantly delayed these eco-tech projects and negatively effected my life. This was for a while ignored, but in the end had to be addressed. Most of 2008 has been spent preparing and organising eight cases. Using positive philosophy perhaps these things can provide finance for developing the technologies. Nevertheless these events have dominated my life, lifestyle, home and in some cases personal relationships. In the end, it is no use whining, if there is a case to answer, actions have been brought.

a) Funding was not given to the one stroke engine on the basis; it had no market, could not be assembled, was not new and time given was overvalued. In fact the engine is perfect for recharging EV's, was built and shown as a model that could assembled, was approved for a world patent (was new) and our time was paid at the quoted rate paid out in 1998, 1999 and 2003. Negligence is claimed.

b) SV & KF removed all finances (cars, bank accounts, possessions) in April 67 days after an incorrect tax estimate for January was issued. Everybody was informed the tax bill was wrong, I had paid taxes already for 5 years without issues. All the tax money originally "owed" was returned in December, though I had to exist penniless for 8 months. Silly, destabilising, miserable and pointless. Malpractice is claimed.

c) In 1998 I repaid my loan and grant to the Scottish Office after I moved abroad. I then overpaid my VAT (taxes) and saved up extra money for a new project. When this money was claimed under Bono Vacatia, only £3,000 was repaid not £21,000. The Scottish Office claimed they had different rules in Scotland to that in England, where payout would have been £21,000 (£50,000 maximum in England and Wales, £3,000 in Scotland). If I had not bothered to pay back the original loan and grant, I would have been £36,000 richer, in 1998! Strange! Malpractice is again claimed (failure to make a fair payout). The only ceiling published by the UK govt was £50,000, the unpublished £3,000 limit was only notified 6 months into my BV application.

2008-9 was supposed to be launch the ecotech concepts, instead I have been dealing with this rubbish. Pity! The cases are detailed at the website, together with cartoons for easy understanding of the problems.

Tu ne cede malis

Yield not to misfortunes

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MAGNASALus - A bicycle for the 21st century
working all the body - in one "great harmony"
imagine the significance - watch this space.....

This will be the ultimate in human powered personal mobility, designed 1996, launching????



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aerodynamicar.com

aerodynamicar

Some Aerodynamicar projects are complete, including truck, van and passenger car concepts. Contact ben@bencc.com for further details.

The four functions of Aerodynamicar; vehicle design, invention, manufacture & ch supply. These functions share much commonality, the goal to make useful high quality products.

design

Vehicle and component design in specific projects, strongly featuring aerodynamics.
Marketing a commuter car and heavy truck concept in 2011.

invention

Component invention in aerodynamic featuring.
PISCES boat and VT airplane projects later.

manufacture

Rebody systems for some cars and aerodynamic trimming.
8-go small vehicle range for the developing world.

ch supply

Manufacture of CH units – more details in 2011.



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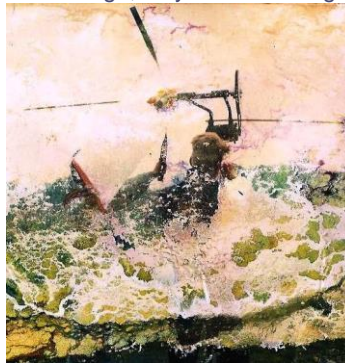
Global warming and expanding human population is the biggest challenge mankind faces, in effect its own success. Humans are a plague on Earth consuming resources at an alarming and accelerating rate.

The picture is not however total doom and gloom, we can find answers to these problems. This website summarises a bunch of sustainable technology product solutions; in transport, living and power generation. Application of one of the solutions would reduce human carbon footprint, application of all the proposals can massively reduce the environmental impact of human living.

2010 starts the promotion, selling, licencing or researching and developing these proposals. The concepts have been entirely developed using only personal finance thus far.

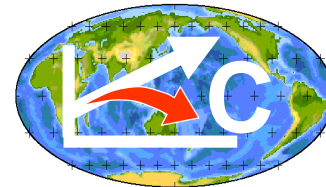
Licencing

Critically these concepts must find industrial partners in order to reach the goal of mass production and usage, only then is change made.



*Authors wind turbine in 1987. Eco is not new!
Martyn Collar, Roddy Boundy and myself at
Ulverston School all built greentech projects,
two wind turbines and a high mpg car.*

Thanks for reading, comments invited



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If you are fed up listening to global warming doom, herein are some realistic product solution "paper-concepts" to resolve the carbon crisis. Now with 42 pretty good concepts ready to launch, things are really happening at long last, launching at the end of 2010.

The ideas herein are detailed in a thousand-diagram seven book series project. This year the concepts will progress from paper to prototypes and perhaps soon implementation.

Mini-Bio

Product designer *Ben Collins* (41), always been designing "green" products, a wind turbine school project (1987), a lightweight tandem bicycle degree project (1991), and bicycle components after that. Experienced in the automotive and plastics industry, having lived and worked in; UK, Germany, Sweden, Italy and Portugal.

Also involved with innovations in; disabled user equipment, active headrests, ISOfix, seating, connectors, aerodynamics, mechanisms and parts saving in vehicle interiors. He tattoo'd his heart with planet earth in 1993 and has spent his life either dreaming up eco-solutions or vehicle design consulting to pay for those dreams.

Carbon-Down is the culmination of some of these dreams. After last years delays in launching, there was time to develop political/economic "hopism" ideas www.hopism.com. A work in progress, your contribution welcome!

Pending EcoTech Websites:

www.carbon-down.com

www.terreace.com

www.mulecell.com

www.flygenset.com

www.linkedpiston.com

www.aerodynamicar.com

www.magnasalus.com

www.aerohydrogen.com

www.regengen.com

www.variablecompression.com

www.reviflow.com

www.aerogeni.com

www.1strok.com

Special thanks to **Robert Skelding** and thanks also to; Louise and Chris Spencer, Jotech Design AB, David Harrison, Jean-Louis Jacobs, Alasdair Robinson, Tony Coles, Jenny Sallows, Vladimir Grigoriev, Noel Sheehy, Bob Hounslow, Chippendale Woodturners, Johnson Controls Sweden, David Harrison, UK Patent Office Staff, Opalen.se.



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