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(updated 4th May 2009)

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2008 Notice of Reasons of DIUS Negligence	www.detail.dti.benversus.com
2003 Orig Research Application & Website	www.app.dti.benversus.com

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2009-04-15	12	2009 Negligence of Dept of Innovation & Uni´s	www.writ.dti.benversus.com	090416 Writ BC vs DTI SBS East Midlands Malpractice.ppt
2008-11-21	55	2008 Notice of Reasons of DIUS Negligence	www.detail.dti.benversus.com	081120 BC vs DTI SBS East Midlands Malpractice.ppt
2003-07-08	48	2003 Orig Research Application & Website	www.app.dti.benversus.com	2003-07-08 Research Project Application

- Welcome to **detail.dti.benversus.com**
- This document is the same sent to the DTI (now DIUS) in November 2008.
- This document follows previous correspondence attempting to engage the EM DTI SBS in constructive discussion in 2003.
- This document covers the original complaint and background references and all communications leading up to the complaint.
- Documents were communicated by hardcopy and or CD to the DTI.
- The original application, technical document and website are contained at www.app.dti.benversus.com.

START DOCUMENT

Salus populi suprema lex esto

The welfare of the people is to be the highest law

BC vs SBS DTI : Cover

Salus populi suprema lex esto.
The welfare of the people is to be the highest law

Malpractice Suit Against East Midlands DTI Small Business Unit by Ben Collins For Unfair Rejection of the CLP Engine Smart Application

20th November, 2008 Ben Collins.

BC vs SBS DTI : Invitation to Settle Damages

Ben Collins 690309-5096, Göteborg, Sverige.
0046 708 453589

Legal Department
Department of Innovation, Universities and Skills
Kingsgate House
London
SW1E 6SW
UK

20th November 2008
Malpractice action against SBS DTI for failure to provide a SMART award for the CLP Engine in 2003

Dear Director,

In November 2003 SBS DTI rejected the CLP SMART application without due cause, failing to support a carbon reducing technology and misapplying rules of SMART consideration during this rejection amounting to malpractice.

- SBS DTI failed to apportion value for the engineering development time already applied to the project
- SBS DTI failed to apportion adequate value for the time to be applied during the project.
- SBS DTI failed to ascertain a credible technical evaluation of the CLP engine.
- SBS DTI failed to reorder a flawed technical evaluation even after the flaws of that evaluation were explained in detail.
- The CLP Engine is a carbon reducing technology which should have been supported according to the Kyoto protocol, obligations and agreement.
- SBS DTI rejected detailed and justified reappraisal requests made on behalf of the project in 2003.

You are invited to consider this document (full 54 pages on CD attached) which discusses the malpractice at length and agree to take part in an independently set compensation tribunal or offer a settlement before the added expense of lawyers are involved from December 30th 2008. Please refer to the document attached.

Damages

I claim damages for;
A) Loss of commercial value of the CLP project denuded of intellectual property and next stage development.
Even though the CLP engine had been searched as novel and worthwhile by the World Patent Authority, without the SMART award, funds were not available to continue the development process. The CLP project only had time to make two significant funding applications, the main one to SBS DTI. Had SBS DTI assessed that SMART application properly, funding would have been available for worldwide patent protection.
B) Loss of the grant funding.
C) Other damages listed according to the table within the document attached.
D) Monetary compensation equivalent to time*risk required to prepare this case.
E) Lawyer and court fees accumulating in the event of non settlement before December 30th 2008.

Yours sincerely,

Ben Collins (collinsben@hotmail.com) (printed and posted pages; 2,3,4,5,6,34,11,12,35,E)

BC vs SBS DTI : Contents

BC v DTI SBS 1st November 2008

If a scheme is offered, it must be fairly administrated, otherwise offering the scheme is a fraud. IMO the SMART award claims to support the small team inventor but fails to do so and is a charade to fool central government and extract funding. The UK has failed to produce any significant inventions in the last forty years, despite RDA "providing support" and extracting billions of pounds of treasury funds. IMO this support has not reached the right people and has been frittered away on; university research, machinery and production equipment purchases containing very little innovation, risk or altruistic gain for wider society.
In contrast, all those elements were contained within the *rejected* CLP engine project.

BC vs SBS DTI : Communications Register, CD Annex, Failures Summary

BC / DTI SBS Communications 2002-2004

Ref	#	Communication	Regarding	Date	Contact
EBX	36	Communications Annex Cover			
EBX	37	030708 SMART Application Cover	The Application	2003-07-08	BC to DTI
EBX	38	030815 SMART Application Rejection 1 of 2	DTI Rejection	2003-08-15	DTI to BC
EBX	39	030815 SMART Application Rejection 2 of 2	DTI Rejection	2003-08-15	DTI to BC
EBX	40	030817 SMART Rejection Response 1 of 3	BC Response	2003-08-17	BC to DTI
EBX	41	030817 SMART Rejection Response 2 of 3	BC Response	2003-08-17	BC to DTI
EBX	42	030817 SMART Rejection Response 3 of 3	BC Response	2003-08-17	BC to DTI
EBX	43	0309XX SBS DTI Email Verity Watt	DTI V Watt	9/XX/2003	DTI to BC
EBX	44	0309XX BC Response to Verity Watt	BC Response	9/XX/2003	BC to DTI
EBX	45	031025 Marian Simpson Response 1 of 2	DTI Final Letter	2002-11-03	DTI to BC
EBX	46	031025 Marian Simpson Response 2 of 2	DTI Final Letter	2003-10-25	DTI to BC
EBX	47	040114 Response to DTI M Simpson 1 of 2	BC Final Response	2004-11-04	BC to DTI
EBX	48	040114 Response to DTI M Simpson 2 of 2	BC Final Response	2004-11-04	BC to DTI
EBX	49	0201119 Contact to Sam Bateman Grant Speci	Grant Specialist	2002-11-02	GRANT
EBX	50	030604 Other Grant Application (NESTA)	Nesta Application	2003-06-04	NESTA
EBX	51	130503 PCT International Search 1 of 3	PCT Search	2003-05-03	PCT
EBX	52	130503 PCT International Search 2 of 3	PCT Search	2003-05-03	PCT
EBX	53	130503 PCT International Search 3 of 3	PCT Search	2003-05-03	PCT

CD Annex of Documents

Type	BC v DTI SBS 1st November 2008
Application	Original Application
Application	Original Application Spreadsheet
Application	DTI SBS RD Form Original Application
The Website Then	Was a hardcopy of the CLP Brochure given to Volvo.
CLP Brochure	020910 Brochure to Volvo Trucks, Ford, VW etc
Video	Video of Model Rotating
CLP Overview	CLP Overview

SBS DTI are obligated as a publicly funded office to :

- Treat each proposal fairly.
- Make proper consideration of each proposal,
- Encourage technology that tackles GW climate change (re Kyoto agreement).

SBS DTI are obligated as a publicly funded public office to :

- Avoid patronising and bullying when using their discretionary power.
- Not favour University projects (which have historically produced very little).
- Fairly value professional engineering time donated to projects.
- Be open in communications without closed shop practices.
- Look at and consider websites as sources of information.

All of which SBS DTI failed to execute in this case.

There are several routes to market available to technology inventors. The route I chose was development and protoyping, file the patent, go public with sales attempts and put my main effort into the DTI grant application as next step funding. The grant application was rejected for very strange reasons, against the terms and the motivation of the award and therefore represent malpractice and or negligence by SBS DTI.

It would be easy to dismiss this case herein as sour grapes, but if the reasons for rejection were false and unjust, this situation is likely to have been replicated across many applications from lone or small team inventors. That is possibly hundreds of good ideas cast aside. Hundreds of brilliant minds turned away who must go back to their families and say that the weekends and evening preparing their invention, patent applications, presentation materials, deforming their project to fit the scheme was a waste of time (or two years sabbatical in my case). Society needs to give hope to altruistic projects not gloom. Worst of all though is a charade of help which turns out to be nought and wastes precious time. The one stroke engine, desperately needed now, has been seriously commercially weakened by the SMART award rejection.

After I had committed the time equivalent of £140,000 and £20,000 invested, SBS DTI should have contributed to a solution to reduce GW, Climate change and fossil carbon resource depletion, certainly possible within the terms of the SMART award they were offering.

Since the time of the application five years ago, as predicted in 2003 the notion of electric vehicles with on-the-fly engine rechargers has become widely accepted (e.g. Chevrolet Volt). This change of function for engines has massive implications for the perceived benefits and weaknesses of the CLP one stroke engine;
A) That the possibility of clean 2 stroke combustion is much easier due to constant load conditions of a flygenset, making the 1 stroke CLP realistic for emissions.
B) Flygensets do not have high peak loadings meaning the weakened crankshaft in the CLP is not a disadvantage because crankshaft loadings are much reduced and stable.
C) Ultimate conversion efficiency is the single goal from fuel to electricity, unsurpassed (theoretically) in the CLP one stroke engine.

Had my project not been unfairly disqualified, the CLP would be ready to come to market now representing a tremendous commercial opportunity missed by the East Midlands. An illustration of this is that a several companies have since set up with the sole intent of only producing flygenset engines.

In the end I concluded, probably along with thousands of other applicants, this scheme like most of these schemes, is for grant sycophants and low risk projects dressed up as high risk and needing grant assistance. Had the scheme not existed then I might have chosen to keep quiet about the CLP until further established, but with the scheme in existence I decided to put my faith in the system only to be have the project rejected on spurious grounds. When those spurious grounds were explained in detail to the DTI, they dismissed the opportunity to re-evaluate the application.

BC vs SBS DTI : Summary of Legal Points

Legal Challenges BC vs DTI SBS 1st November 2008	
Ref	Main Points
BvE M1	Technical appraisal failure
BvE M2	Time paradox - catch 22
BvE M3	Failure to value time
BvE8	Other Failures
BvE O1	Failure to consider or consult the website
BvE O2	Bullying in communication
BvE O3	Failure to understand the model
BvE O4	Insufficient technical appraisals according to guidelines
BvE O5	Recommendation to use grant specialists and complex grant process
BvE O6	Working to improve performance and correct mistakes
BvE O7	Projects must deform to the scheme, not vice versa, inflexibility, intransigence
BvE O8	Strange project requirements, e.g. not started but a patent filed!
BvE O9	Institutionally disadvantaging lone or small private team inventors
BvE O10	Financial and personal consequences of non funding
BvE O11	2000 Kyoto agreement and responsibilities for developing eco solutions
BvE O12	Refusal to acknowledge existing patent searches from UK & PCT, repetition
BvE O13	Closed shop processing, non accountability, secret handling of public funds

Failure to provide the SMART award to this project has irreparably damaged it commercially given that the PCT (world) patent was granted but unable to be funded. The way the SMART application was adjudged in 2003 was prejudicial and unfair amounting to negligence and or malpractice by SBS DTI.

The main reasons are as follows;

- SBS DTI failed to value time given to project as a legitimate contribution previously.
- SBS DTI failed to value time proposed for the duration of the SMART period of the project.
- SBS DTI declined to get a third appraisal after the negative appraisal by "Expert 2".
- Expert 2 failed to visit the website on the engine for his appraisal, SBS DTI stated they and their consultants were not obliged to consider websites, what century is it?
- Expert 2 failed to acknowledge a moving full scale model of all parts that had already been built and demonstrated in person at SBS DTI by BC and RS, thereby disproving the experts assumption that the engine could not be assembled.
- Expert 2 based his negative appraisal largely on this perceived "unable to assemble assumption"
- Expert 2 failed to appreciate that not all engines are bound for direct driving car engines, in fact the CLP was and is still seen to be ideal for a flygenset in electric trucks, vans and light trains.
- Expert 2 ignored frame by frame assembly photograph sequence showing engine assembly, in very close relation to contemporary engine assembly.
- Expert 2 claimed the idea was old but produced no reference of prior art and this contradicted three independent patent searches including one commissioned by SBS DTI and the patent application approval by the world patent authority.
- Expert 2 was discredited in communications yet SBS DTI refused acknowledge this discredit.
- SBS DTI failed to assist a potential carbon reducing technology when obligated by the the Kyoto agreement 2000 to give fair and proper consideration to assist such projects.

BC vs SBS DTI : M1 Technical Rejection Summary

As part of the SMART scheme evaluation, SBS DTI should obtain 3 independent technical evaluations. SBS DTI only obtained two technical appraisals of low quality, a major failure on their part for the CLP Engine SMART application. One was a patent search only pertaining to determining novelty of the concept, and not really a technical appraisal as such. It was pointed out at the time SBS DTI could save their money as an independent search had already been carried out twice before by both the UK patent office and European search office and notified to SBS DTI, this was refused.
The second appraisal rejected the CLP concept as feasible and rehashed, though apparently even after having spent months preparing the application and 2 years in the project, I had no rights to see this full document that dismissed the concept out of hand.

After much badgering and persuasion, the full appraisal was forwarded to BC, even though SBS DTI claimed it had no obligation to do so. Naturally after two years work I was curious as to why the CLP Engine was unfeasible, particularly as i had consulted various sources and experts in the industry whose viewpoint was exactly the opposite. After reading the appraisal it became immediately apparent that it was shamefully flawed, the worst flaw claiming the engine could not be assembled. Nobody in their right mind would recommend a concept they thought could not be assembled. Though a large degree of conceit and incompetence is needed to come to such a conclusion without properly reading the submitted technical material or consulting the website.

The CLP engine can be assembled, its assembly is very similar to a standard engine, the assembly process was photographed in detail from the full scale model and published on the website, shown overleaf. There was a full scale working model in existence, though this "expert" never gave an explanation regarding how this model was built and moved, even though he assumed/decided it could not be assembled. Hereafter SBS DTI were contacted two days after and the flaws of their technical appraisal were explained at length (see letter in annex and page 11).

Fortunately I also discussed the engine with Volvo Powertrain (trucks) and Jaguar many months earlier, thereby saving witnesses regarding the model and their copies of the photographed assembly process. SBS DTI however refused to obtain both a third appraisal as they were obliged to do, nor did they replace the discredited second appraisal. The only credible information received from SBS DTI was a duplicated patent search report I had already largely received six months earlier by the patent office as part of the original patent application process protocol.

BvE M1 Technical appraisal failure

The 3 reports collated by SBS DTI;
1) Unnecessary triplicated patent survey.
2) Technically flawed, discredited report.
3) No third report.
The CLP project was rejected on the basis of this discredited report.
This level of arrogance and closed shop dealing was not appropriate for public office.
All three appraisals were therefore poorly organised or worthless, despite their obligation to properly investigate the merits of the concept after I had contributed from my side and made the application (two months work). There is a reason three technical appraisals are requested by the scheme, because even "experts" have different opinions evaluating concepts.
Relying on one opinion is generally foolish, though this was a strategy adopted by SBS DTI.

Taken from the original application (full application held on the CD annex).

Research Project

Proposal

CLP Engine

Ben Collins **July 2003**

SUPPORTING DOCUMENTS

A1 www.clptech.com

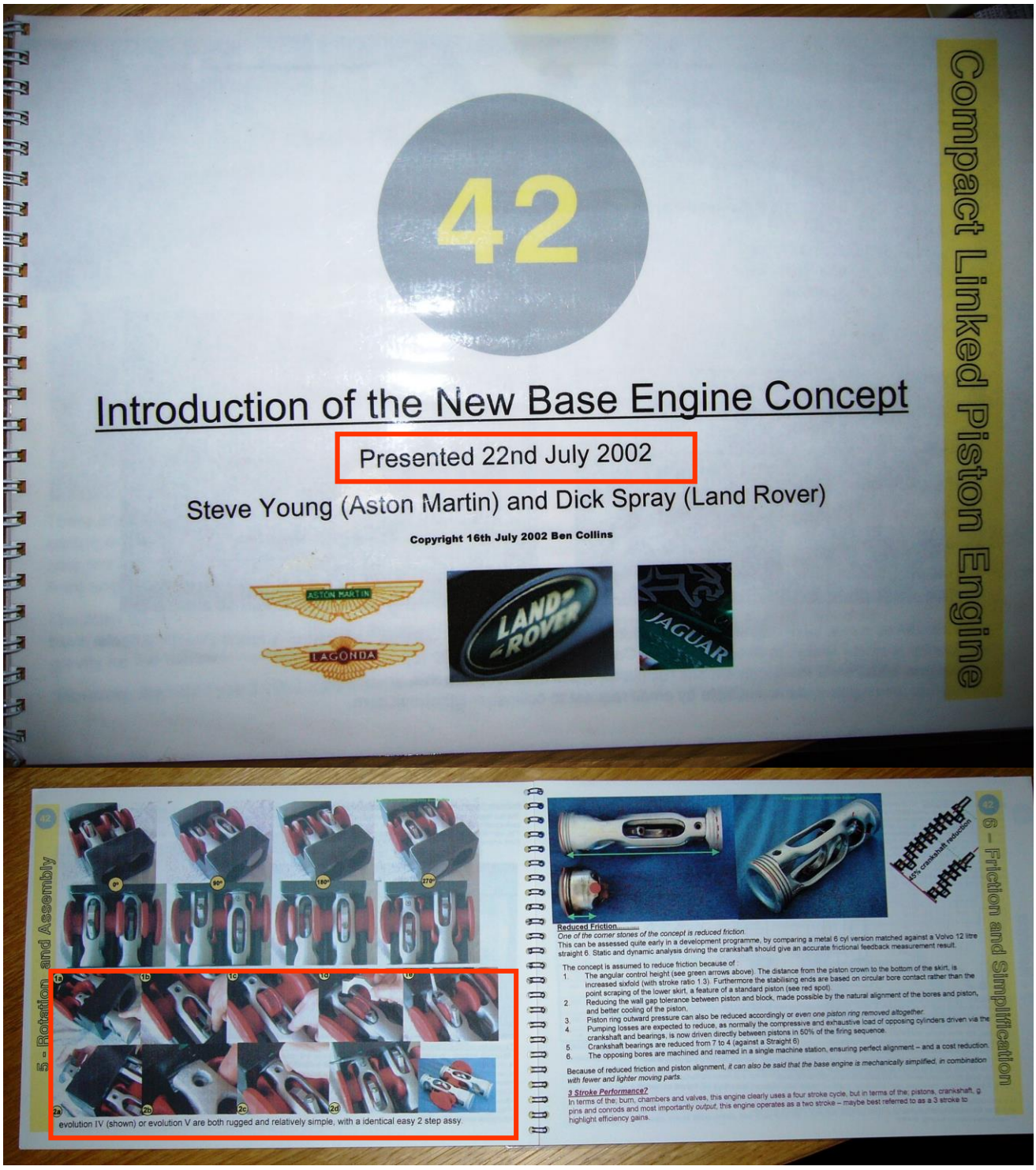
A2 Document "An Introduction to the Compact Linked Piston" – the latest embodiment is always to be found on the website

A3 Last two years project concept phase expenses (contained as worksheets on the Excel file : 2003-07-09 CLP Engine RD spreadsheets.xls).

A4 Last two years accounts attached as word documents.

2008 Verdict : The Expert used to review this project could not have consulted either the technical document nor the website – (both identical), otherwise he would have seen the assembly photographs. There were only 24 pages in the technical document/website and assembly and rotation was one of them. This consultant has not done his homework and should have his fee revoked for such a crass error, instead, the DTI refused to have the evaluation redone or accept criticism of the technical expert.
The expert also claimed the engine was an old idea – which DTI SBS accepted as gospel, even though in their other technical evaluation from the UK patent office, said it was original.
This contradiction between evaluations was never reconciled.

BC vs SBS DTI : Diagram of Assembly shown to Ford, Volvo Truck and Others



2008 Verdict : The CLP engine assembly process was forwarded to about 6 "witness" vehicle manufacturers as hardcopy. How the "expert" missed the assembly page on the website is unclear. There were only 24 pages and they were clearly identified and identical to the hardcopy promo booklet shown here presented to various people a year earlier. If the expert missed this, it is logical to assume that he also failed to properly consider the project before jumping to strange and unworthy assumptions.

BC vs SBS DTI : Diagram of Assembly Published on Website 2002

2008 Verdict : These photos, also used in the 2002 brochure to Volvo trucks, are still the ones used in the 2008 website – they explain everything that is needed clearly and in sequence – then and now. This model from 2001 is still available for inspection and dissembly.

2008 Verdict : After carefully developing assembly, then building a full size model and website posting clear assembly technique – extremely close to a contemporary engine by the way – it was particularly infuriating to have an "expert" say that the engine cannot be assembled. The unacceptable part is not that the expert was mistaken, but after these fundamental mistakes were highlighted to SBS DTI, the expert analysis was not recommissioned.

BC vs SBS DTI : 030817 Salient Letter Refs Regarding Expert 2 Report

Reply to Dewi Hughes Letter (030815), Sent to SBS DTI **030817**

DH "whilst we have received one tentative support from technical experts consulted we have also received one clear rejection. I include some of the experts comments below that will hopefully be of use to you. "

No real technological advance offered by proposed work. Concept is an old one. Proposed work differs in detail only

There has been a piston, there has been a linked piston. There has never been a **compact linked piston**. The invention has been searched and deemed novel by both the PCT (world) and UK patent authority.

Concept is impractical due to costs of manufacture and difficulty in assembly. Assembly follows the same process as a current engine. Costs will increase and decrease in areas, and there will be a new technology cost penalty.

Use of concept will offer no environmental or social benefits. May reduce fuel consumption, electricity cost, CO2 output, therefore very beneficial.

Applicant is applying for funding of a design study examining the repackaging of an old concept. The concept is likely to be expensive to produce and even more expensive to assemble in an engine design. These negative aspects overwhelm any minor space saving offered by the concept and such savings would be minimal if not negligible.

It is a new concept (hence the granted PCT world patent). Assembly costs do not increase.
Space saving is a side benefit, not one of the principal goals.

There are many technical risks in the development of a new layout of internal combustion engine. Major concerns are achieving sufficient rigidity in the crankshaft and connecting rod assembly (the crankshaft of necessity must be split at a bearing journal to facilitate assembly). Lubrication may also be problematic.

There will indeed be technical risks, it is a development project.
The crankshaft does not need to be split.

2008 comment : all the documents contained many pictures of the crankshafts and models, all unitary (unsplit), yet the expert decided upon himself "they must be split". Wrong! Also meaning he had not consulted the documents supplied or looked at the website. Also the issues surrounding crankshaft's relative weakness was acknowledged and discussed in the application.

Commercial Potential/market need/exploitation route *-*

Our feeling is that the concept can be proved to work, but in these days of increasing emphasis on fuel efficiency there may not be anyone willing to exploit a new engine configuration, and hence there is a risk that it remains an engineering curiosity.

The concept improves fuel economy.
There is a risk that it might not be exploited. There is also a chance that it might be exploited. Glass half empty / half full viewpoint. The project is an improved combustion engine. The single biggest contributor to greenhouse gases. Must be worth investigating even if there is a risk it "might not work"?

Another key issue of concern was the high salary levels that were to be paid to you whilst working on the project. In appraising projects we need to be satisfied that all labour costs are reasonable and fully justified in relation to the work being done and are consistent with established labour charges within a respective business. In arriving at our decision we look at current pay of personnel rates within the applicant business. One of the effects of reducing the salary rate for yourself would be on the financial viability of the project, and should you decide to re-apply we would need revised cash flow forecasts and evidence of where your share of the project funding would be coming from.

The salary rate is the one I will receive in mid September. I will not take a reduction in ***valuation*** of my salary.
My proposal suggests to reinvest a 70% proportion of my salary into the project.
I earn £28 per hour. I have just given up two years salary to work on this project, which is a considerable investment, and spent a considerable amount of personal savings, both of which unfortunately aren't recognised in the terms of the scheme.

2008 : The salary value applied was equivalent to that paid in 2004, 1999 and 2000.
2008: This letter is 100% applicable now as then and the logic herein was rejected several times by SBS DTI and by several different operatives from SBS DTI. The DTI don't set the market rate!

BC vs SBS DTI : 2004-01-14 Salient Letter References From BC to DTI SBS

Reply to Ms Marian Simpson, SBS DTI East Midlands 2004-01-14

Failure by SBS East Midlands to obtain 3 reasonable quality evaluations

I will not be reapplying because the first assessment did not understand how the engine assembles, a fundamental of the engine, even though this was sequentially and pictorially explained in absolute child level basics (see overleaf). The assessment did not understand the inventive step of the project and concluded it had been done before. If this is true how come my world patent application is approaching granting having passed searches from the UK, European and World patent search authorities?

I am not resubmitting the information to an expert who has failed to consider photographs and gone off at some weird tangent as has been previously explained to SBS East Midlands in earlier correspondence. I am not resubmitting to an agency who haven't bothered to extract a decent report from their expert.

In consideration of my application, your agency has failed to carry out 3 proper studies.

- 1 not received
- 1 so bland as to say nothing conclusive at all. (2008: repetition of two previous searches BC paid for)
- 1 easily shown up as ill conceived (see previous letter and above)

Failure by SBS East Midlands to value proponents time at current market rate

In addition you agency has failed to remit the consultant's time at the proven standard rate, (which is against your own guidelines) destabilising a perfectly reasonable costing balance. Why is it acceptable in the UK that Cherie Blair gets £600,000 per year for waffling in a court room from a government source, but when an engineer gets £28 an hour for doing something useful, this is unacceptable. This is what myself and Robert (working in Derby) get paid, every day, every week, but this is somehow not recognised?

The time we invest / donate to the project must be valued at the price it is worth even if the end salary received in the cashflow is more like £20K pa. Your rejection of this logic and our value is unjustifiable. A recent invoice is attached.

The engine project is now frozen and I´m back as a consultant at Volvo, earning the £65K a year I donated / missed out on in the previous two years developing this project in the first stages.

Incorrect Reasoning For Rejection

So the two things that are "wrong" with the application are due to errors by you, culpable for failing to consider the project properly.

I would love people in the UK to be able to do their jobs, not after an inquiry, not because of a threat of litigation, or not because of litigation. Just because they are capable enough to execute their required tasks first time around, or even second time around when it is reasonably explained that first time around was unsatisfactory.

Whilst the person in your dept was accepting 1 bad and 1 bland report, instead of 3 good ones, and you are reading this letter, you get paid, I dont. I am not willing to adopt a sycophantic approach, I expect people in your agency to do their job and not accept bad reports paid for with public money or reject perfectly reasonable costings.

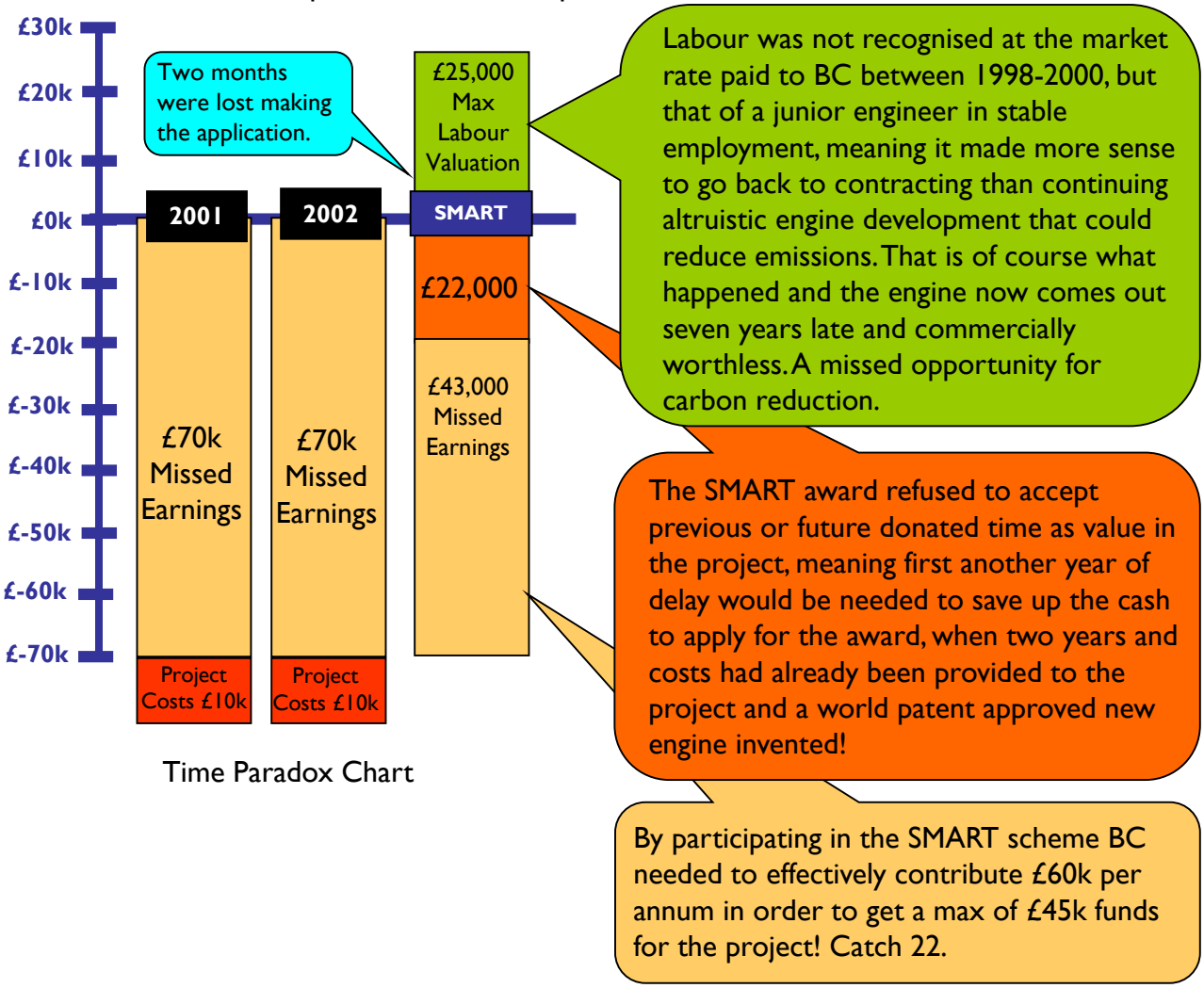
I will take the engine to Stuttgart in May and hopefully produce a new model in time for that. It is tremendously inconvenient and difficult in the evenings to do that, and I am now forced to lapse my second "belt and braces" type patent application because of a lack of money.

2008 Verdict : I stand by the contents of these two letters 100%. they are spot on and the bedrock of the malpractice action. I had made my complaints clearly and to the highest level but nothing was done about the CLP project. My application was not judged fairly.

BvE M2 Time paradox - catch 22

The SMART scheme contained many paradoxes, not least that the project must not have been started, yet was also preferred to contain a patent application. A patent application can only be made in the latter stages of project development, i.e. when the project is defined and in its final version, probably also including several prototype builds previously (as was the case with the CLP).

To participate in the SMART scheme would mean I have to both miss out on earning £70k a year consulting, yet only get my time paid at £22k year. I must then also contribute £15k as my share up front. This results in a massive net loss and makes SMART funding a non sensical catch 22 for consulting engineers, exactly the kind of people the world needs in these projects. This is best illustrated in the diagram below, where it became more practical for me to return to work than to pursue the award under those terms. This resulted in the commercial surrender of the project value as the worldwide patent could not be pursued within the time frame.



Time Paradox Chart

The SMART scheme was also wrongly and unfairly administrated by SBS DTI. These problems compounded by the fact the scheme itself was full of contradictions resulting in discouraging innovation from lone or small team private inventors, not helping or promoting it. For the reasons expanded upon in this document, the scheme is not particularly suitable except for other public bodies or grant farming specialists.

BvE M3 Failure to value time

Some unanswered questions:
Why was the time preparing the project not allowable?
Why was the time I was giving to the project not allowable at my rate paid between 1998 and 2000 and later paid in 2004 in the market place? That meant I was losing £65k-£70k income from contracting to enter the scheme. Though my time would not count as a contribution? So I had to stump up £15,000 cash to receive a drip fed £45,000 for the project including £22,500 salary.
Why was the offer to receive a £22,500 salary and give the £40,000 as time unnacceptable to SBS DTI? It would have been exactly the same financial result for the taxpayer.
With patents looming and publication made, there was not time for me to go off and save up £15,000 after having already given two years for free and had a year earlier earning/saving to pay for that (i.e. effectively three work donated).

The SMART scheme required a contribution of £15k but would not accept a market valuation of time either at the £22k suggested in BC application or the real market rate of £65k that BC had been receiving into Squarise Design Limited during consulting.
Add in two years preparation work the real world figure of financial contribution was already @£150,000.
In other respects three years work was sacrificed because 2000 was used to saving up money to pay for 2001 and 2002, When my real world time valuation was mentioned this sum was actually laughed at.

The SMART scheme and the rest of these schemes claiming to promote technology innovation are biased against lone or small team private inventors and their project. Inventors are arguably however the most likely to produce genuine fresh thinking. Apparently rules on this issue have now been changed, but those changes came too late for my application.

Time dedicated to the CLP development could not be included under the SMART terms, nor could time be properly valued during SMART activites, a double whammy. Particularly galling was that the two years could easily have been spent fruitlessly in the event of project failure, which on balance is the more likely result than the fantastic achievement to *invent a significant new engine mechanism*. Once invented, one might expect to generate significant public funding interest in light of the Kyoto agreement, EU oil price exposure and the climate crisis.

Time needs to be recognised at its true market value, because time is the biggest gift a person can give. Peoples lives have unavoidable timetables; marriage, babies, mortgages, relationships, holidays, career trajectory and the gift of time outwith that timetable means big sacrifices and cannot be ignored or dismissed. The project merit should not be adjudged on whether the inventor has a full bank account or not. If the project is worthwhile and they are also prepared to give their time, then this should be recognised as equal payment and at market value. In my case I had already given two years on zero income to bring the project to the current state. That has to have a value of some kind, but it was not recognised by SBS DTI (even at their £25k salary rate), that is simply not acceptable and contitutes negligence or malpractice on their part.

BC vs SBS DTI : False Consulting Engineer Time Valuation

Having already committed 2 years work worth @£140,000, I was then required to go back to contracting, earning at a rate of £70k PA and contribute £15k in cash to the project. While that was certainly possible, hopping in and out of my consultation work with JCI certainly would not endear me to them. However, during the SMART project duration, my own time could only be rated at that of a permanent employee, enjoying job security pension etc, stablity, none of which could be correlated to a SMART type project which could be terminated at any time by SBS DTI. This work equated to contract engineering, and needed to be charged ***or at least valued*** accordingly, i.e. equivalent to that which I had been previously earning on my last contract engineering post. SBS DTI refused this, because it did not fit in with their sums. They ignored the market rate. It seems the public bodies are fine to payout exhorbitant fees for; lawyers, doctors, IT and accountants, but when proven to the market fees were charged at current value for contract engineers (though never to be paid out just to be used as value), this was refused as a legitimate time valuation. Even the offer of given time according to the £25k SBS DTI-world salary was not acceptable.

For an inventor to sacrifice two three or more years from their "life timetable" (career etc) unpaid is too big an ask for most and means that people who may be sitting at home with solutions, never get the chance to try their arm. What we need is a system that works with the inventor so that the period of inventing is not such a "loser/chancer" option.

In theory this mechanism already existed with RDA SMART award providing assistance grants. In reality this net is tailored and favourable to Universities and Medium Enterprise. That means a huge inventing resource is being bypassed, in fact the biggest inventing resources, ***lone or small team inventors.***
The merit of each proposal ***should be judged on the idea***, not on the background to the idea.

The world needs lone or private team inventor ideas, especially the industrialised countries whose economies are facing destitution, based on a resource they have no control or possession of; **oil**.

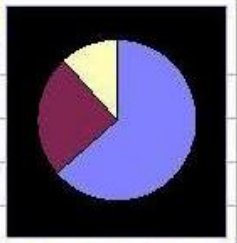
INVOICE NUMBER: SQ172 DATE: 31 November 2003
TO: Jotech design AB
Flöjelbergsgatan 14
431 37 Mölndal
Sverige

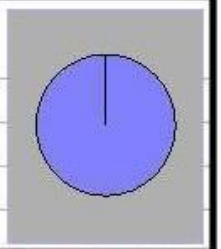
DESCRIPTION OF SERVICE		VALUE
Supply of technical design services during October and November Ben Collins at Johnson Controls Sweden equivalent to 250 hours at SEK 385 per hour to 29 Nov 2003 (Wk 44-48)		SEK96250.00
Please remit amount due within 30 days to HSBC Bank PLC, Victory Road, Derby DE24 9HX 40-19-37 Acct 41408798	TOTAL EXCL VAT	SEK96250.00
	VAT @17.5%	SEK16843.75
	AMOUNT DUE	SEK113093.75

2008 Verdict : The market rate was £32 per hour – This invoice was supplied after I returned to work, albeit back as a CAD donkey not the project leader role I gave up on in order to pursue the CLP project.

BC vs SBS DTI : Real World Project Valuation at Submission

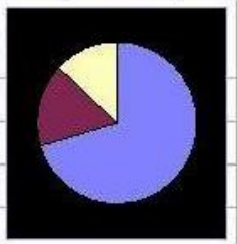
Concept Phase 2002	Totals	Squarise Funded	% Squarise	Grant Award	% Public
Staff	62,500	62,500	90.7	0	0.0
Models	512	512	0.7	0	0.0
Overheads	5886	5886	8.5	0	0.0
2001/2	**68898**	**68898**	**100.0**	**0**	**0.0**



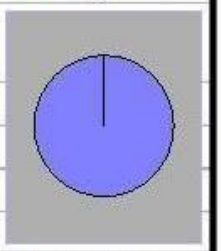


Concept Phase 2003					
Staff	62,500	62,500	85.6	0	0.0
Models	1500	1,500	2.1	0	0.0
Overheads	9000	9,000	12.3	0	0.0
2002/3	**73000**	**73000**	**100.0**	**0**	**0.0**

Staff / Models / OH

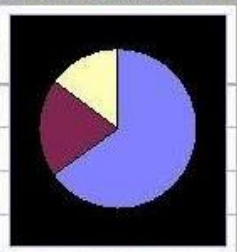


Public / Private

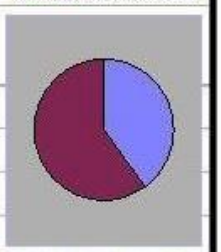


Research Phase 2004					
Staff	65,500	42,000	43.5	23500	24.4
Costs	21,400	0	0.0	21400	22.2
Overheads	9,600	0	0.0	9600	9.9
2003/4	**96500**	**42000**	**43.5**	**54500**	**56.5**

Staff / Models / OH

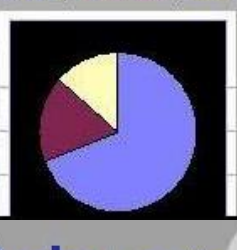


Public / Private

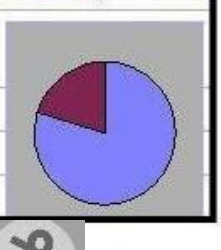


Totals up to Commercial Phase					
Staff	190500	167000	70.1	23500	9.9
Models	23412	2012	0.8	21400	9.0
Overheads	24486	14886	6.2	9600	4.0
2002-04	**238398**	**183898**	**77.1**	**54500**	**22.9**

Staff / Models / OH



Public / Private



Net Project Expenditure	10,070	7,920	6,600	8,710	10,340	6,210	6,240	12,060	15,240	7,870	7,470	6,270	105,000	100%
Squarise Contribution	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	42,000	40.0%
R&D Grant	12,400	0	0	0	20,000	0	0	0	20,000	0	0	10,400	63,000	60.0%

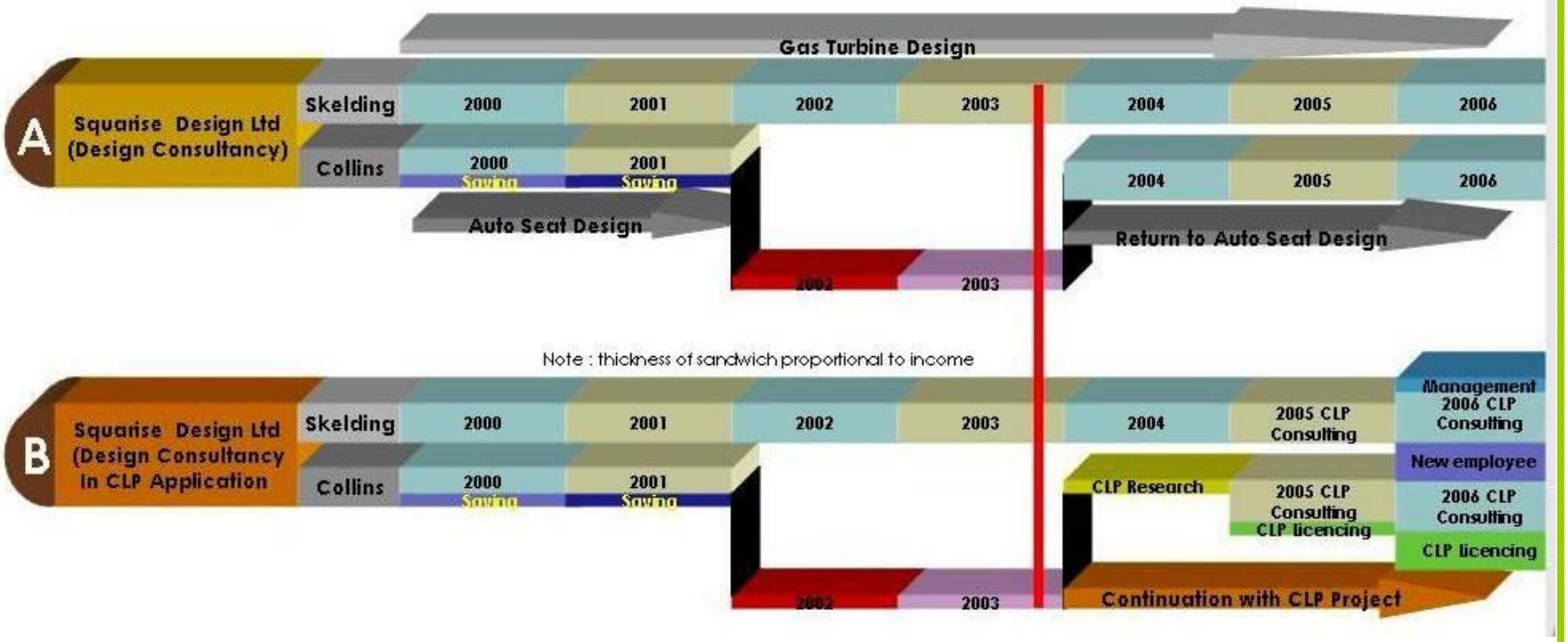
Net Project Expenditure	105,000	100%
Squarise Contribution	42,000	40.0%
R&D Grant	63,000	60.0%

This diagram is the original application´s project valuation. It remains accurate in all respects, including costs of engineering development. An invoice of the standard hourly rate charged is on the previous page (@£30PH). To cost the time less than that being paid out in the marketplace is a nonsense, and led to the financial catch 22 paradox that killed all motivation in the original "bullied" SMART application. The salary value contribution in the project for Collins was £65500 which matched 2000 and 1999 incomes, though the salary to be actually drawn would be £22500.

At the time of start of the Project for the CLP Engine, I declined an invitation to be lead engineer on rear seating at Volvo cars (small platform), a fantastic career opportunity. This sacrifice I was willing to make in order to pursue my dream of developing altruistic carbon reducing engine technology. After two years work and risk, the CLP became established as both novel and interesting. However this sacrifice and gamble was not rewarded with project support for the 2004 period by the DTI, due to incorrect valuation of my time and incompetent technical assessment. The diagrams are taken from the original application.

There are advantages of generating inhouse work over gas turbines/automotive which include; working from home/private office, controlling own destiny and stability of income source, and design "inpiration" of pollution reducing technology.

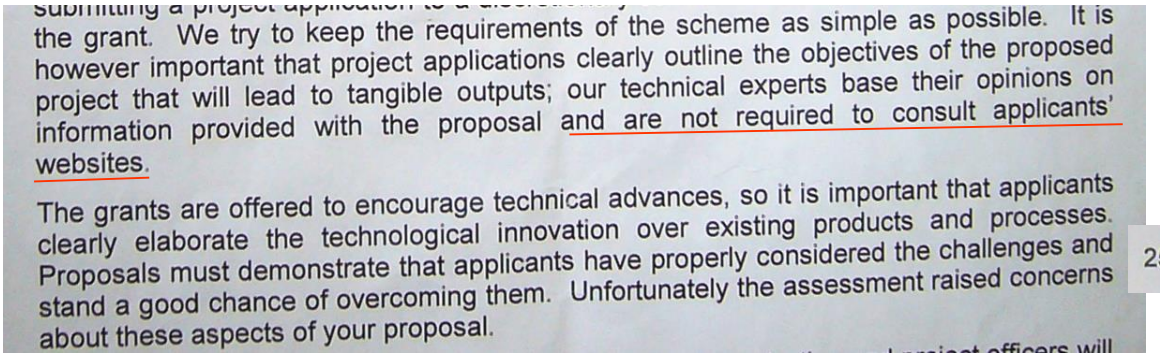
These sabbatical generated ideas are now completed, and it will be decided over the summer whether to take the ideas forward by out sourced funding ***(diagram B)*** (hence this application) or to return to consultancy, for a sustained period (A).



BC vs SBS DTI : Other Failures (1 of 5) Website Ignorance and Bullying

BvE O1 Failure to consider or consult the website

Expert 2 failed to visit the website on the engine or consult the technical document for his appraisal, SBS DTI stated they and their consultants were not obliged to consider websites, what century is it? Websites replaced brochures in 1998, no need for mountains of paper when everyone can check a website, or so I thought, everyone does not include SBS DTI and their consultants. I wonder if they still persist with this condition, or perhaps they have finally moved forward?
This is the kind of attitude exuded from SBS DTI during this application, with applicants expected to dance like a chained bear for food. When a potential carbon reducing technology is brought into their focus, SBS DTI should be making every effort to support that, instead I was faced with a conceited attitude where all presentation material had to be adapted to SBS DTI format. SBS DTI should be able to ingest information in whatever form it takes so that there is minimum inconvenience caused to the applicant – and thus maximum encouragement for applications and furtherment of projects. Ignoring websites is unacceptable, this also means the technical brochure (identical to the website) also containing assembly photograph sequence, was not read either.



submitting a project application to a discretionary

the grant. We try to keep the requirements of the scheme as simple as possible. It is however important that project applications clearly outline the objectives of the proposed project that will lead to tangible outputs; our technical experts base their opinions on information provided with the proposal and are not required to consult applicants' websites.

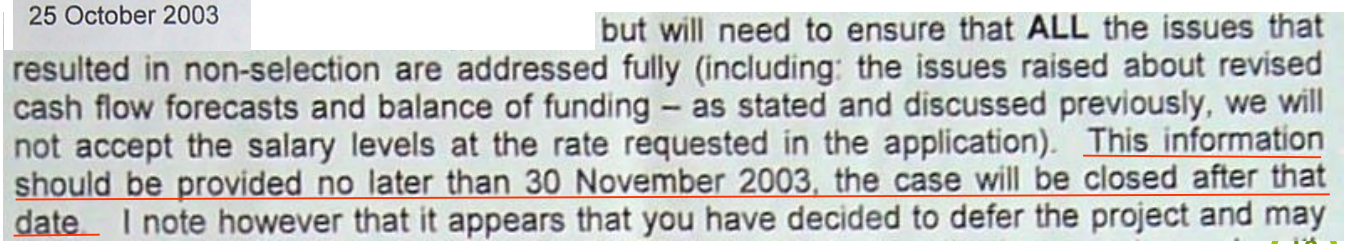
The grants are offered to encourage technical advances, so it is important that applicants clearly elaborate the technological innovation over existing products and processes. Proposals must demonstrate that applicants have properly considered the challenges and stand a good chance of overcoming them. Unfortunately the assessment raised concerns about these aspects of your proposal.

project officers will

25 October 2003

BvE O2 Bullying in communication

With SBS DTI placed with discretionary powers of judge, juror and executioner, those powers need to be applied with balance, unfortunately I got Stalin not Solomon.
After my letter pointed out that they had failed in ascertaining a single credible technical appraisal, when they were supposed to find three, the response was bullying. That I will only get one more application chance, even though it was they who had paid out for a discredited technical appraisal. There seemed to be anger in telephone calls that I had dared to question their dealings. This attitude is not condusive to successful relations with applicants, nor is it acceptable for those in public office who should be seen to be open, fair and honest at every opportunity. As an applicant I certainly should have the right to question their decision making, especially when it I went to great pains to explain the problems with the failures of their technical appraisal, problems they ignored.



25 October 2003

but will need to ensure that **ALL** the issues that resulted in non-selection are addressed fully (including: the issues raised about revised cash flow forecasts and balance of funding – as stated and discussed previously, we will not accept the salary levels at the rate requested in the application). This information should be provided no later than 30 November 2003, the case will be closed after that date. I note however that it appears that you have decided to defer the project and may

BC vs SBS DTI : Other Failures (2 of 5) Model Ignorance, No Technical Appraisals

BvE O3 Failure to understand the model

Expert 2 failed to acknowledge a moving full scale model of all parts that had already been built and demonstrated in person at SBS DTI by BC and RS, thereby making his false assumption that the engine could not be assembled. Full scale rotating models are not cheap or easy to build, and can only be made deep into the project. After reaching such a milestone as a working model, and having presented it in person to SBS DTI in Nottingham, it is beyond belief that an expert paid by SBS DTI is able to state the engine is unworkable and cannot be assembled, and SBS DTI in turn then cast out the project on that basis, even when the error is explained to them.

BvE O4 Insufficient technical appraisals according to guidelines

When an inventor goes to the effort of making a good quality SMART application and two years development, the least SBS DTI can do is bother to get three technical appraisals. The 3 reports collated by SBS DTI;

1) Duplicate patent survey already received twice before.
2) Technically flawed, discredited report.
3) No third report.

There is a reason three technical appraisals are requested by the scheme, because even "experts" have different opinions evaluating concepts. Relying on one opinion is generally foolish, though this was a strategy adopted by SBS DTI. In reality, not a single proper technical appraisal was sourced, with (1) being a duplicated existing patent survey and (2) easily discredited.

BvE O5 Recommendation to use grant specialists and complex grant process

When I contacted Derby Chamber of Commerce regarding this application they recommended I use a grant application specialist Sam Bateman to handle the application.
Unfortunately I chose to make the application myself, which resulted in failure. It seems that if the SMART was properly administrated, without a high and mighty attitude, "ordinary" people like myself should be able to successfully apply for grants without bleeding proportions of the grant off to grant farming specialists or intermediaries. The reality is grant specialists are useful because they know how to deal with government agencies with their intransigent policies and idiosyncracies. In an ideal world SBS DTI should be a lot easier to deal with.
According to this document herein they are not easy to deal with, the principal reason for this is they do not really have any customers to answer to, excluding the occasional treasury audit, and where they do fail the public interest, it is extremely time consuming and risky to attempt to isolate and prove that failure.

BC vs SBS DTI : Other Failures (3 of 5) Inflexible and Weird Project Rules

BvE O6 Working to improve performance and correct mistakes

From my perspective it is certainly acceptable that the DTI might receive a poor technical report and that disagreement on the merits of that technical report ensue. Thereafter creating a constructive discussion. What is unacceptable is for the DTI SBS not to bother correcting these mistakes when great pains have been made to explain the problems in a technical report. Nor is it acceptable to base there entire project assessment on single technical report, especially after that report has been actively discredited. IMO That is either conceited, lazy or incompetent or all three in combination.

BvE O7 Projects must deform to the scheme, not vice versa, inflexibility, intransigence

When building an inflexible scheme targetting a broad range of inventions and projects, problems inevitably occur. Projects had to be deformed according to the original SMART project definition, instead of the SMART protocol deforming to suit the various projects. With a flexible and wise discretionary interpretation of the rules the RDA can still get projects to fit the SMART envelope. Without flexibility however worthwhile projects will be knocked back and opportunities for useful cooperation missed as was the case herein. In the real world in order to get things done, people, rules and organisations must be flexible to achieve results, otherwise only the grant specialist can progress through the application "minefield".

BvE O8 Strange project requirements, e.g. not started but a patent filed!

The SMART protocol also contained some strange and conflicting requirements, not least that the project must not have been started, yet was also preferred to contain a patent application. A patent application can only be made in the latter stages of project development, i.e. when the project is defined and in its final version, probably also including several prototype builds previously (as was the case with the CLP).

Taken from Application Details Smart Innovation doc sourced on 2003-07-03

*"**Innovation** - the proposed product should be technically new in global terms; ideally it could be protected by various forms of intellectual property e.g. patents."*

- *Later under "best practice"*
- *"Never start work on a project and then apply for grant assistance."*

- ??????? Two diametrically opposed project parameters.

BC vs SBS DTI : Other Failures (4 of 5) Anti-Inventor Strategies and Kyoto Ignorance

BvE O9 Institutionally disadvantaging lone or small private team inventors

Throughout RDA documentation and schemes there is a a bizarre disenfranchisement from lone inventors or small team inventors. Equally strange is the bias toward SME enterprises and Universities. Universities already have the massively funded research council (and others) from which to derive funding, and SMEs have their own finances, bank, and equity capital sources of funding. Historically inventors are the ones who derive the altruistic and socialogical advancing product and technical solutions, they are the ones also in most in need of assistance.

BvE O10 Financial and personal consequences of non funding

Peoples lives have unavoidable timetables. These timetables include; getting married, having children, buying houses, holidays, ambitions, career stability.
For an inventor to sacrifice two three or more years from that timetable is too big an ask for most. What we need is a system that works with the inventor and rewards when progress is made, so that the period of inventing is not such a "loser/chancer" option in the financial wilderness but a parallel career option which allows the continuation of mortgages etc.
In theory this mechanism already exists with RDA providing assistance grants. In reality this net is tailored and favourable to Universities and SME. That means a huge inventing resource is being bypassed as the current path is unattractive to most potential inventors considering a project.

BvE O11 2000 Kyoto agreement and responsibilities for developing eco solutions

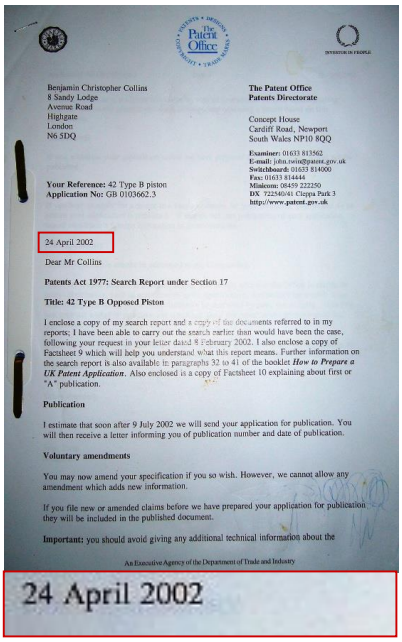
With finite oil now at its "real price" according to oil producers, over $100 a barrel, we see that it is not only climate change that demands carbon reducing technology, but also political and economic stability. The Kyoto agreement placed responsibility on governements to reduce CO2, which will only largely be possible by the introduction of carbon reducing technologies (CRT). Whenever a potential CRT is discovered every effort should be made to encourage that CRT.
SBS DTI failed in this most basic responsibility. The CLP engine can be used in 1 stroke format to efficiently generate electricity in local grids or remotely as range extenders on EVs. There is a mountain of eco-talk in this world, but very little end product, the CLP 1 stroke hyper efficient engine could have been a real result.

http://en.wikipedia.org/wiki/Kyoto_Protocol
"The Kyoto Protocol establishes legally binding commitments for the reduction of six greenhouse gases (carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons) produced by "Annex I" (industrialized) nations, as well as general commitments for all member countries. The objective is to achieve "stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. The heart of the Protocol lies in establishing commitments for the reduction of greenhouse gases that are legally binding for Annex I countries.
Implementation
In order to meet the objectives of the Protocol, Annex I countries **are required to prepare policies and measures for the reduction of greenhouse gases** in their respective countries."

BC vs SBS DTI : Other Failures (5 of 5) Inefficient and Closed Shop Processing

BvE O12 Refusal to acknowledge existing patent searches from UK & PCT, repetition

The only meaningful technical appraisal made by SBS DTI, was commissioning an unnecessary repetition of an existing patent search – repeating one from the UK patent office. This could have been avoided and the money used to garner more useful information. This kind of intransigence doesn´t give value to the taxpayer. This DTI report concluded the concept was new, (going against the expert report which said it was an old concept). This was no surprise as the previous two patent searches had already established the concept was novel! The DTI SBS never reconciled the descrepancy between the discredited expert saying it was old, and the three independent patent reports saying it was new! Their expert also failed to identify which concept preceded this one.



Benjamin Christopher Collins
8 Sandy Lodge
Avenue Road
Highgate
London
N6 5DQ

The Patent Office
Patents Directorate

Concept House
Cardiff Road, Newport
South Wales NP10 8QQ

Your Reference: 42 Type B piston
Application No: GB 0103662.3

24 April 2002

Dear Mr Collins

Patents Act 1977: Search Report under Section 17

Title: 42 Type B Opposed Piston

I enclose a copy of my search report and a copy of the documents referred to in my report. I have been able to carry out the search earlier than would have been the case, following your request in your letter dated 8 February 2002. I also enclose a copy of Factsheet 9 which will help you understand what this report means. Further information on the search report is also available in paragraphs 32 to 41 of the booklet *How to Prepare a UK Patent Application*. Also enclosed is a copy of Factsheet 10 explaining about first or "A" publication.

Publication

I estimate that soon after 9 July 2002 we will send your application for publication. You will then receive a letter informing you of publication number and date of publication.

Voluntary amendments

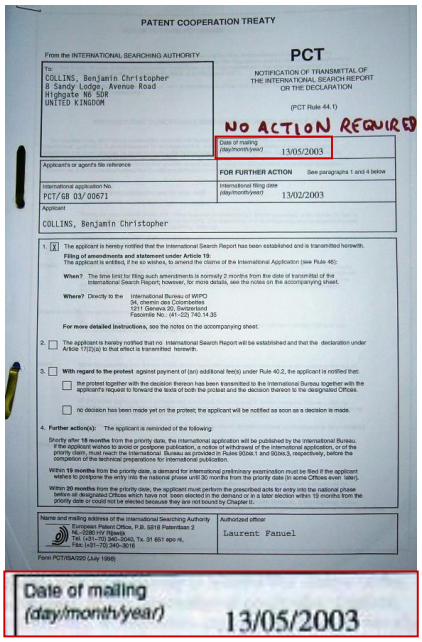
You may now amend your specification if you so wish. However, we cannot allow any amendment which adds new information.

If you file new or amended claims before we have prepared your application for publication they will be included in the published document.

Important: you should avoid giving any additional technical information about the

An Executive Agency of the Department of Trade and Industry

24 April 2002



PATENT COOPERATION TREATY

From the INTERNATIONAL SEARCHING AUTHORITY

PCT

NOTIFICATION OF TRANSMITTAL OF THE INTERNATIONAL SEARCH REPORT OR THE DECLARATION

(PCT Rule 44.1)

To:
COLLINS, Benjamin Christopher
8 Sandy Lodge, Avenue Road
Highgate N6 5DR
UNITED KINGDOM

NO ACTION REQUIRED

Date of mailing (day/month/year) 13/05/2003

Applicant's or agent's file reference

FOR FURTHER ACTION See paragraphs 1 and 4 below

International application No. PCT/GB 03/00671

International filing date (day/month/year) 13/02/2003

Applicant
COLLINS, Benjamin Christopher

1. [X] The applicant is hereby notified that the International Search Report has been established and is transmitted herewith.
Filing of amendments and statement under Article 19:
The applicant is entitled, if he so wishes, to amend the claims of the International Application (see Rule 46):
When? The time limit for filing such amendments is normally 2 months from the date of transmittal of the International Search Report; however, for more details, see the notes on the accompanying sheet.
Where? Directly to the International Bureau of WIPO
34, chemin des Colombettes
1211 Geneva 20, Switzerland
Facsimile No.: (41-22) 740.14.35
For more detailed instructions, see the notes on the accompanying sheet.

2. [ ] The applicant is hereby notified that no International Search Report will be established and that the declaration under Article 17(2)(a) to that effect is transmitted herewith.

3. [ ] With regard to the protest against payment of (an) additional fee(s) under Rule 40.2, the applicant is notified that:
[ ] the protest together with the decision thereon has been transmitted to the International Bureau together with the applicant's request to forward the texts of both the protest and the decision thereon to the designated Offices.
[ ] no decision has been made yet on the protest; the applicant will be notified as soon as a decision is made.

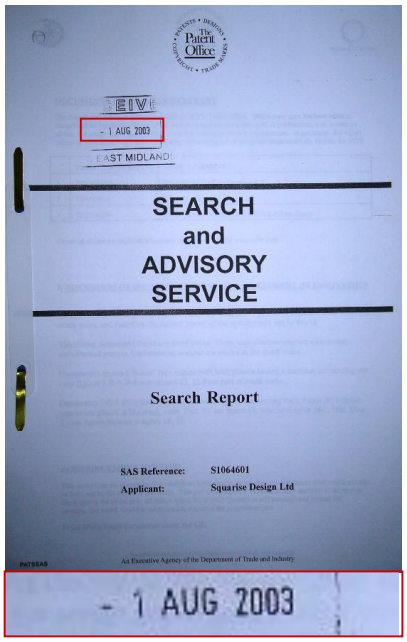
4. Further action(s): The applicant is reminded of the following:
Shortly after 18 months from the priority date, the international application will be published by the International Bureau. If the applicant wishes to avoid or postpone publication, a notice of withdrawal of the international application, or of the priority claim, must reach the International Bureau as provided in Rules 90bis.1 and 90bis.3, respectively, before the completion of the technical preparations for international publication.
Within 19 months from the priority date, a demand for international preliminary examination must be filed if the applicant wishes to postpone the entry into the national phase until 30 months from the priority date (in some Offices even later).
Within 20 months from the priority date, the applicant must perform the prescribed acts for entry into the national phase before all designated Offices which have not been elected in the demand or in a later election within 19 months from the priority date or could not be elected because they are not bound by Chapter II.

Name and mailing address of the International Searching Authority
European Patent Office, P.B. 5818 Patentlaan 2
NL-2280 HV Rijswijk
Tel. (+31-70) 340-2040, Tx. 31 651 epo nl,
Fax. (+31-70) 340-3016

Authorized officer
Laurent Fanuel

Form PCT/ISA/220 (July 1998)

Date of mailing (day/month/year) 13/05/2003



RECEIVED
- 1 AUG 2003
EAST MIDLAND

SEARCH and ADVISORY SERVICE

Search Report

SAS Reference: S1064601
Applicant: Squarise Design Ltd

PAT/SAS

An Executive Agency of the Department of Trade and Industry

- 1 AUG 2003

BvE O13 Closed shop processing, non accountability, secret handling of public funds

There was also a tendency to avoid transparency in dealings, which is not acceptable for public office. This is most evident in contacts with Verity Watt where obtaining the expert report (unfortunately this correspondence is not available from archive) required considerable persuasion. Those making robust decisions should also be happy to stand by and support and justify those decisions. Nobody is doing me a favour by revealing the report, it should be in the public domain for those with vested interest in the project to demonstrate fair dealings. We know that not every project can be supported and some projects are wholly unsuitable, publishing the reasons for this or entering into a dialogue with the applicant is basic respect after the trouble taken to apply. "Because we say so", "or we not at liberty to discuss that" is not reasoning and an arrogance unworthy of Dept of Industry public officials. Reasons of rejection should be clear and those reasons must be defensible in a court of law, otherwise the scope for corruption is provided.

Wherever smokescreens and opaque dealings are found, there lies the whiff of corruption or at least the potential for corrupt practices. Transparency should always be the goal in the public sector, which helps to weed out corruption – failing or suspect projects are quickly higlighted by suspect reasoning for the grant.

BC vs SBS DTI : Damages Table and Discussion

Damag	Euros	BC vs DTI SBS 1st November 2008
Ref		Main Damages
D1	? €10 000 000	Lost income from patent licencing, 20 years licencing.
D2	?	Retarded lifestyle resulting from non income after three years invested.
D3	?	Lost status as innovation leader land chance to launch other projects.
BvE8		Other Damages
od1	?	Life on hold for three years meaning children, houses, relationships difficult.
od2	?	Family strains with siblings and parents as apparently veering now where.
od3	?	Career break of 2 years left in tatters with no end product to show.
od4	?	Mental trauma of unfair criticism which plays with the mind, is it me or them etc?
od5	?	Delays to subsequent inventions (42) inc wind turbines and other ICE technology.
od6	?	Law and court fees after December 30th if no settlement reached.
od7	?	Costs incurred preparing this document, including multiplication according to risk.

Damages are difficult to calculate, BC requests use of an independent arbitrator.

The Wrong Result

Odd that after creating the first production realistic round based one stroke engine, I was left feeling like a loser, three wasted years, patent bills paid and more fast approaching. If the UK genuinely wants new ideas to happen a helping hand is required, not a slap in the face. If SBS DTI had judged the CLP SMART application fairly and properly, an award would have led to PCT worldwide patent coverage and probably application and mass usage as regengines in electric vehicles.

Actions Have Consequences

SBS DTI malpractice has had drastic and far reaching effects on my personal life.
After SMART funding rejection, I was left with very few options except to return to work, save money, then create my two stroke Reviflow cycle (three years work).

The SMART scheme was ideally suited (theoretically) to my project and eight weeks were committed to the application. This left very little time to pursue further finance options. SBS DTI must either administer the scheme properly, or not provide the scheme.

My Mother is about to die and Im still telling her my project is nearly finished. She calls me a loser and a dreamer who has wasted his life on stupid projects, she has terminal motor neurone disease and has a few months to go. I really dont have an answers for her at present, just excuses, why it hasnt happened. Very annoying considering I have designed patented and built models of a very significant world invention, searched and declared novel by the world patent authority only to be rejected by SBS DTI for very questionable reasons, i.e. malpractice.

An independent arbitrator is requested to review this case and damages.
I will also agree to any compensation figure and clause that requires 100% application of the compensation fee to future altruistic eco projects (42 unlaunched other inventions in my Carbon-Down program).

BC vs SBS DTI : Independent Comments

http://news.bbc.co.uk/2/hi/business/7698264.stm

"The European Union (EU) has backed the possibility of granting carmakers on the continent loans at attractive rates in the wake of the economic downturn. Carmakers have requested 40bn euros (£31bn) to help develop cars which meet EU CO2 emissions targets. EU Industry Commissioner Guenter Verheugen said such loans made through the European Investment Bank (EIB) should now be accepted "in principle"."

Comment: The EU is now having to loan subsidise the car industry to **FORTY BILLION EUROS** because low carbon technology simply has not been developed. Yet the CLP engine, which can form the regenerative heart of a long range low cost electric vehicle was not funded! Very short sighted and poor economics. The DTI has failed this project and its duty to promote such technology badly, and now the taxpayer is footing a much larger bill.

Sir Bob Geldof has called for more investment and support for the country's up and coming entrepreneurs.

The Live Aid organiser and charity campaigner made the plea at the National Endowment for Science, Technology and the Arts (NESTA) Innovation Edge conference in London, which came on the back of new research that claimed there are currently too many barriers stopping innovative ideas from being put into practice.

Sir Bob told the conference:

"Never have innovation, new ideas and entrepreneurialism been more required than now. The essence of entrepreneurialism is to try and fail. We need to celebrate the attempt at trying.

"More ideas come out of this tiny packed little country than anywhere else, but it feels like it's fading. We need our social entrepreneurs to be innovatory and progressive. We need politicians to recognise it and we need our financial institutions to support it."

According to a NESTA poll, 43% of people believe there is a culture in the UK in which people prefer new ventures to fail rather than succeed. A further 66% said not enough is being done through the education system to take ideas further, and 65% believe there is not enough investment or resources available.

Prime Minister Gordon Brown told the conference that nothing mattered more to the future of the economy than the *"ability to innovate, invent and form companies based on the creative talents of our people."*

He added:

"I pledge to you whether it's science, education, policy towards the creative industries or simply our attitude to regulation and tax in the future, we will do our best to break down all the barriers that exist."

As usual, lots of words, but in the shadow of the CLP project rejection, rather hollow sounding. Central governement is being hoodwinked by the DTI SBS.

BC vs SBS DTI : RDA Lack of Results and Fake Risk Projects

The previous page´s article highlights the poor value for money RDAs are providing, unless you are an SMEs or university. Thousands of SMART awards have been made and the like have been running for 20 years, but where are the results? This money has largely been frittered away on machinery for limited risk projects for SMEs and the same for Universities. Projects from individuals of limited means are continually out of favour, despite the fact that it is individuals, not university departments (which are educational institutions not innovation institutions despite frequent pretences otherwise) etc that have generated innovation.

There are literally hundreds of complex schemes offered by the RDA. Historically and analytically it can be shown these schemes are geared toward either; universities, grant farming experts or well established companies. This leaves a big hole of missing support for the lone or private small team inventor(s), who *historically have always provided the biggest gains of socially beneficial inventions*.

Projects need to be judged on the following criteria;
•Is it a good idea?
•Does it benefit society?
•Is it or can it be protected by IP?
•What value the project worker(s) has been and will be providing to the project?
•Can the people behind the scheme administer and apply the funds?

Ironically the SMART scheme follows that list closely, but the administration of the scheme has failed in my case and many other cases, particularly in project merit valuation and time provided valuation.

RDA have been using industrial innovation money supplied in good faith by central government to support educational establishments who already have favourable access to massive resources from the National Research Council. The rest of the money has gone on subsidising low risk or machinery purchase projects from SMEs, which could have been private financed.

The RDAs are not allocating their funds to high risk altruistic projects and are failing the taxpayer. The RDAs mass of publications reads continuously that they are supporting such innovation, this represents a charade and swindling of the taxpayer. It is this feigning of support that leaves the inventor feeling cheated and the motivation for this case. I want SBS DTI to explain in court how my £150,000 of my time was deemed worthless under their scheme, how they paid out and accepted a desperately flawed technical analysis and their arrogant bullying in letters and by phone to the very people who are their customers.

BC vs SBS DTI : The Need for Lone and Small Private Team Inventors (LSPTI)

The world desperately needs solutions to questions that are well established.

While universities and SME have largely failed provide answers and by the nature only make nudge improvements. The likely seeds are going to come for free thinkers. Brilliant inventors dont always wear suits and talk in the trendy business babble, but they do deliver genuine fresh philosophical thinking, in short supply. These projects are also so long term it is difficult to find a commercial application in the first years, hence interventionist support is often required to achieve goals that can benefit everyone. Lone "rogue" inventors are the core mechanism needed to develop genuine ground breaking ideas and also the ones most financially exposed and need of assistance.

While the dream of mass production ends in great financial individual reward, most inventors are realistic enough to appreciate the odds are stacked against them. The failure to support the 1 stroke CLP engine SMART application discussed herein, will have been a failure replicated across hundreds of lone inventor scenarios and has been a big opportunity missed.

By actioning this court case and highlighting this shortfall and abdication of responsiblity for LSPTIs by the RDA´s I hope to change their policies and wake them up to the great untapped resources that is the individualist maverick mind.

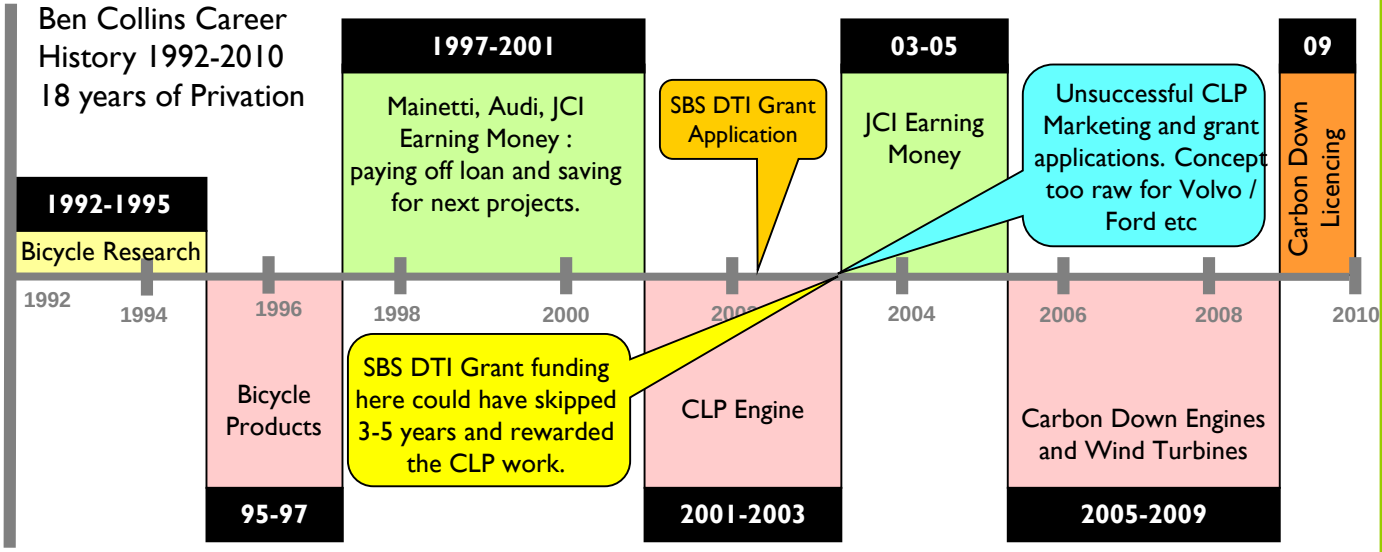
Society as a whole benefits from great inventions and should therefore foot part of the bill during the early stages. While this is agreed in principle by the RDA, it is not backed up in practice with the majority of funding squarely aimed at SME and Universities.

The world needs new technological solutions but we are left with the rather poor four cycle internal combustion engine (basically unchanged for 100 years), and the very low yield contemporary wind turbine as eco friendly energy generation devices. It is very hard to believe there are not better ideas out there. Obviously I am convinced that my own Carbon Down projects can improve things. Those ideas come from a single inventor, imagine the possibilities with armies of free thinking inventors.

The UKs last major innovation was the hovercraft from 1950´s, a rarely used inefficient transport device with no current commercial application. The pretence of the UK being a nation of innovation needs to end and support for lone inventors begin. The "Frank Whittles" (part public funded jet engine LSPTI) do not work or study at university nor do they run established small medium enterprises, they are driven individuals willing to devote valuable time to their goals.

Society needs inventors to solve the catastrophic problems facing the world, now more than ever.

BC vs SBS DTI : How the project might have been evaluated (1 of 2)



Had this SMART scheme been properly administered, I would have a had a pretty stable financial life in the last ten years, instead of the big holes that appeared every time largely altruistic invention research was undertaken. The career risky 2 years on contract then 3 years on inventing scenario, of the past fifteen years does not provide for a happy and stable financial background.

It can also be said the vast majority of folks "fall by the wayside" into mainstream employment, rejecting the above scenario as an unacceptable lifestyle. This means most inventing talent is presently untapped. Inventors are rarely company owners or lodged in some university backroom, they are typically design or engineering professionals of moderate means, but most schemes appear to be aimed at either Universities or SME. What a huge missed opportunity.

Self funding was the resort chosen for myself, after time wastage in scheme applications became wearisome. Deforming oneself or ones projects to fit some narrow minded scheme is the wrong and reverse way to approach part funding and supporting lone inventor projects. It is pretty easy to demonstrate from the above that the meritorious 1 stroke engine project was torpedoed by the funding rejection in 2003 and also delayed 7 years by the need to earn self funding capital.

The above lifestyle leads to fairly extreme financial privation and destabilisation in order to pursue these goals. Certainly a mortgage and raising a family is not compatible with such a lifestyle, that is/was at times a desperately hard sacrifice to have made.

What happens in most cases is the inventor simply gives up with the project as it curls and dries up at the corners like an old sandwich. Then they get on with life; babies, mortgages and daily work, and another opportunity for human advancement is lost. Only the very extreme personalities would have taken the self funding route and the incumbent sacrifices.

In the end though, I have completed this process under my own steam, and the first project rollout can be seen at www.variablecompression.com. Hopefully next year I will be able to rollout the 1 stroke (CLP) engine and eventually all the other 42 Carbon-Down technologies.
www.carbon-down.com

BC vs SBS DTI : How the project might have been evaluated (2 of 2)

Both time and money is needed in projects, most of all time. It has taken six years pure work and at least 5 years contracting to pay for the that, i.e. a decade in order to generate the Carbon Down series of inventions. Conditions of; time pressure, funding shortages, rented accomodation, uncertainty, social and financial privation are not condusive to create a stability from which to generate world beating ideas.

Funding is needed to give stability to create the "final" idea. What typically happens is the independent inventor is left rushing through a design and patent with a half developed concept which needs more time.

Half hearted ideas are doomed to failure, only through full design and exacting patent definition and and IP encirclement can a financially rewarding outcome be derived by the inventor. Even with a great idea and IP the inventor then has only 12 months to convert that into a licence and contract.
The CLP project had successfully traversed over those difficult hurdles with a two year dedicated timeslab that resulted in very good patent definition, documentation and the "end definition" of the CLP format.

From the diagram overleaf we can see that unless a licence has begun to be seriously discussed within five months of the preliminary patent filing, the inventor has no time with which to pursue adequate IP protection and the project stumbles or even dies. Without a financial carrot of a pot of gold the project motivation is lost – this reflects the CLP project scenario.

Right now the RDA/DTI are failing lone inventors, but that can change tomorrow with some helpful encouragement and some application of the whip to the RDA, hence this court action. Nobody says inventors should have an easy ride on a taxpayers gravy train, but I have had 15 years on minimal income in order to reach this point, and endured a very extreme lifestyle, developing an engine that can benefit everybody and make food deliveries cheaper, tempering our catastrophic oil dependence. Life could and should have been a lot easier with part governmental funding for what are basic altruistic goals that will make transporting goods to the shops cheaper and generating fossil free energy for everybody.

Understanding the pressures of the inventor is helpful to understanding the motivation behind this case. After all the tricky stuff was done, coming up with something new and useful like the CLP, this did not result in grant assistance for the next stage push. This is especially infuriating when help feigned by development agencies is not provided, the inventor feels cheated by a great opportunity that goes sailing by after years of toil and what might be a fantastic long term result. Everybody loses. Either the RDA need to administer their own schemes with more realism or they should be disbanded and replaced by people who can.

The CLP project was rejecting for funding using incorrect philosophical analysis, discussed earlier.

BC vs SBS DTI : Understanding The Race for Patent Definition and Licencing

As soon as the patent is filed, marketing to potential licencees must begin immediately.
Within one year serious bills will begin to arrive and the patent must have reached a successful definition by that stage. This is pretty much the dilemma faced by all inventors.
Only with; luck, persistence and good preparation, can a licence can be secured within that twelve months. The idea filed must be the "final" fully developed version in concept and physical definition.
Anything else results in innovation piggy backing and an ownership and licencing mess.

BC vs SBS DTI : Establishing The New and Original CLP Innovation

1994	1	Basic Idea
1999	2	Idea Refinement
2000	3	Project Kick Off Decision
2001	4	Concept Investigations
	5	Refinement and Paper Models
	6	Exisiting Technology Revue
2002	7	3D Concept Model & Detail
	8	Definition & Patent Application
	9	Production BOM & Costings
	10	Patent Filed
	11	Funding Applications
2003	12	Industry Consulation
	13	Technical Documentation
	14	Patent Claims Filed
	15	Patent Professionally Searched
	16	Patent Professionally Reviewed
	17	Graphics and Websites
	18	Publication of Development
	19	PCT Patent Process Entered
	20	Exact Size Models
2004	21	Public Demo & Indy Review
	22	Direct Marketing to People
	23	PCT European Office Searched
	24	PCT Patent Approved
	25	Administrating Enquiries

1 stroke CLP regengine

When the cleanly defined CLP patent was created and searched by the PCT adopted European patent office as novel, from the the chart left we see that the CLP project had jumped some massive hurdles. Establishing something original and practical in the 21st century in the field of engines is no mean feat. Having achieved all this at great expense of donated time, risk of failure and some hard cash to build the models, no grant assistance was given for reasons questioned herein.

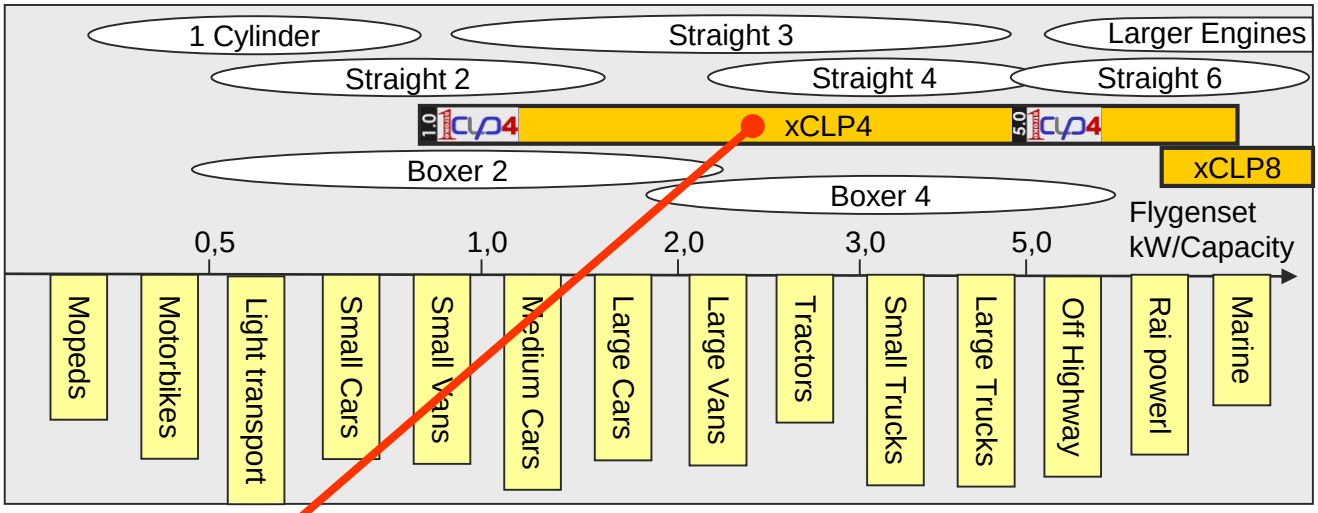
This represents 2 years of risked capital without guarantee of any result, giving up the chance to be lead engineer at Johnson Controls. In the end a new engine was created. How often does a new engine concept come around using realistic round based technology? This should be the beginning of a fantastic engineering achievement and mass employment exercise in the East Midlands.

With the Kyoto agreement signed in 2000, the EU desperately exposed to fluctuations in oil price and climate crisis in full swing, how on earth was the CLP project not part funded by SBS DTI? IMO if SBS DTI and cohorts across the UK get their budgets slashed due to paying punitive damages in this action, they might take future applications more seriously and wake up.

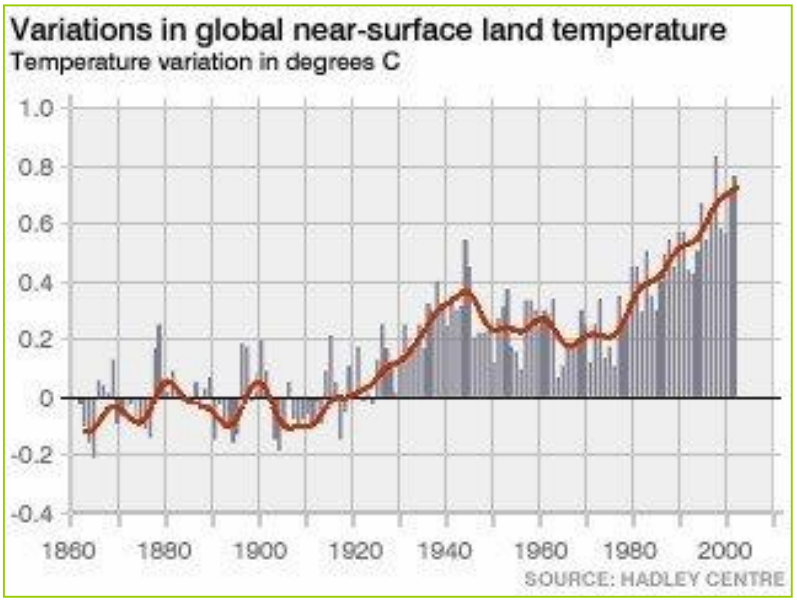
BC vs SBS DTI : Missed Opportunity The Need Today for a One Stroke Engine

The immediate best application function of the CLP engine proposed in 2002-3 has now come of age in the crucial predicted role of the recharge engine within an electric vehicle. Battery technology has improved to make the EV the most likely form of future transport. Internal combustion engines will not be used as direct drives but high power density regenerator engines to extend the range of EVs and also to keep battery weight, cost and size small.
The CLP engine in one stroke format, acting as a regengine can become the basis of all medium and large regengines for; vans, trucks, buses, trams and light trains.

Since the time of the SBS DTI SMART application for the CLP, all the market conditions have moved in favour of the CLP 1 stroke engine, principally a switch from direct drive engines to flygensets to recharge on the move home charged EV's. Today the CLP could be marketed as the ultimate regengine, unfortunately denuded of patent protection its commercial value is eliminated, though that will not prevent application eventually in heavier transport regengines.



The Chevy Volt (2010 production) applies CLP Regengine theory developed in 2000.



The Regengine will arrive four to eight years late, due to incompetence at SBS DTI, with the commercial value (patent ownership) lost to lack of funding in 2003/4.

BC vs SBS DTI : CLP Regengine Information Taken from Regengine.com

http://www.pistonheads.com/gassing/topic.asp?f=57&t=609297&nmt=RE:%20California%20Dreamin'

"The Karma's Q Drive technology features a small petrol engine turning a generator that charges a lithium ion battery pack, powering an electric motor that drives the rear wheels."

The Regengine

Every day more people are taking; climate change, high oil prices and oil dependency a lot more seriously. The Carbon-Down program of inventions has created a vast array of paper concepts and promising theories to eliminate fossil carbon burning.
The Regengine is a specific application of those ideas into a practical and exciting result, namely an internal combustion engine at the heart of an electric vehicle (EV) power matrix for medium and large sized vehicles.

Battery technology has now improved to such an extent that the EV is fast becoming the most likely form of future transport as oil price heads inexorably upwards due to increasing consumption, market conditions and economic retrieval difficulties.

At this time it becomes clearer that the future role for an internal combustion engine (ICE) is as regenerator engines to extend the range of EVs and also to reduce battery; weight, cost and packaging volume. In fact it may be possible to use the ICE as the primary source of energy, and only use the batteries as "flash storage", more similar to a giant capacitor and following the established format of the Diesel-Electric Train. In other respects the regengine replaces the problematic hydrogen fuel cell with conventional proven technology.

With high yield wind turbines also proposed by Carbon Down, energy buffered hydrogen and derived methanol means a high density portable fuel becomes widely available locally to any wind turbine, thereby unshackling dependency on fossil fuels and their incumbent costs and issues for; pollution, politics, economics and logistics.

The Regengine combines eight major Carbon Down inventions to create an ultra efficient one stroke engine, running on wind derived 100% sustainable fuel. The Regengine can become the basis of all medium and large transport, generating range extension or even sole core power for; vans, trucks, buses, trams and light trains. It is considered that for smaller transport, single or dual cylinder regenerating engines will be more effective.

"Regengine" is a tradename referring only to xCLP type four cylinder one stroke engines.
The Regengine is currently being CAD and physically modelled to be presented June 9th 2009.
At this stage, Taijitu Variable Compression (TVC) is the only publicly unveiled Carbon-Down technology which you can consider here.....www.variablecompression.com

BC vs SBS DTI : Tax Payers Alliance - Report into the RDAs : Poor Value

http://tpa.typepad.com/home/files/structure_of_government_3_the_case_for_abolishing_rdas_e.pdf

This paper – the third in the TaxPayers' Alliance's Structure of Government series – argues for the abolition of RDAs, as unproductive, wasteful and unaccountable quangos. They have neither accelerated economic growth in the regions, nor reduced the disparities between them.

The money saved by abolishing them should be returned to businesses in the form of a four percentage point reduction in the small company rate of corporation tax – from 22 per cent to 18 per cent – which would establish an effective alternative to the wasteful bureaucracy of RDAs.

The other key findings in the report are:

- Regional Development Agencies have **cost the UK taxpayer £15.3 billion since 1999.** In 2006-07 they received £2.3 billion from Westminster, £62 million from the EU and spent £2.6 billion.[3]
- Excluding London and the South East, **regional economic output (per head of population) increased by 40.6 per cent between 1992 and 1999.** In the seven years after RDAs were established, the increase was **only 36.5 per cent.**
- The economic output (per head) of the poorest performing region – the North East – was 40 per cent below that of London's in 2006: £15,177 compared to £26,192.
- **In all regions except the North East, employment in the public sector has risen faster than in the private sector.** In the South West, 50.8 per cent of the jobs created since 1999 have been in the public sector (86,000 jobs).
- The focus on regional development has led to a neglect of more important sub-regional problems: for example GVA per head in Greater Manchester South grew by 76 per cent between 1995 and 2004, while in Manchester North it only grew by only 31 per cent.[4]
- **RDAs should not be seen as local bodies, but as part of central government.** They are only properly accountable to Whitehall departments, their key executives and board members are selected by Ministers and their objectives set by ministers.

[3] Department for Business, Enterprise and Regulatory Reform FOI Response, 23/07/08; see Appendix B, Table B2
[4] Shakespeare, T (June 2008), 'The Future for Regional Governance', *Locals Research Notes*

- **Many RDA responsibilities are duplicated by other quangos, creating significant waste.** English Partnerships, another redevelopment quango, costs taxpayers £628 million per annum.
- **Examples of waste within RDAs abound;** extravagant trips to the south of France, ludicrous taxi expenses and lavish one day conferences are all commonplace. James Braithwaite, Chairman of SEEDA, spent £53,803 on transport in 2006-07. Yorkshire Forward spent £20,000 sending staff to a Film Festival in Dubai in 2006.
- The **average remuneration for an RDA Chief Executive** in 2006-07 was **£169,413.** For a (part-time) Chairman it was £82,147. The **highest paid Chief Executive was Pam Alexander, earning £192,801** for her work at SEEDA in the South East. **Margret Fay was the highest paid Chair** of an RDA Board, **earning £97,845** for her work at One North East. **These are high rewards for failure** (For a complete list of RDA employees earning over £100,000 see Appendix A).

Ben Farrugia, Policy Analyst at the TaxPayers' Alliance, said:

> *"Regional Development Agencies have failed in their core mission to narrow the gap between the economic performance of England's regions. At a time when businesses are increasingly over-regulated and over-taxed, RDAs have become a symbol of wasteful bureaucratic excess. They should be abolished before the Government hands them even greater powers."*

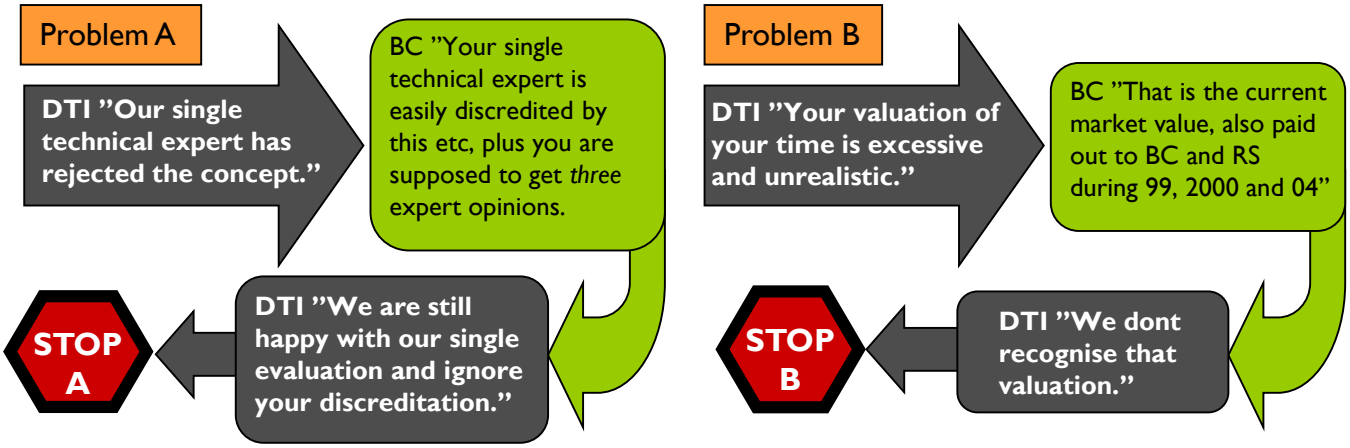
England's Regional Development Agencies

BC Opinion

The RDAs innovation schemes are not supporting the right projects and are duplicating the function of existing risk capital. These agencies are also very poorly geared, with huge costs of administration balanced against very modest distribution of public money. The suspicion is that this money does not go on altruistic "benefit all" projects, but to safe projects that could easily be bank or equity financed. There are lots of highly paid penguins running around carrying expensive brochures, but little end product, that results in increased quality of life and prosperity, or even carbon reducing technology. There remains a massive untapped resource of independent inventors waiting for assistance.

BC vs SBS DTI : Summary

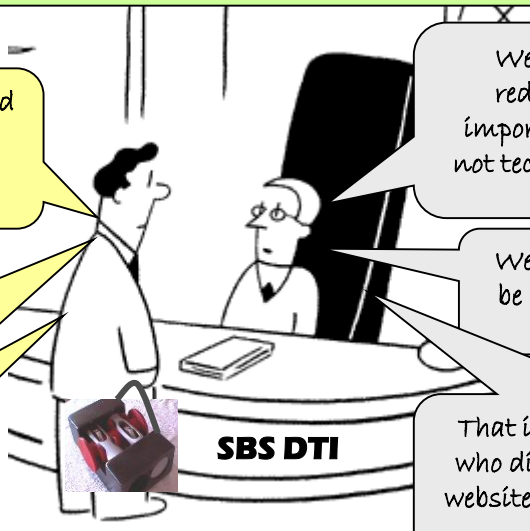
- The DTI unfairly evaluated and rejected a very worthwhile carbon reducing project.
- The DTI unfairly (unrealistically) valued engineering labour costs.
- The DTI failed to recognise £3,400 of donated time to the project per month from underpaid salary for Ben Collins (changed to £1700 per month from previous years £5,100 per month (2000 and 2001).
- The DTI failed to get a single proper technical evaluation of the project when they were obligated to obtain three, despite correspondence creating an opportunity to re-evaluate their mistakes.
- The DTI rejected the project based on a single expert opinion, an opinion that was easily discredited in correspondance.
- The DTI failed to acknowledge two years already invested in the project worth £150,000.
- A carbon reducing project that had already jumped some massive hurdles and incumbent costs was not supported when the DTI was obligated to do so by the Kyoto agreement.
- The DTI failed to meet their obligations, acting arrogantly and incompetently in consideration of this application.
- Not financially contributing by modest proportion, has commercially undermined the value and potential of the project for investment, because patent protection could not be established worldwide and the next stage of development be completed.



In the end, if the meritorious CLP engine project was not supported, then what use was/is the grant scheme of the DTI SBS unit or the DTI SBS unit itself. A massive layer of expensive bureacracy not delivering an end product to the taxpayer i.e. promoting and encouraging altruistic carbon reducing technology. Penguins attending conferences and producing meaningless brochures full of the latest ecobabble keywords is not an end product or a result, just an ecocharade costing billions in thousands of penguin nonjobs, pensions and overheads. Eco targets can only be met with new technology, i.e. real results, the targets themselves do not generate the solutions.

I have considered seeking DTI assistance for my other projects, now ready to release again after five years delay, but if the CLP did not get funded due to unfair practices, then maybe the new ideas would get the same treatment. Applying optimistic philosophy, this non funding catastrophe from 2003 can be used positively - if this case is won, compensation is paid, in 2009 to be invested in all the new Carbon-Down ideas (www.carbon-down.com). I will also agree any compensation figure that requires 100% application to future altruistic eco projects.

BC vs SBS DTI : Cartoon Explanation



Erm, it can be assembled, I built and showed you the model and photographed assembly stage by stage in the grant application.

We wont back your carbon reducing project for several important reasons, mainly it is not technically feasible because it can´t be assembled.

Erm, your other expert, the UK patent office said it was new, so someone is telling porkies. The PCT authority in the Hague also agreed it was new.

Well our expert says it can´t be assembled, he also says it is an old concept

So your expert has not read my technical info or website?

That is ok we still trust our expert who didnt review your tech info or website and reject your project based on his single opinion.

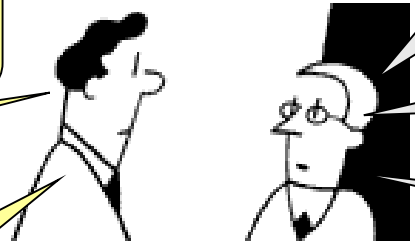
Erm, in the application the market was clearly defined as electricity generation, static and remote on electric vehicles.

Well he also says it has no clearly defined market

There are no electric vehicles at present!

Chicken or egg!!! In 2010 there will be electric vehicles and the CLP range extender engine will mean their battery weight, cost and storage can be smaller.

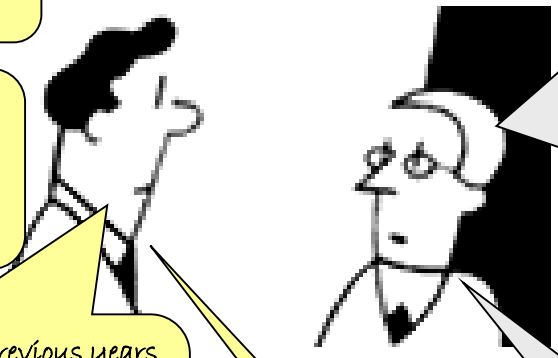
Well anyway, you have overvalued your time, we wont pay that amount.



That isnt our valuation for the market rate.

We decide the market rate!

I dont want to be paid that amount, just to have mine and Skeldings time input valued at that current market rate.



Erm, we showed you our accounts and invoices for UK and Europe for 1999 and 2000 inputs, valued and paid at that rate, so it is MR.

We dont count that or apportion any value to it, anyway, you are not supposed to have started the project, though you are supposed to have finished the project and already filed patent applications.

What about valuing the two previous years contributed to the project using only private funds to reach this stage; international patent approval, full scale models, detailed tech info, industry consultation and branding.

Why not?

Well you still cant have the grant.

???

For the reasons we just discussed!

Salus populi suprema lex esto.
The welfare of the people is to be the highest law

Malpractice Suit Against East Midlands DTI SBS Unit
by Ben Collins For Rejection of the CLP Engine Smart Application

Communications Annex

1st November, 2008 Ben Collins.

Ben Collins **July 2003**

Research Project Proposal

Compact Linked Piston Engine

technology

BC / DTI SBS Communications 2002-2004

Ref	#	Communication	Regarding	Date	Contact
EBX	36	Communications Annex Cover			
EBX	37	030708 SMART Application Cover	The Application	2003-07-08	BC to DTI
EBX	38	030815 SMART Application Rejection 1 of 2	DTI Rejection	2003-08-15	DTI to BC
EBX	39	030815 SMART Application Rejection 2 of 2	DTI Rejection	2003-08-15	DTI to BC
EBX	40	030817 SMART Rejection Response 1 of 3	BC Response	2003-08-17	BC to DTI
EBX	41	030817 SMART Rejection Response 2 of 3	BC Response	2003-08-17	BC to DTI
EBX	42	030817 SMART Rejection Response 3 of 3	BC Response	2003-08-17	BC to DTI
EBX	43	0309XX SBS DTI Email Verity Watt	DTI V Watt	9/XX/2003	DTI to BC
EBX	44	0309XX BC Response to Verity Watt	BC Response	9/XX/2003	BC to DTI
EBX	45	031025 Marian Simpson Response 1 of 2	DTI Final Letter	2002-11-03	DTI to BC
EBX	46	031025 Marian Simpson Response 2 of 2	DTI Final Letter	2003-10-25	DTI to BC
EBX	47	040114 Response to DTI M Simpson 1 of 2	BC Final Response	2004-11-04	BC to DTI
EBX	48	040114 Response to DTI M Simpson 2 of 2	BC Final Response	2004-11-04	BC to DTI
EBX	49	0201119 Contact to Sam Bateman Grant Speci	Grant Specialist	2002-11-02	GRANT
EBX	50	030604 Other Grant Application (NESTA)	Nesta Application	2003-06-04	NESTA
EBX	51	130503 PCT International Search 1 of 3	PCT Search	2003-05-03	PCT
EBX	52	130503 PCT International Search 2 of 3	PCT Search	2003-05-03	PCT
EBX	53	130503 PCT International Search 3 of 3	PCT Search	2003-05-03	PCT
EBX	54	End / Cartoon (added 23 Nov 2008)	CLP Rejection	1905-06-30	BC

Mr Ben Collins
Squarise Design Limited
9b Silver Lane
Elvaston
Thulston
Derby
Derbyshire
DE72 3TQ

Department of Trade and Industry

Apex Court, City Link
Nottingham, NG2 4LA

Direct Line 0115 988 8592
Fax 0115 853 3665
Enquiries 0115 9888 300
www.businesslink.org/r&d
dewihughes.sbs@emd.org.uk

Date 15 August 2003

Mr Collins

Grant for Research and Development project

I am sorry to inform you that after careful consideration your project has not been selected for a Grant for Research and Development.

As I indicated during our conversation yesterday, whilst we have received one tentative support from technical experts consulted we have also received one clear rejection. I include some of the experts comments below that will hopefully be of use to you.

- No real technological advance offered by proposed work. Concept is an old one. Proposed work differs in detail only
- Concept is impractical due to costs of manufacture and difficulty in assembly.
- Applicant does not seem to have considered the practical difficulties inherent in the concept.
- No obvious market for concept, as insufficient packaging benefits to overcome cost demerits
- Use of concept will offer no environmental or social benefits.
- Design principles do not appear sound.
- Applicant is applying for funding of a design study examining the repackaging of an old concept. The concept is likely to be expensive to produce and even more expensive to assemble in an engine design. These negative aspects overwhelm any minor space saving offered by the concept and such savings would be minimal if not negligible.
- There are many technical risks in the development of a new layout of internal combustion engine. Major concerns are achieving sufficient rigidity in the crankshaft and connecting rod assembly (the crankshaft of necessity must be split at a bearing journal to facilitate assembly). Lubrication may also be problematic.
- It is not clear where the design skills will be obtained as it will take more than two people, one of which should ideally be familiar with engine design, to reach a stage of producing "proof of concept" models that are significantly more advanced than those illustrated on the applicant's website.

2008 Verdict : A polite and considerate letter, however I would dispute "careful consideration", receiving only one technical analysis and basing judgement and rejection on that is most unwise – especially as the criticisms made were easily discredited in my response.

Commercial Potential/market need/exploitation route - Our feeling is that the concept can be proved to work, but in these days of increasing emphasis on fuel efficiency there may not be anyone willing to exploit a new engine configuration, and hence there is a risk that it remains an engineering curiosity.

This is a novel concept of engine configuration. However, we have doubts that it will ultimately offer any tangible advantages over existing designs of four-stroke internal combustion engine that are now capable of achieving very low emission levels with good reliability and durability. Motor cars are an unlikely application, but if the engine can be simplified for low-cost production it may have a niche in large commercial applications such as a prime mover for heavy compressors, generators or possibly commercial vehicles.

I also include a copy of the Patent Office report.

Another key issue of concern was the high salary levels that were to be paid to you whilst working on the project. In appraising projects we need to be satisfied that all labour costs are reasonable and fully justified in relation to the work being done and are consistent with established labour charges within a respective business. In arriving at our decision we look at current pay of personnel rates within the applicant business. One of the effects of reducing the salary rate for yourself would be on the financial viability of the project, and should you decide to re-apply we would need revised cash flow forecasts and evidence of where your share of the project funding would be coming from.

If you are intending to resubmit this project or other project applications, you should find it useful to follow the headings within the Guidance Notes when compiling the proposal to keep the proposal properly focused and ensure that they supply all of the required supporting documentation. Failure to do so will always undermine the application. One of the shortcomings with your application was that it was not focussed enough and relied on the technical experts examining additional information contained on you website.

I appreciate that this decision will be of great disappointment to you, but I would hope that you have found the feedback of some use. If you would like to discuss the decision, please do not hesitate to contact me. Alternatively, you may find it helpful to, if you have not already done so, contact your local Business Link for general and specific advice. The Business Link number is 0845 6009006.

Yours sincerely,
Dewi Hughes

Mr Ben Collins, Squarise Design Limited, 9b Silver Lane, Thulston, Derbyshire DE72 3TQ

2008 Verdict : IMO everything in this letter is still relevant and was not acted upon by SBS DTI.

To: Dewi Hughes, SBS DTI
030817
Dear Dewi,

I have enclosed my response to the application rejection by responding to each comment in turn.**Grant for Research and Development project**

I am sorry to inform you that after careful consideration your project has not been selected for a Grant.As I indicated during our conversation yesterday, whilst we have received one tentative support from technical experts consulted we have also received one clear rejection. I include some of the experts comments below that will hopefully be of use to you.
No real technological advance offered by proposed work. Concept is an old one. Proposed work differs in detail only
There has been a piston, there has been a linked piston. There has never been a **compact linked piston**. The invention has been searched and deemed novel by both the PCT and UK patent authority.

Concept is impractical due to costs of manufacture and difficulty in assembly. Assembly follows the same process as a current engine. Costs will increase and decrease in areas, and there will be a new technology cost penalty.
Applicant does not seem to have considered the practical difficulties inherent in the concept.
No specific comment to answer.
No obvious market for concept, as insufficient packaging benefits to overcome cost demerits.
Industrial engines is the market identified.
Use of concept will offer no environmental or social benefits.
May reduce fuel consumption, electricity cost, CO2 output, therefore very beneficial.
Design principles do not appear sound.
No specific comment to answer.

Applicant is applying for funding of a design study examining the repackaging of an old concept. The concept is likely to be expensive to produce and even more expensive to assemble in an engine design. These negative aspects overwhelm any minor space saving offered by the concept and such savings would be minimal if not negligible.
It is a new concept (hence the granted PCT patent).
Assembly costs do not increase.
Space saving is a side benefit, (although not insignificant) not one of the principle goals.

There are many technical risks in the development of a new layout of internal combustion engine. Major concerns are achieving sufficient rigidity in the crankshaft and connecting rod assembly (the crankshaft of necessity must be split at a bearing journal to facilitate assembly). Lubrication may also be problematic.
There will indeed be technical risks, it is a development project.
The crankshaft does not need to be split.

It is not clear where the design skills will be obtained as it will take more than two people, one of which should ideally be familiar with engine design, to reach a stage of producing "proof of concept" models that are significantly more advanced than those illustrated on the applicant's website.
Consulting my existing industry contacts.

Commercial Potential/market need/exploitation route *-*
Our feeling is that the concept can be proved to work, but in these days of increasing emphasis on fuel efficiency there may not be anyone willing to exploit a new engine configuration, and hence there is a risk that it remains an engineering curiosity.
The concept improves fuel economy.
There is a risk that it might not be exploited. There is also a chance that it might be exploited. Glass half empty / half full viewpoint. The project is an improved combustion engine. The single biggest contributor to greenhouse gases. Must be worth investigating even if there is a risk it "might not work"?

This is a novel concept of engine configuration. However, we have doubts that it will ultimately offer any tangible advantages over existing designs of four-stroke internal combustion engine that are now capable of achieving very low emission levels with good reliability and durability. Motor cars are an unlikely application, but if the engine can be simplified for low-cost production it may have a niche in large commercial applications such as a prime mover for heavy compressors, generators or possibly commercial vehicles.
This positive comment seems to contradict earlier comments. I also have some doubts that it can be an improvement, hence the application for funds for numerification. however the possibility of improving the internal combustion engine is an altruistic and massive goal worthy of investigation.
My reaction to negative comments is naturally defensive. However, some of the comments appear also to be poor, which reflects badly on SBS DTI, as you have paid for and selected this person/team to deliver ultimately inaccurate information.

I also include a copy of the Patent Office report.
This will be considered in due course.

Another key issue of concern was the high salary levels that were to be paid to you whilst working on the project. In appraising projects we need to be satisfied that all labour costs are reasonable and fully justified in relation to the work being done and are consistent with established labour charges within a respective business. In arriving at our decision we look at current pay of personnel rates within the applicant business. One of the effects of reducing the salary rate for yourself would be on the financial viability of the project, and should you decide to re-apply we would need revised cash flow forecasts and evidence of where your share of the project funding would be coming from.
The salary rate is the one I will receive in mid September. I will not take a reduction in salary. My proposal suggests to reinvest a 70% proportion of my salary into the project.
I earn £28 per hour. I have just given up two years salary to work on this project, which is a considerable investment, and spent a considerable amount of personal savings, both of which unfortunately aren't recognised in the terms of the scheme.

2008 Verdict : IMO everything in this letter is still relevant and was not acted upon by SBS DTI.

If you are intending to resubmit this project or other project applications, you should find it useful to follow the headings within the Guidance Notes when compiling the proposal to keep the proposal properly focused and ensure that they supply all of the required supporting documentation. Failure to do so will always undermine the application. One of the shortcomings with your application was that it was not focussed enough and relied on the technical experts examining additional information contained on you website.

I am not able to write a specific new publication for every investment sought. I spent 2 weeks already on this application, and many weeks developing a 65 page website with over 200 photographs and illustrations, which covers every aspect of the engine at this stage.
I appreciate that this decision will be of great disappointment to you, but I would hope that you have found the feedback of some use. If you would like to discuss the decision, please do not hesitate to contact me. Alternatively, you may find it helpful to, if you have not already done so, contact your local Business Link for general and specific advice. The Business Link number is 0845 6009006.

Yours sincerely, Dewi Hughes.

I have previously contacted Derby Business Link. They put me in touch with a gentleman who promised to build my presentation for £2000 up front, and a proportion of the grant afterwards. This was not attractive assistance.
Therefore the project will be mothballed, and tinkered with in the evenings for now.
A direct approach to manufacturers will be continued, though this is pretty difficult without specific numbers or quality models.
Financially I am not able to invest any more saved money or time. I have to confess to being quite disappointed with the situation, having taken big risks and against all the odds, actually developed a new piston engine, which is no small achievement.
Naturally, I will continue to pursue other means of commercialisation and efforts.

I would also like to thank you for our courteous dealings and prompt/efficient service at SBS DTI, which has avoided the process dragging on.

Yours sincerely,

Ben Collins.

2008 Verdict : IMO everything in this letter is still relevant and was not acted upon by SBS DTI.

Unfortunately these emails were not located in archive.

Basically this correspondence discussed getting the original report redone to take accout of the errors of the first expert report and therefore put the application in a fresh light.
When this was refused, despite polite interchanges it showed beligerence on the part of DTI and a lack of determination to fulfll their obligations.
Without a decent technical review of the concept and undervaluing against market rates of engineering costs, the CLP engine application was unfairly prejudiced.

BC vs SBS DTI : Communications Annex: 0309XX BC Response to V Watt

Not available from archive.
Hopefully these emails are available from the DTI SBS.

Commercial in Confidence

Small Business Service
Apex Court, City Link, Nottingham, NG2 4LA
Switchboard: 0115 988 8300 Fax: 0115 853 3665
Direct Line:0115 9888590
www.businesslink.org

Enterprise & Innovation

Mr B Collins
Squarise Design Ltd
9b Silver Lane
Elvaston
Thulston
Derby
DE72 3TQ

small business service

25 October 2003

Dear Mr Collins

DTI Grant for Research and Development

I refer to your e-mail correspondence with Verity Watt and to previous correspondence with Dewi Hughes about your application for the above. As head of the team the correspondence has been passed to me to address the concerns you raised.

I should first of all point out that the scheme is administered by us at the Small Business Service (part of the DTI) and not by the *east midlands development agency (emda)*, it is quite often that this confusion with identity occurs as we are housed in the same building.

I am sorry that you feel the service provided on this occasion was below what you would have expected. We try to ensure that our service is customer focussed and continuously improving and I can assure you that your application was carefully considered in accordance with our "Guidelines for Officials".

We fully appreciate the time and effort that all applicants must make in preparing and submitting a project application to a discretionary scheme where there is no entitlement to the grant. We try to keep the requirements of the scheme as simple as possible. It is however important that project applications clearly outline the objectives of the proposed project that will lead to tangible outputs; our technical experts base their opinions on information provided with the proposal and are not required to consult applicants' websites.

The grants are offered to encourage technical advances, so it is important that applicants clearly elaborate the technological innovation over existing products and processes. Proposals must demonstrate that applicants have properly considered the challenges and stand a good chance of overcoming them. Unfortunately the assessment raised concerns about these aspects of your proposal.

In all cases, applicants are provided with reasons for non-selection and project officers will always make themselves available to discuss these issues. By doing this, applicants are provided with the opportunity to address the reasons for non-selection and challenge the decision. I have noted the comments in your e-mail correspondence about the technical reports. If you wish to supply additional information in response to the issues raised in our

letter of 15 August 2003 I will arrange for your application to be reassessed. You would not need to resubmit a full application but will need to ensure that **ALL** the issues that resulted in non-selection are addressed fully (including: the issues raised about revised cash flow forecasts and balance of funding – as stated and discussed previously, we will not accept the salary levels at the rate requested in the application). This information should be provided no later than 30 November 2003, the case will be closed after that date. I note however that it appears that you have decided to defer the project and may apply for grant support at a future date. Please note that applications must comply with the Guidance Notes of the scheme and relevant supporting documentation supplied, failure to do so will always undermine the appropriateness of grant support.

I am concerned, and a little puzzled, about your comment concerning the Business Link Derbyshire. This is not my understanding of how the service operates and I should be grateful if you would let me know with whom you spoke with so that I may raise the concern with them. It is my experience that this particular Business Link offers a highly professional service and has an experienced adviser on DTI Grant for Research and Development. I do know that a charge is made for assisting companies with grant applications, but not in the amount of that mentioned in your correspondence.

Yours sincerely

MARIAN SIMPSON
Head of Enterprise and Innovation Team
SBS East Midlands

2008 Verdict : The salary rate requested was £22500 per annum, although the valued contribution – set against market rates already paid in 1999, 2000 then later in 2004, was £66,500.

In this letter there is a lot of talk about flexibility, but the DTI actions go completely against that. At the end of the day, SBS DTI failed to value my time properly and failed to get a single proper technical evaluation, thereby prejudicing my application tantamount to malpractice.

The are hundreds of thousands of people talking about the global catastrophe of climate change and resource stripping, but hardly anyone is supplying solutions.

I am supplying answers but was not treated fairly by the DTI and my progress in implementing *real actions and solutions* was thus hindered.

squarise design ltd. 9 B, Silver Lane, Elvaston, Derbyshire. DE72 3TQ. tel 07946 609435. e-mail robskelding@ntlworld.com

squarise design ltd

Ms Marian Simpson
SBS East Midlands
Apex Court
City Link
Nottingham
NG2 4LA

2008 Verdict : IMO everything in this letter is still relevant and was not acted upon by SBS DTI.

2004-01-14

DTI Grant for R&D : Compact Linked Piston Engine

Dear Ms Simpson,

I am replying to your letter of the 25th October.
Apologies for the delay. Im am now engaged full time on other projects.

Grant Guidance Costs

Derbyshire business link was contacted. I do not recall the two people spoken too, but they forwarded me to Sam Stevens at BA team. I was asked to pay @£2000 and also a proportion of the grant money in the event of a successful application.

Failure bv SBS East Midlands to obtain 3 reasonable quality evaluations

I will not be reapplying because the first assessment did not understand how the engine assembles, a fundamental of the engine, even though this was sequentially and pictorially explained in absolute child level basics (see overleaf). The assessment did not understand the inventive step of the project and concluded it had been done before. If this is true how come my world patent application is approaching granting having passed searches from the UK, European and World patent search authorities?
I am not resubmitting the information to an expert who has failed to consider photographs and gone off at some weird tangent as has been previously explained to SBS East Midlands in earlier correspondence. I am not resubmitting to an agency who haven't bothered to extract a decent report from their expert.

In consideration of my application, your agency has failed to carry out 3 proper studies.
1 not received
1 so bland as to say nothing conclusive at all.
1 easily shown up as ill conceived (see previous letter and above)

Failure bv SBS East Midlands to value proponents time at current market rate

In addition you agency has failed to remit the consultant's time at the proven standard rate, (which is against your own guidelines) destabilising a perfectly reasonable costing balance. Why is it acceptable in the UK that Cherie Blair gets £600000 per year for waffling in a court room from a government source, but when an engineer gets £28 an hour for doing something useful, this is unacceptable. This is what myself and Robert (working in Derby) get paid, every day, every week, but this is somehow not recognised?

The time we invest / donate to the project must be valued at the price it is worth even if the end salary received in the cashflow is more like £20K pa. Your rejection of this logic and our value is unjustifiable. A recent invoice is attached.

The engine project is now frozen and I´m back as a consultant at Volvo, earning the £65K a year I donated / missed out on in the previous two years developing this project in the first stages.

Incorrect Reasoning For Rejection

So the two things that are "wrong" with the application are due to errors by your culpable for failing to consider the project properly.

I would love people in the UK to be able to do their jobs, not after an inquiry, not because of a threat of litigation, or not because of litigation. Just because they are capable enough to execute their required tasks first time around, or even second time around when it is reasonably explained that first time around was unsatisfactory.

Whilst the person in your dept was accepting 1 bad and 1 bland report, instead of 3 good ones, and you are reading this letter, you get paid, I dont. I am not willing to adopt a sycophantic approach, I expect people in your agency to do their job and not accept bad reports paid for with public money or reject perfectly reasonable costings.

I will take the engine to Stuttgart in May and hopefully produce a new model in time for that. It is tremendously inconvenient and difficult in the evenings to do that, and I am now forced to lapse my second "belt and braces" type patent application because of a lack of money.

Historically it is determined individuals that advance civilisation, but it would be a lot easier if assistance was provided by the people who are supposed to do just that.

Fortunately an improved combustion engine, which reduces pollution and the cost of movement of goods and people, is a worthwhile life achievement goal in itself.

Finally however, I express gratitude for your thoughtful and considered response.

I invite you to explore the website.

Yours sincerely,

Ben Collins
www.clptech.com

Attachments:
1.World patent certificate latest.
2.Photographical sequence of assembly your expert couldnt grasp.
3.My invoice for October to Jotech AB (swedish agent at Volvo) rated at £29 per hour, shortly to rise to £32ph in February.
4.Previous correspondence.

2008 Verdict : IMO everything in this letter is still relevant and was not acted upon by SBS DTI.

BC vs SBS DTI : 0201119 Contact to Sam Bateman Grant Specialist

sams@bateam.co.uk CLP Engine Nov 19 2k

Dear Sam,

Thanks for the recent phone conversation discussing SMART award application.
As requested, here are the 18 bullet points requested:

Innovation:

1. Lower Friction
2. Smaller package
3. Lower reciprocating weight
4. Improved piston cooling and cylinder wall relationship
5. Improved piston alignment and cylinder wall relationship
6. Reduced pumping losses. (Advancement over the original (unfeasible) invention by M. Guillion 1956, by means of outboard crankshaft balancing invention and 4 legged piston)

Technical Risk:

1. Piston strength
2. Economic piston manufacture using the squeeze casting necessary
3. Balance issues - 3 stroke firing.
4. Crankshaft strength
5. Narrower conrod bearing load and lubrication issues.
6. Variation in TDC and BDC sinusoidal speed.

Commercial Exploitation:

1. Licencing for truck engines
2. Licencing for Electric generation engines
3. Licencing for Ship engines
4. 2 stroke (1 stroke) engines
5. Acting as development intermediary for large OEM
6. Pump design.

I will be in touch on December 12th.

yours sincerely,

Ben Collins
Squarise Design Director 0046 31 422107

2008 Verdict : It is sad that grant applications should need grant expert consultants to achieve success, but the unfair prejudice of my application shows that such a "middle man" layer is made necessary by unfavourably processing at the DTI. Naturally the need for middlemen means the effect of the grant is geared downward as more costly administrative layers are introduced into the process.

nesta

Print application
Back to form

Section 1.0 - Contact details

1.1 Project name
Compact Linked Piston Engine

1.2 Please enter your contact details.

Title
Mr

If other chosen, please specify

Full name
Ben Collins

Organisation (optional)
CLP Technology / Squarise Design Ltd

Address

City or Town

Postcode
DE72 3TQ

County

Daytime telephone
0046 31 422107

Mobile number (optional)
0046 708 453589

Fax (optional)

Email (optional)
ben@clptech.com

2008 Verdict : Each grant application is a big gamble of time – wading through the various application protocols. In 2003 only two applications were made due to these time contraints.
Whilst the likelihood of rejection always shadows every application, the applicant is entitled to expect fair treatment and proper reasons for rejection, otherwise the scheme – and the gamble of time invested during application – becomes a nonsense.

Section 2.0 - Your idea and your team

2.1 Describe your idea.
CLP ENGINE
The compact linked piston engine is a dramatic new realistic fifth piston engine layout, presenting a new opportunity for engine manufacturers.
Supplementing the; straight, boxer, vee and radial piston layouts, the linked engine offers unique and substantial benefits for many applications.

Linking pistons is not a new concept.
The innovation concentrates on the practicalities of robust and economic manufacture, whilst achieving effective counterbalancing in a compacted package.
This brings a logical concept which lacked these solutions, forward from the fifties toward an economically realistic and executable manufacturing proposition.

The CLP engine is not as radical as it might seem. It uses almost standard; conrod, gudgeon pins, main bearings, big end bearings and (boxer type) engine block. The crankshaft is modified but very recognisable, with only the piston itself truly "radical". It 'looks' like a normal piston engine, and to any well versed engineer is immediately recognisable for what it is.
Another frequently versed reaction is that the proposal 'looks right'.

The CLP is certainly less radical than most 'alternative engines' and might be described as a cross between a standard boxer engine and the scotch yoke variations (e.g. Babbington

https://www.nestaforms.org.uk/nelive/p.../AllSectionsPrintable.asp?Section=PI01 6/4/2003

From the INTERNATIONAL SEARCHING AUTHORITY

PCT

NOTIFICATION OF TRANSMITTAL OF THE INTERNATIONAL SEARCH REPORT OR THE DECLARATION

(PCT Rule 44.1)

NO ACTION REQUIRED

To:
COLLINS, Benjamin Christopher
8 Sandy Lodge, Avenue Road
Highgate N6 5DR
UNITED KINGDOM

Applicant's or agent's file reference	Date of mailing (day/month/year) 13/05/2003
	FOR FURTHER ACTION See paragraphs 1 and 4 below
International application No. PCT/GB 03/00671	International filing date (day/month/year) 13/02/2003
Applicant COLLINS, Benjamin Christopher	

2008 Verdict : Anyone who has ever successfully – or unsuccessfully - filed a patent internationally knows the lengths and pitfulls that must be taken and avoided respectfully. When this goal is finally reached as shown here by the declaration of novelty from the PCT authority, it is a massive relief that the investment has been able to define intellectual property that is truly novel and legally encircled.

1. [X] The applicant is hereby notified that the Interr

Filing of amendments and statement unde
The applicant is entitled, if he so wishes, to ar

When? The time limit for filing such amendr
International Search Report; howev

Where? Directly to the International Burea
34, chemin des Co
1211 Geneva 20, Switzerland
Fascimile No.: (41–22) 740.14.35

For more detailed instructions, see the notes on the accompanying sheet.

2. [ ] The applicant is hereby notified that no International Search Report will be established and that the declaration under Article 17(2)(a) to that effect is transmitted herewith.

3. [ ] **With regard to the protest** against payment of (an) additional fee(s) under Rule 40.2, the applicant is notified that:

[ ] the protest together with the decision thereon has been transmitted to the International Bureau together with the applicant's request to forward the texts of both the protest and the decision thereon to the designated Offices.

[ ] no decision has been made yet on the protest; the applicant will be notified as soon as a decision is made.

4. **Further action(s):** The applicant is reminded of the following:

Shortly after **18 months** from the priority date, the international application will be published by the International Bureau. If the applicant wishes to avoid or postpone publication, a notice of withdrawal of the international application, or of the priority claim, must reach the International Bureau as provided in Rules 90*bis*.1 and 90*bis*.3, respectively, before the completion of the technical preparations for international publication.

Within **19 months** from the priority date, a demand for international preliminary examination must be filed if the applicant wishes to postpone the entry into the national phase until 30 months from the priority date (in some Offices even later).

Within **20 months** from the priority date, the applicant must perform the prescribed acts for entry into the national phase before all designated Offices which have not been elected in the demand or in a later election within 19 months from the priority date or could not be elected because they are not bound by Chapter II.

Name and mailing address of the International Searching Authority	Authorized officer
European Patent Office, P.B. 5818 Patentlaan 2 NL–2280 HV Rijswijk Tel. (+31–70) 340–2040, Tx. 31 651 epo nl, Fax: (+31–70) 340–3016	Laurent Fanuel

Form PCT/ISA/220 (July 1998)

PATENT COOPERATION TREATY

PCT

ONLY 'A's "HURRAH!"

INTERNATIONAL SEARCH REPORT

(PCT Article 18 and Rules 43 and 44)

Applicant's or agent's file reference	FOR FURTHER ACTION see Notification of Transmittal of International Search Report (Form PCT/ISA/220) as well as, where applicable, item 5 below.	
International application No.	International filing date *(day/month/year)*	(Earliest) Priority Date *(day/month/year)*
PCT/GB 03/ 00671	13/02/2003	14/02/2002
Applicant	NO ACTION REQUIRED	
COLLINS, Benjamin Christopher		

This International Search Report has been prepared by this International Searching Authority and is transmitted to the applicant according to Article 18. A copy is being transmitted to the International Bureau.

This International Search Report consists of a total of 3 sheets.

[X] It is also accompanied by a copy of each prior art document cited in this report.

1. **Basis of the report**

a. With regard to the **language,** the international search was carried out on the basis of the international application in the language in which it was filed, unless otherwise indicated under this item.

[ ] the international search was carried out on the basis of a translation of the international application furnished to this Authority (Rule 23.1(b)).

b. With regard to any **nucleotide and/or amino acid sequence** disclosed in the international application, the international search was carried out on the basis of the sequence listing :

[ ] contained in the international application in written form.

[ ] filed together with the international application in computer readable form.

[ ] furnished subsequently to this Authority in written form.

[ ] furnished subsequently to this Authority in computer readble form.

[ ] the statement that the subsequently furnished written sequence listing does not go beyond the disclosure in the international application as filed has been furnished.

[ ] the statement that the information recorded in computer readable form is identical to the written sequence listing has been furnished

2. [ ] **Certain claims were found unsearchab**

3. [ ] **Unity of invention is lacking** (see Box I

4. With regard to the **title,**

[X] the text is approved as submitted by the

[ ] the text has been established by this Aut

With this fantastic stage having been reached, imagine the frustration felt by myself after the DTI then orders a patent search at the UK patent office, with this having already been carried out twice before by first the UK authority and then at The Hague (European search authority). What a missed opportunity for a fair technical evaulation and secondly avoiding a waste of resources.

5. With regard to the **abstract,**

[X] the text is approved as submitted by the applicant.

[ ] the text has been established, according to Rule 38.2(b), by this Authority as it appears in Box III. The applicant may, within one month from the date of mailing of this international search report, submit comments to this Authority.

6. The figure of the **drawings** to be published with the abstract is Figure No. 7

[X] as suggested by the applicant.

[ ] None of the figures.

[ ] because the applicant failed to suggest a figure.

[ ] because this figure better characterizes the invention.

Form PCT/ISA/210 (first sheet) (July 1998)

BC vs SBS DTI : Communications Annex : 130503 PCT International Search 3 of 3

INTERNATIONAL SEARCH REPORT

International Application No
PCT/GB 03/00671

A. CLASSIFICATION OF SUBJECT MATTER
IPC 7 F02B75/24

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
IPC 7 F02B F01B

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)
EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	FR 1 086 319 A (GUILLON MARCEL) 11 February 1955 (1955-02-11) cited in the application figures 1-5 abstract	1
A	GB 156 383 A (CYRIL COOK) 13 January 1921 (1921-01-13) figures 1,2 claims 1,2	
A	GB 534 120 A (GEORGE VINCENT PLAUT CARCASSON) 27 February 1941 (1941-02-27) figures 1-4 claims 1-6	

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X Further documents are listed in the continuation of box C. X Patent family members are listed in

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

"&" document member of the same patent family

Date of the actual completion of the international search	Date of mailing of the international search report
7 May 2003	13/05/2003

Name and mailing address of the ISA	Authorized officer
European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Tx. 31 651 epo nl, Fax: (+31-70) 340-3016	Wassenaar, G

Form PCT/ISA/210 (second sheet) (July 1992)

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INTERNATIONAL SEARCH REPORT

International Application No
PCT/GB 03/00671

C.(Continuation) DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	DE 44 12 165 A (HAMMERMEISTER VIKTOR) 1 September 1994 (1994-09-01) figures 1,2 claim 1	1
A	US 6 164 259 A (BROGDON JAMES WILLIAM ET AL) 26 December 2000 (2000-12-26) figure 1 abstract	1-6
A	FR 2 129 027 A (LANG CLAUDE) 27 October 1972 (1972-10-27) figures 1-3 claims 1-8	1,2

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"A" document defining the general state of the art which is not considered to be of particular relevance

Only class "A" references were identified, which means the patent is novel.

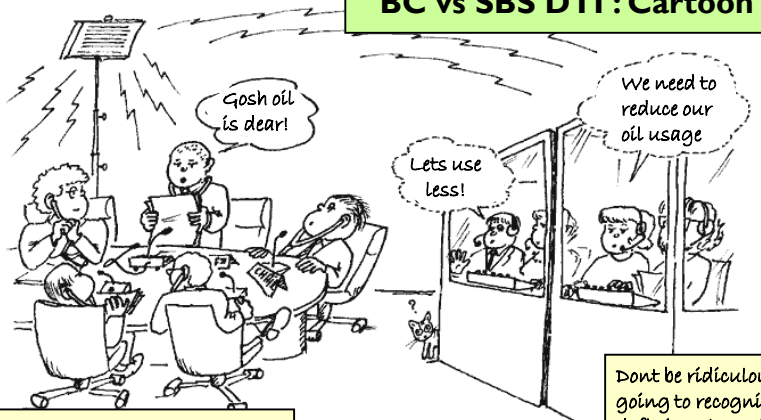
Despite this declaration, the single DTI expert report claimed the idea was not new and just a rehash. Even when the DTI sourced patent research repeated the twice previous patent search conclusions of originality, thereby making a nonsense of the "expert" claim of a rehash, they did not reorder any further technical investigations.

Incompetence or conceit, it is one or both.
It has never been explained how a patent would have been granted for this idea, yet the expert report that the DTI refused to re do, claimed the idea was old? How so? Nor was any "old idea" supposedly related identified by that expert. Yet the CLP project was rejected on the single opinion of that discredited expert.
IMO this equates to malpractice, with compensation due.
The CLP engine as a regengine can form an integral role in the future low or zero carbon vehicle matrix.

SUEZ CRISIS 1956 / OR OPEC 1973

BC vs SBS DTI : Cartoon Explanation II

BEN COLLINS
DUM SPIRO SPERO
ACTA NON VERBA



These guys have invented a one stroke engine and want their time input valued in the next phase– but not paid – at the market rate they were paid in 98, 99 and will be 2004.

Dont be ridiculous!!! We are not even going to recognise the first two years defining the project to concept and world patent approval.

Still this might look bad, this engine could replace the problematic hydrogen fuel cell and make hyper economy electric vehicles practical by elminateing their heavy and costly battery packs! And what about the Kyoto agreement and all that stuff?

SBS DTI 2003

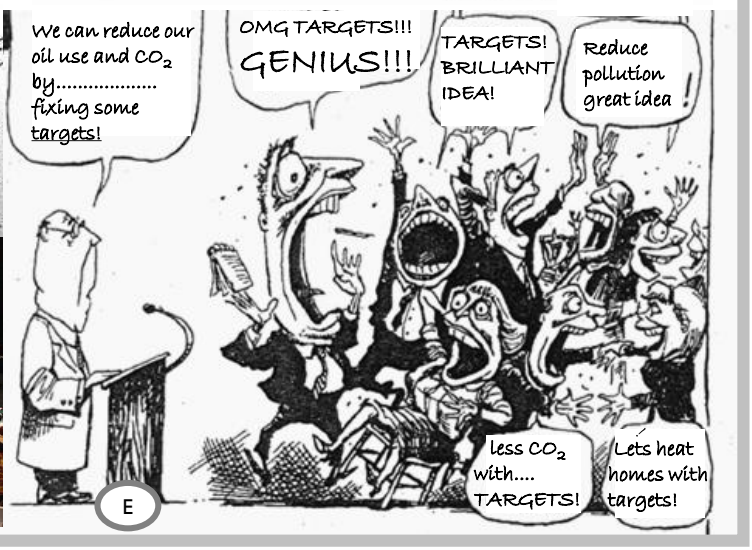
Dont worry i will find an "expert" to say it cant work, cant be assembled and is an old idea.

But he has already discussed it with Volvo trucks, Jaguar, VW, DAF, Audi, who all acknowledged its potential, It has world wide patent approval so is new and several models have been built which assemble easily and we have also inspected the models!

Its ok, they won´t dare to question us, we don´t seem answer to anyone! Kyoto Schmoko!

DUH!! If we fund a tear of one stroke CLP engine for recharging electric vehicles, thats three less of us to visit Bali!! Kyoto was about setting targets, not actually doing or applying stuff!

2008:



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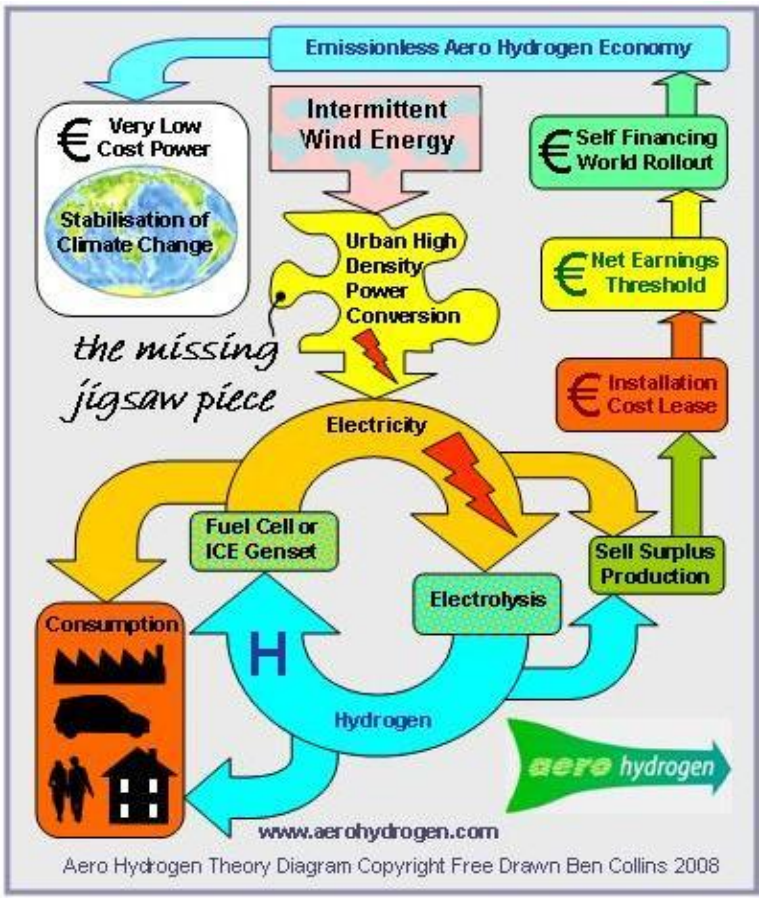

END

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