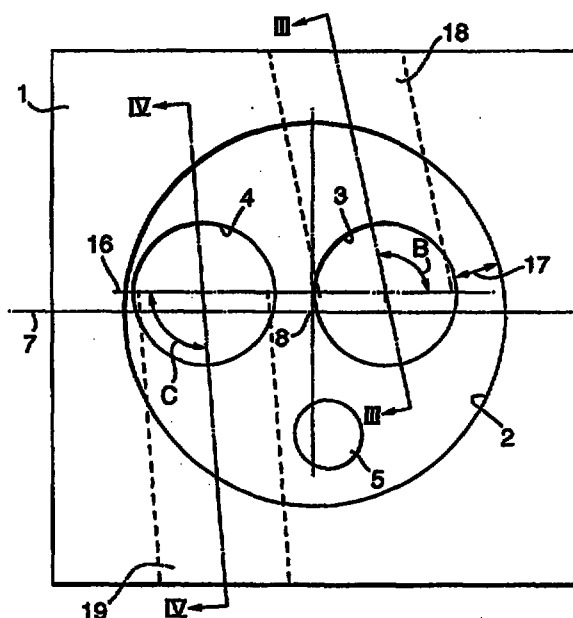




INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁶ : F02B 31/00, F02F 1/42	A1	(11) International Publication Number: WO 99/42712 (43) International Publication Date: 26 August 1999 (26.08.99)
(21) International Application Number: PCT/GB99/00525 (22) International Filing Date: 19 February 1999 (19.02.99) (30) Priority Data: 9803633.8 20 February 1998 (20.02.98) GB (71) Applicant (for all designated States except US): TICKNER, Stephen, Ronald [GB/GB]; Hollybush House, Dunstable Road, Studham. LU6 2QJ (GB). (71)(72) Applicant and Inventor: WOODHOUSE, Timothy, Charles [GB/GB]; 2 Carrington Hall Road, Drayton Parslow, Buckinghamshire MK17 0JP (GB). (74) Agents: GOODENOUGH, Nigel et al.; A. A. Thornton & Co., Northumberland House, 303-306 High Holborn, London WC1V 7LE (GB).		(81) Designated States: AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, UA, UG, US, UZ, VN, YU, ZW, ARIPO patent (GH, GM, KE, LS, MW, SD, SZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML, MR, NE, SN, TD, TG). Published <i>With international search report.</i>

(54) Title: INTERNAL COMBUSTION ENGINE



(57) Abstract

An internal combustion engine has an inlet port side angle (B) which is greater than 60° and is preferably 101° ± 3°. The exhaust valve side angle (C) is preferably 93° ± 3°. The inlet valve seat (3) is located closer to the longitudinal axis (8) of the cylinder than the exhaust valve seat (4) and the imaginary line (16) which passes through the geometric centres of the valve seats (3, 4) is offset from the diameter (7) of the cylinder. This combination of characteristics gives an engine having a high specific power output, low specific fuel consumption, low emissions of carbon monoxide and unburnt hydrocarbons and a cool exhaust gas containing a significant volume of oxygen.