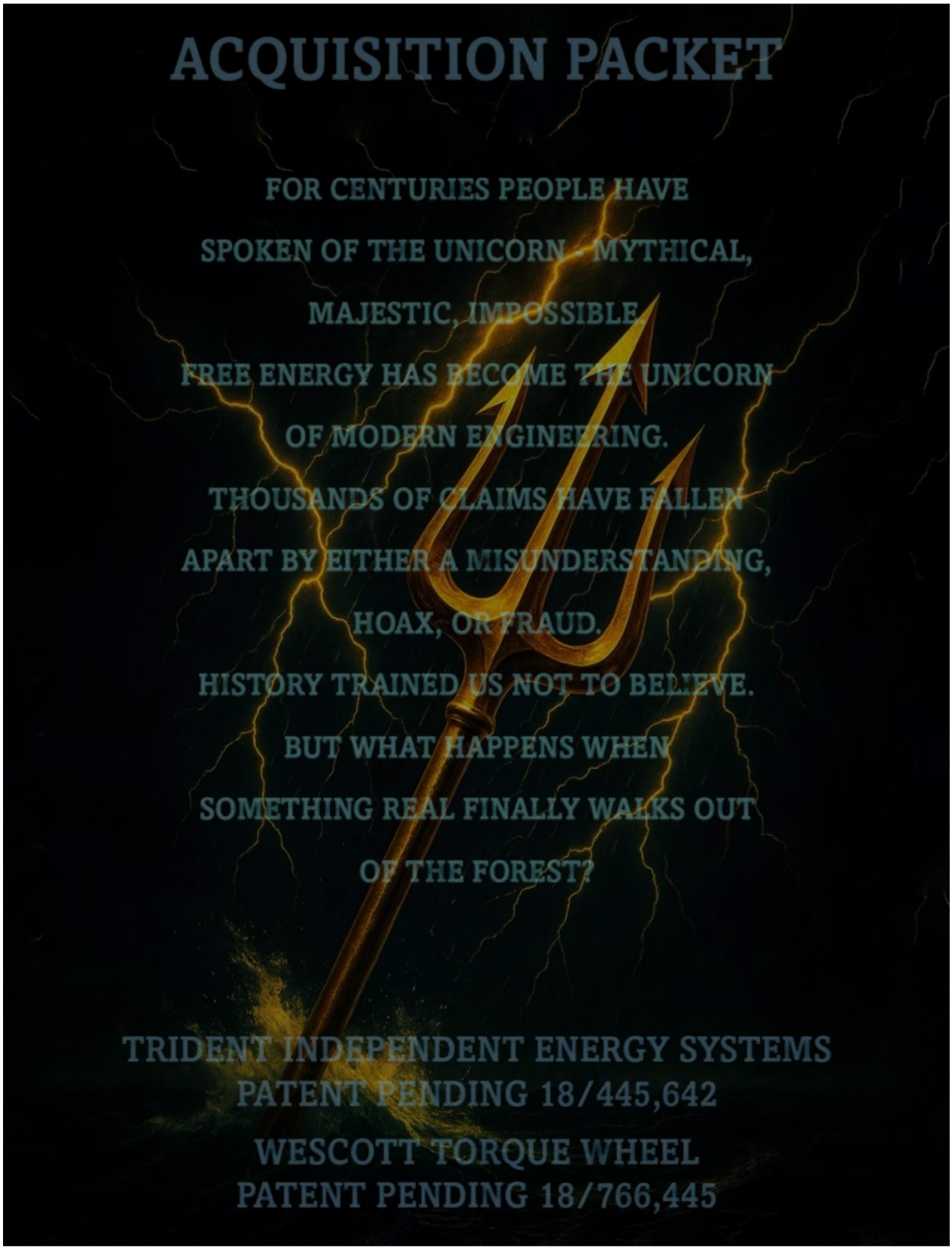
ACQUISITION PACKET



FOR CENTURIES PEOPLE HAVE
SPOKEN OF THE UNICORN - MYTHICAL,
MAJESTIC, IMPOSSIBLE.
FREE ENERGY HAS BECOME THE UNICORN
OF MODERN ENGINEERING.
THOUSANDS OF CLAIMS HAVE FALLEN
APART BY EITHER A MISUNDERSTANDING,
HOAX, OR FRAUD.
HISTORY TRAINED US NOT TO BELIEVE.
BUT WHAT HAPPENS WHEN
SOMETHING REAL FINALLY WALKS OUT
OF THE FOREST?

TRIDENT INDEPENDENT ENERGY SYSTEMS
PATENT PENDING 18/445,642
WESCOTT TORQUE WHEEL
PATENT PENDING 18/766,445

CONFIDENTIAL DISCLOSURE NOTICE

READ BEFORE PROCEEDING

This document contains proprietary and confidential intellectual property, including the Trident Independent Energy System and the Wescott Torque Wheel, both of which are protected under active United States patent filings and subject to trade secret law.

By opening, viewing, or reading this material, you agree to the following terms:

1. You will not reproduce, disclose, share, or distribute any portion of this document without prior written authorization from the inventor.

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SYSTEM CONTROL DISCLOSURE NOTICE

This acquisition packet provides a complete and accurate verbal description of the system's observable behavior, operational performance, and commercial relevance. However, proprietary control elements essential to system operation under real-world load conditions have been deliberately excluded from this disclosure. These are required to achieve full functionality and synchronous behavior. Without them, attempts to replicate the system will result in:

- Premature stall conditions at mid-range RPM

- Failure to complete the synchronization sequence

- Torque decay under transitional load

- Inability to sustain stable operation

This information is not identifiable from the descriptive language included in this packet. It has been intentionally withheld to protect the integrity of the system and to prevent unauthorized replication.

Full disclosure of this information will be made only to the acquiring party upon execution of a formal acquisition agreement or to a qualified party upon execution of a binding, signed non-disclosure agreement (NDA).

Any attempt to reverse engineer, duplicate, or derive the withheld information from this limited disclosure constitutes misappropriation of trade secrets and will be pursued under applicable law, including the Economic Espionage Act (18 U.S.C. § 1832) and the Uniform Trade Secrets Act (UTSA).

TIME-SENSITIVE PATENT RIGHTS NOTICE

I filed the U.S. utility patent application for the Trident Independent Energy System (Application No. 18/445,642) on December 4, 2023, under 35 U.S.C. § 111(a) as a process-based utility application. It claims a novel method of managing, neutralizing, and distributing energy. This application remains unpublished, with the statutory 18-month publication window set to expire on June 4, 2025.

Separately, the Wescott Torque Wheel—a standalone mechanical apparatus critical to the operation of the Trident Process—was filed on July 8, 2024, also under 35 U.S.C. § 111(a), but as a structural/mechanical utility application. It is not merely a component—it is the core enabling device. Without the Wescott Torque Wheel, the Trident Process cannot be replicated or deployed effectively.

This creates a time-sensitive international opportunity:

- The Wescott Torque Wheel remains unpublished and undisclosed, with no public demonstrations or publications.

- The 12-month international filing window under the Paris Convention remains open until July 8, 2025.

- Any entity seeking to secure global rights to the Trident system must obtain and file for international protection of the torque wheel. It is the mechanical key to the entire process.

Qualified parties may still file a PCT (Patent Cooperation Treaty) application based on the Wescott Torque Wheel's U.S. filing—but only if submitted before July 8, 2025.

This sealed bid packet includes all technical detail necessary to evaluate both the method and mechanical system where a prototype demonstration is not required, however, requests for a prototype demonstration will be honored by me but may affect a lost opportunity for timeliness.

Serious parties are strongly advised to consult qualified patent counsel without delay to preserve international rights.

NOTICE TO POTENTIAL INFRINGERS AND ACQUIRERS

The technologies titled “Trident Independent Energy Systems” and “Wescott Torque Wheel” are proprietary innovations currently under active protection through United States patent filings.

This release of detailed technical and conceptual information is not an oversight—it is a calculated and deliberate act made in the interest of potential acquirers. With the international patent filing window for the Trident Process having elapsed, it is imperative to note that this does not compromise enforceability or value of the system, as the Trident Process cannot function without the Wescott Torque Wheel.

The Wescott Torque Wheel is the critical driver of the process. Its design, principle, and utility remain under full domestic patent protection and are still within the international filing window, which expires on July 8, 2025. The disclosure of this information is being made solely to prevent delay and allow the rightful acquirer to immediately initiate international filings and secure exclusive rights without interruption.

These systems are not available for public use, reproduction, reverse engineering, or demonstration under any circumstances without express, written authorization. Any unauthorized use constitutes willful infringement of federal intellectual property law and will trigger immediate legal enforcement.

You are receiving this information now because I am not playing defense—I am playing offense. The release of these materials accelerates the acquisition process and places the future of this technology in the hands of a qualified party who understands its urgency, importance, and irreversible timeline.

Misuse or misappropriation of the materials presented here will disqualify your organization from any future negotiations and will result in full legal action without further notice.

Contact and acquisition procedures are detailed in the final section of this packet.

UNIFIED IP PACKAGE NOTICE

The technologies titled Trident Independent Energy System (a closed-loop energy process) and the Wescott Torque Wheel (a mechanical torque delivery component) are functionally interdependent and were developed in tandem. They are not available for separate sale, license, or partial acquisition.

Each invention relies on the other to operate as designed:

The Process cannot function without the Wheel, and the Wheel cannot fulfill its intended purpose without the Process.

Any attempt to separate or isolate one from the other would result in incomplete implementation, operational failure, or immediate infringement on the companion patent.

Therefore, all acquisition offers submitted under this sealed bid process must reflect purchase of the unified system as a whole.

No exceptions will be considered.

ACQUISITION INSTRUCTIONS AND PROTOTYPE VIEWING POLICY

These intellectual properties — the Trident Independent Energy System and the Wescott Torque Wheel — are being offered for full acquisition only under a sealed bid process.

No partial rights, licenses, or regional limitations will be considered. This is a one-time opportunity to acquire both interdependent systems in their entirety.

Prototype Disclosure Statement

A fully functional prototype of the system exists and has been operationally tested. However, no images, schematics, or technical specifications of the prototype are included in this packet as such disclosures would risk replication of proprietary mechanisms intentionally withheld for trade secret protection.

Prototype viewings will be permitted only under strict conditions to a maximum of five vetted parties. These viewings will take place by appointment only between June 16 and June 20, 2025, between the hours of 8:00 AM and 10:00 PM. Access will require a signed non-disclosure agreement (NDA), no guests will be allowed, and absolutely no cameras or recording devices will be permitted under any circumstance.

Viewing the prototype is optional and will not negatively impact your bid competitiveness. However, all deadlines — including the sealed bid submission deadline and international patent filing schedule — are final. No extensions will be granted for scheduling or completing a prototype viewing.

WHAT YOU ARE ABOUT TO DISCOVER

There are Two Core Inventions in this Document:

1. The Trident Independent Energy System – a closed-loop process designed to sustain and recycle mechanical energy through intelligent sequencing.

2. The Wescott Torque Wheel – a torque system built on rotational leverage that generates force in a way no conventional wheel, flywheel, or motor has ever achieved.

These technologies do not violate the laws of physics.

They apply them — in a way no one else has.

You won't find a full technical introduction at the front of this packet.

That's intentional—and necessary.

Why the Education Comes First

Before you can understand what I've built, you need to understand why it works — and why it seems, at first glance, like it shouldn't.

This document begins by reintroducing you to the classic lever, the classic flywheel, and the overlooked physics of rotational systems. Why? Because I don't know who's going to be reading this. It might be a physicist. It might be an engineer. It might be an intellectual property scout or a corporate executive. Whoever you are, you need to either learn or re-learn the physical laws involved before you can properly evaluate what follows.

Even trained minds have had to do this, as will be detailed in a moment, who have told me that what I was building violated the disciplines of physics and the laws of thermodynamics… until I showed them the math. That's why this begins with education.

In your mind, you know this cannot exist. But it does.

What Comes After the Education

Once the foundation is laid, you'll encounter:

- A torque system that internally sustains rotation without external fuel, combustion, or solar input

- A wheel that uses angular momentum and mechanical leverage to output force continuously

- A physical structure that neutralizes mechanical resistance, flipping it into a functional advantage

- A working prototype that shows, in motion, what was said to be scientifically impossible

RETRAINING THE MIND:

THERMODYNAMICS AND PHYSICS MATTER HERE

This is not a violation of thermodynamics

It's a reapplication — one that obeys the laws, but routes energy through a path that's been overlooked.

You'll be reminded of the First Law (conservation of energy), and why this invention doesn't create energy from nothing. It re-sequences force to maintain motion without violating conservation. The Second Law (entropy) doesn't forbid sustained motion — it forbids 100% efficiency. This invention doesn't break that law— it reroutes energy to sidestep traditional losses by design.

I didn't need to rewrite physics. I needed to see it differently.

TORQUE REVISITED:

WHAT THEY NEVER TAUGHT YOU

Torque isn't just turning force — it's a leverage system. And most mechanical engineers stop at simple rotary input/output systems without ever asking: what if the torque mechanism itself was the driver? That's the Wescott Torque Wheel.

To prepare you for it, you'll be walked back through real-world systems you've likely ridden on or seen in motion:

- The Gravitron: a torque wheel powered by a constant driver. It spins people against the walls using angular momentum.

- The Merry-Go-Round: an open example of centrifugal and centripetal forces — people thrown to the edge, torque preserved by symmetry. These aren't metaphors—they are functional torque wheels hiding in plain sight — and the foundation for what's been built.

A MOMENT OF RECKONING:

THE DAY THE EXPERTS TOOK NOTICE

During the early stages of working in a shared hobby space, several members started mocking what I was building, calling it a “free energy machine.” They didn’t understand what they were looking at. One guy even said — loud enough for others to hear — that I was “actually building a time machine.” They insisted all I had was a flywheel. I tried explaining this wasn’t a flywheel, not in the traditional sense. A flywheel is a mechanical battery. It stores energy. This wasn’t that. What I was building generates torque. It actively fights resistance — it doesn’t just absorb motion. But no matter how hard I tried to explain, they wouldn’t listen. Ignoring them, I continued my build.

Then one evening, two local college physics professors were visiting during an open house. It didn’t take long for the mockers to escort them over to my work area. I knew exactly what they were doing — they wanted to see me get taken down, embarrassed by experts. I welcomed the visit.

The more assertive of the two professors introduced himself and asked, “What is this?” I explained that I was putting the finishing touches on a prototype that would generate 11,000 watts of electricity, while consuming only about 1,100 watts. Without hesitation, he told me what I was working on was impossible. “It violates the laws of thermodynamics and physics,” he said — loud enough for everyone to hear. He smiled at the opportunity to make me look foolish, and the other shop members were captivated by the takedown.

I tried to speak, but he kept interrupting. I finally asked, “Would you please stop being rude for a minute and just listen to me — and let me educate both you and everyone standing around.” He paused.

I asked him, “When were the laws of thermodynamics and the disciplines established?” He thought for a moment and said, “Throughout the centuries and culminated around the mid-1800s.” I nodded. Then I asked, “Did they have flush toilets back then?” He admitted they didn’t. I asked him directly, “Do you think anyone back then thought flush toilets would ever be possible?” That stopped him in his tracks.

Now that I had his attention, I asked if he would like me to walk through the components of the prototype and explain the basics on how it functions. He nodded. I walked him through the systems. I explained that I had consulted directly with an engineer at the generator company — who confirmed under full load, the generator creates about 42 foot-pounds of resistance on the shaft. I told the professor I had also consulted with a bearing systems engineer, who confirmed the resistance in the bearing systems would be about 8 foot-pounds.

I moved his attention to the torque wheel. I explained that I placed 80 pounds of weight across the outer circumference of a 19-inch diameter wheel. When this wheel rotates, it generates approximately 63.32 foot-pounds of torque. That’s enough to neutralize both the generator’s shaft resistance and the bearing friction, with plenty left over to overcome wind drag and support system efficiency once it's in motion.

I explained that the prototype wasn't yet operational, but I could give him a demonstration of the torque produced by the wheel. I asked if he wanted to feel it. He said yes. I hand-spun the wheel and asked him to place his hand on the Lovejoy coupling and try to stop the rotation. He tried — and failed. His expression changed.

Then I walked him to the other side of the prototype and pointed to the 1horsepower AC motor, which was mechanically connected to the wheel. I explained that once the wheel reaches 1800 RPM with the startup system engaged — details of which were not disclosed — the system will essentially become friction-neutral and enter into a free-spin state. At that point, all the resistance is overcome by the wheel's own torque generation, and the starter system can be disengaged. I asked him, in his professional opinion, how much energy would it take to keep this wheel spinning once it reaches the desired RPM, not having any resistance. He just looked at me, I saw his brain engage. He painfully admitted, "Not much."

He stepped back and slowly walked from one end of the prototype to the other, examining every part in silence. I saw the shift in his demeanor. With his right index finger resting on the corner of his lip, he turned to his colleague and the other shop members who had come to watch me get torn down. Then he looked back at me. He pointed that finger directly at me and said, "Jesus, you figured it out." They both left — quietly talking between themselves. They didn't say another word to me. The group of mockers that had gathered? They scattered. No one said anything. They just walked away.

But the mockery still didn't stop. People kept calling it a flywheel. One guy said he saw something just like it in a museum. I asked him which museum — I said I'd like to visit the museum and see it. He told me he couldn't remember. I told him I figured as much and explained, "If something like this was in a museum, the world would already know."

As the implications of my invention became clearer, subtle sabotage began. I didn't have a secure space at the shop, and expensive parts began to go missing from the prototype. I was forced to move the prototype to an undisclosed location.

I fought for this wheel. Every day. From the first conversation I ever had about it, I was criticized. But I kept moving forward. I kept building. I kept defending.

In the original Trident patent application, I had called it a "modified flywheel." But the truth is — that name never fit. It wasn't a flywheel. A flywheel stores energy. My wheel generated torque. I had to dump the name.

Someone I deeply respect saw how much anxiety I had about people reducing it to a "flywheel." What bothered me the most was "why can't people see what I see… it's right here in front of them." It had to have another name, or people will always call it a flywheel. She suggested that I give the wheel my name. I told her I didn't want to name it after myself. I thought it would come off as egotistical. She told me, "You built this. You defended this. You fought for it. Your name needs to be on it — not for pride, but so people stop and understand what they're looking at." She was right.

YOU CAN'T TELL ME IT CAN'T BE DONE:

I ALREADY DID IT

I knew what was coming. From the moment I started this, I knew I'd get hit from every direction, not because what I built was flawed, but because it wasn't supposed to exist. That's how people react when something doesn't fit the picture they've already painted in their heads. And I wasn't surprised. I was ready for it.

I've been ready my whole life. I'm former military, and I'm former law enforcement. I spent much time with my grandfather, a man who taught me how to build, how to take things apart, how to think for myself. I never had a box to think inside of. They tried to put me in a box at school — and I left. I don't live that way. Never have. Never will.

So no, I'm not a physicist. I'm not a professor. I'm a man who sees through the noise. And what I saw — from the very beginning — was that this wasn't complicated. This wasn't magic. This was simple math. Load. Lever length. Pivot point. Force. That's it. That's all this system is. It's a lever that rotates. A torque process. And I knew people wouldn't get it — especially if they were trained to only see flywheels as energy storage devices. But I wasn't trying to store energy. I was trying to convert resistance into usable force. And I did.

They told me I was building a time machine. They told me it was just a heavier flywheel. They said they'd seen the same thing in a museum. Others said there was no mechanism, that it was just physics. Some even said flywheels already reduce load — so what's the big deal? I heard all of it. And I had an answer for every single one.

"It's just a heavier flywheel."

No — this isn't about added weight. It's about mass placement. This isn't storing more energy — it's restructuring the relationship between input and load. That's not history. That's a new frame.

"There's no mechanism — it's just physics."

No — the mechanism is the physics. It's a deliberate, engineered application of torque geometry. It doesn't just exist — it behaves. That's design. That's invention.

"Flywheels already reduce load."

True — they reduce spikes. But they don't eliminate resistance. This does. This holds torque under steady load without dragging the system down. That's not smoothing — that's dominance.

"You're misusing the word torque."

No — I know torque comes from engines, motors, or gearboxes. That's where the motion starts. But once that motion hits this wheel, something different happens. The torque doesn't drop off. It doesn't get eaten by the load. It gets held. Sustained. Redirected. This system doesn't create torque — it keeps it alive and working. That's not misuse. That's just better mechanics.

“Where’s the real-world data?”

The machine exists. You’re not reading a concept. You’re looking at the end result. I wired it. I painted it. I aligned the motor, torque wheel and generator to the 52100-steel shaft. It runs. So don’t tell me I can’t do what I already did. That’s like telling me I’m forbidden to grow old — it’s already happening.

And here’s one more thing: don’t come at me with physics—this was built with math. If you respond with physics, I will respond with my Casio calculator, because that’s how I built this. That’s what this was — simple, mechanical math. I didn’t pull this from a textbook. I used a calculator. You’ve got a load. You’ve got a pivot point. You move the force farther from the fulcrum — it gets easier. That’s all this is. It’s not rocket science. It’s not theory. It’s applied leverage. I didn’t need thermodynamics to figure that out. I just needed common sense and some good tools. I did not give directions for someone else to build this, I built it and learned from my mistakes.

So no — I don’t argue. I don’t try to convince anyone. I’ve been through worse. I’ve faced harder people. And none of them stopped me either.

I built it. It works. That’s not a theory — it’s a fact. The only thing left to decide is who’s going to recognize it for what it is… and who’s going to realize too late that they had the chance, and let it slip away.

THIS IS YOUR WINDOW:

IF YOU MISS IT, IT DOESN’T OPEN AGAIN

THE BIRTH OF TORQUE – FROM LEVER TO ROTATION

Before motors, machines, or electricity, there was only the lever.

And the lever never left.

5000–3000 BCE – The Lever is Born

In the earliest days of human civilization, survival meant moving what couldn't be moved. Stones for shelter. Logs for fire. What emerged was the simplest and most powerful tool in mechanical history: the lever.

At first, it was just a long stick — anything straight and rigid enough to bear force. Tree limbs, stone rods, carved wood. Placed beneath a heavy object with a pivot point (a rock, stump, or mound of earth), the lever allowed force applied on one end to lift something on the other.

This wasn't just lifting—it was rotational motion around a point. This was torque, born through leverage, long before anyone called it that.

260 BCE – Archimedes: The Principle Defined

Archimedes, one of the greatest minds of ancient Greece, defined what had been used for millennia: "Give me a place to stand and I will move the Earth."

His equation: Torque = Force × Distance from Fulcrum.

The farther from the fulcrum you apply greater force, the more output you gain. This became the mathematical foundation of mechanical advantage.

The Rod, the Fulcrum, the Force, the Load

The lever system consists of four elements:

- The Rod: Initially branches, bones, or stones. Later refined into wood, bronze, iron, and steel. It had to be rigid enough to resist bending and long enough to create advantage.

- The Fulcrum: Any pivot point—a rock, wedge, or designed pin.

- The Load: What is being moved.

- The Force: Applied effort—muscle, gravity, or eventually, machine.

Over time, levers became tools—crowbars, lifting jacks, catapults. But they all obeyed the same rule: torque emerges when force is applied through distance.

The Lever – The First Machine

Origins: Prehistoric Use

Estimated first use: Around 5000–3000 BCE

Archaeological records from the Neolithic period suggest humans used long poles to move stone blocks for early construction like Stonehenge and Egyptian monuments.

These early humans discovered: ‘If I wedge this stick under a rock and push down on the other end, I can move it easier.'

Defined and Documented: Archimedes (circa 260 BCE)

Greek mathematician Archimedes formally described the lever’s principle:

> “Magnitudes are in equilibrium at distances reciprocally proportional to their weights.”

In simple terms: the closer the load is to the fulcrum and the longer the arm, the less force you need.

This became the foundation of mechanical advantage and classical physics.

Types of Levers (Based on Fulcrum Location)

1. First-Class Lever (Seesaw): Fulcrum between load and force. Examples: Crowbar, scissors, balance scale.

2. Second-Class Lever (Wheelbarrow): Load between fulcrum and force. Examples: Nutcracker, door hinge, bottle opener.

3. Third-Class Lever (Tweezers): Force between load and fulcrum. Examples: Fishing rod, tongs, broom.

Why It Matters

The lever was humanity’s first understanding that:

- Force can be redirected

- Force can be amplified

- Resistance isn’t always an enemy—it’s something you can use

This is the first known torque system, where force applied at a distance from a pivot point produces rotational motion around that point.

The Lever Evolves: From Linear to Rotational

Eventually, humans didn’t just push down to lift—they pushed around to rotate.

The windlass, capstan, and water screw all used the same lever principle in circular motion. The bar, bent into a circle became the first torque wheel.

This was the beginning of **rotational levers**—mechanisms where force applied tangentially to a circular arm generated torque around a center axis.

This was the quiet birth of the torque wheel concept—long before such a term existed.

400 BCE – Rotary Querns: Force Becomes Function

In ancient Greece, a breakthrough: the rotary quern. Two circular stones, one fixed and one spinning, ground grain by rotation.

This wasn't just a wheel—it was a **rotational lever**. The user applied force at the edge of the upper stone, using a handle or grip, creating torque around the center spindle.

Grinding became continuous — this was a moment when torque became work, and levers became rotational systems.

100 BCE – Roman Watermills: Torque from Nature

The Romans built water wheels to power mills, using the flow of water to generate rotational motion. Water applied force at a distance from a central axle, producing torque.

That torque turned millstones — identical in function to rotary querns but now powered by nature.

This was the first autonomous torque system. No human or animal effort—just rotational leverage driven by gravity and flow.

The Lever Was Just the Beginning

What began as a stick and a rock became the basis of every torque system in human history. The lever never disappeared—it evolved:

- Into rotation

- Into grinding

- Into energy systems

The wheel is a lever. The watermill is a lever. Every torque-generating machine owes its logic to that first stick pressed against that first stone. The only thing that's changed is how we apply the force. The principle never left. We didn't invent torque—we inherited it.

This is the first known torque system, where force applied at a distance from a pivot produces rotational motion around that point.

And that's the seed of every torque system that came after—from querns to modern torque wheels.

THE EVOLUTION OF THE FLYWHEEL

1. Introduction to the Flywheel

The flywheel represents a critical leap forward in the evolution of torque systems. Following the developments of levers, pulleys, and rotating wheels, the flywheel introduced a new capability: the ability to store mechanical energy through rotational momentum. Unlike systems that rely purely on force application or mechanical advantage, the flywheel is designed to provide torque when needed by utilizing the inertia of its spinning mass. It is, in effect, a mechanical battery — storing kinetic energy for rapid deployment.

2. Historical Development and Applications

The earliest known flywheels were likely potter's wheels, dating back thousands of years. These devices are not only the first examples of stored rotational momentum — they represent the earliest recorded encounter with mechanical resistance. As a potter shaped wet clay, their hands created unpredictable friction and drag against the rotating wheel. The flywheel's mass and motion allowed it to resist this interference, maintaining steady speed and continuity of movement. This was the first time in human history that stored energy in a rotating body was used to neutralize resistance and stabilize mechanical output.

3. The Flywheel as a Mechanical Battery

To better understand the flywheel's function, it helps to compare it to a familiar system: the electrical charging system in a vehicle. In this system, the alternator acts as a steady provider of electrical power. When the vehicle requires more electricity than the alternator can supply — such as during a sudden demand spike — the battery steps in to provide supplemental power. Once the load decreases, the alternator recharges the battery.

In this analogy, the flywheel in a mechanical system is equivalent to the battery in an automobile's electrical system. The electronics — lights, computers, entertainment systems — represent the load. The alternator is the consistent provider of power, and the battery is the supplemental energy source. When torque or energy demand exceeds normal output, the battery (or flywheel) steps in to supply what's needed. Once the demand is over, the alternator (or motor) recharges it. Just like a battery absorbs and releases energy based on demand, the flywheel does the same mechanically — it is, in effect, a torque-based counterpart to electrical buffering.

This is precisely how a flywheel behaves in a mechanical context. It spins continuously, storing kinetic energy. When a machine such as a shear, punch press, or stamping system demands a surge of torque, the flywheel delivers it instantly. After the demand is met, the drive motor brings the flywheel back to its optimal rotational speed. The flywheel's role, therefore, is not to produce torque continuously, but to make it available briefly and reliably, precisely when needed.

Clarifying Misconceptions

Because the flywheel spins and delivers torque, it is often misunderstood as a torque generator. In truth, it is a torque reservoir. Its effectiveness lies in its ability to store and then discharge rotational energy, not in generating torque dynamically in response to input. This distinction is crucial.

In later sections, we will examine systems that are fundamentally different — systems that generate torque through geometric manipulation, timing, and input conversion, not storage. While they may visually resemble flywheels due to their rotational characteristics, their functions and physics are distinct.

The flywheel marks a vital chapter in the story of rotational mechanics. As a torque-stabilizing and energy-storing device, it has enabled countless mechanical systems to operate smoothly and efficiently. However, as we move forward in the exploration of torque evolution, it becomes increasingly important to distinguish between systems that store torque and those that actively generate it in real time.

The Evolution of Rotational Torque and Wheel Size

From lifting stones to refining machines, torque has always revolved around radius.

Rotational Torque Begins: Pulleys, Windlasses, and Block & Tackle

The evolution of torque moved from the linear lever to circular motion through key devices:

- The Pulley (ca. 2000–1500 BCE): Used in Mesopotamia and Ancient Egypt for lifting water and stones. Redirected force using wheel-and-rope systems.

- The Block and Tackle (ca. 300 BCE): Documented by Archimedes, this compound pulley system used multiple wheels to multiply force and lift extreme weights with minimal input.

- The Windlass (Greek period): A crank-driven rotating drum that wound rope to lift or lower heavy objects with rotational force, enabling torque transmission through circular leverage.

The Aeolipile: The First Known Rotational Engine

In the 1st century AD, Hero of Alexandria described the Aeolipile—a steam-powered spherical vessel that rotated by jetting steam through bent nozzles. It demonstrated for the first time that steam pressure could create continuous rotational torque. Though a novelty at the time, it foreshadowed modern turbines.

Wheel Size and Torque: The Discovery of Mechanical Tradeoffs

As wheel systems developed, it became clear that wheel size affected torque and speed. Larger wheels required more torque to rotate but could travel farther per revolution. Smaller wheels turned more easily but delivered less leverage per rotation.

This principle became foundational in mechanical systems:

- A larger driving wheel turns a smaller driven wheel faster but reduces torque.

- A smaller driving wheel turning a larger wheel increases torque but reduces speed.

These relationships gave rise to gearing systems, multi-diameter pulley systems, and the design logic behind flywheels, crankshafts, and transmission units.

Historical Use of Torque and Wheel Radius

- Egyptian Construction (ca. 2000 BCE): Engineers likely used wooden rollers, sledges, and primitive pulleys to lift stones. These systems redirected linear pulling force into torque around rolling elements or pulley wheels.

- Greek and Roman Cranes: Rotational windlasses and treadwheel cranes enabled lifting several tons using the body weight of humans or animals.

- Industrial Revolution (1700s–1800s): Engineers like James Watt manipulated wheel sizes in steam engines to control torque output and regulate mechanical efficiency.

Conclusion: Torque Is a Matter of Radius

From the pyramids to power plants, torque has always been influenced by the radius at which force is applied. The moment humans began to spin wheels instead of pushing rods, they unlocked rotational leverage—torque delivered through distance.

This knowledge transformed pulleys, gears, and engines into scalable, functional systems—and it remains the core truth behind every torque-generating device ever built.

THE SPARK THAT STARTED IT ALL:

THE BATTERY, THE MOTOR, AND THE BIRTH OF CONTROLLED ELECTRICITY

1800 – Volta's Battery: Power in the Palm of a Hand

Before 1800, electricity was just a trick—a spark from rubbing amber, or lightning from the sky. But that changed when Alessandro Volta stacked zinc and copper plates with salt-soaked cloth between them. He called it the Voltaic Pile.

It was the first time in history that humans created a steady flow of electric current.

For the first time, electricity wasn't a flash—it was a supply.

1821 – Faraday's Motor: The First Turning Point

Armed with Volta's battery, Michael Faraday discovered that when you run electric current through a wire near a magnet, the wire spins. He had built the first electric motor.

The battery gave us current. Faraday made it rotate.

That rotation? It was torque-delivered electrically for the first time.

Still, this wasn't powering machines or homes. It was bench-scale, powered by batteries, and it stayed in labs for decades.

1831 – Faraday Again: The Generator is Born

Next, Faraday reversed the motor: spin a magnet, and you get electricity. That's the principle behind every generator today.

So by the 1830s, we had:

- Batteries (portable electric supply)

- Motors (converting electricity into torque)

- Generators (converting torque into electricity)

The full cycle was there—but still no grid, no distribution, no home usage.

1836–1870s – The Refinement Era

New battery types appeared (Daniell cell, Leclanché cell), offering better stability.

Motors were improved by pioneers like:

- Zénobe Gramme (commercial DC motors and dynamos)

- Werner von Siemens (high-efficiency coils and magnet systems)

But these motors ran only where you could generate power on-site — factories, telegraphs, or scientific labs.

1882 – The Grid Arrives

Thomas Edison launched the first public power plant (Pearl Street Station, NYC).

For the first time, electricity could be:

- Generated centrally

- Transmitted through wires

- Delivered into homes and businesses

Now motors could run anywhere — not just where batteries or generators sat.

Conclusion: The Timeline Must Be Understood

1800: Battery invented

1821: Motor invented

1831: Generator invented

1882: Grid introduced → Electricity becomes public

Post-1882: Electric motors become appliances, not just experiments.

This is why confusion is logical—and why clarity here is essential for anyone trying to understand torque, electricity, and mechanical history.

The Rise of the Rotational Lever (Unofficial Fourth Class)

To understand the revolutionary nature of the Wescott Torque Wheel, one must first reconsider the foundations of mechanical advantage. For centuries, physics has categorized levers into three classes. These linear systems have guided everything from hand tools to heavy machinery. However, rotational devices — though not officially categorized as levers — function under the same principles of force, resistance, and distance from a pivot point. This section introduces a fourth, unofficial class of lever: the rotational lever. While not formally recognized in physics textbooks, this class helps explain a family of systems that includes pulleys, flywheels, and now, torque-generating geometries like the Wescott Torque Wheel.

1. The Three Classical Levers

All classical levers share three elements: a load, a fulcrum (pivot), and a point of applied effort. The difference between classes lies in the order and position of these elements.

- Class I Lever: Fulcrum is between the load and effort (e.g., seesaw, crowbar)

- Class II Lever: Load is between the fulcrum and effort (e.g., wheelbarrow)

- Class III Lever: Effort is between the fulcrum and the load (e.g., tweezers, fishing rod)

2. Rotational Systems as Lever Equivalents

Rotational systems like pulleys, wheels, and flywheels operate in circular motion, but they follow the same principles. The hub acts as the fulcrum, the point of applied force is at the rim or along the radius, and the load is the resistance at the axis or at the output. The radius — the distance from the hub to the point of force application — functions identically to a lever arm.

3. The Unofficial Fourth Class: The Rotational Lever

Though not officially classified in physics, the rotational lever obeys all the conditions of a lever system. It distributes force over distance, neutralizes resistance, and amplifies torque via geometry. In fact, the mathematical relationship is identical: Torque = Force × Radius. The wheel or pulley becomes a circular lever, where rotational force overcomes resistance by extending the effort arm through the wheel's radius.

Unlike linear levers, which pivot in one direction, the rotational lever operates continuously. Resistance is not encountered once and lifted — it is perpetually encountered and balanced. This makes the rotational lever uniquely suited for dynamic, real-time torque applications. And it is from this model that the Wescott Torque Wheel emerges.

4. Comparative Structure of Lever Classes

Lever Class	**Fulcrum Position**	**Application Example**	**Mechanical Function**
Class I	Between load and effort	Seesaw, crowbar	Balances force, changes direction
Class II	At one end (load in center)	Wheelbarrow	Amplifies force
Class III	At one end (effort in center)	Tweezers, fishing rod	Increases speed or precision
Rotational Lever (Unofficial)	Hub (center of rotation)	Pulley, flywheel, torque wheel	Amplifies torque continuously through rotation

This newer class — the rotational lever — provides the framework needed to understand the Wescott Torque Wheel; it continuously generates torque by manipulating rotational resistance. The geometry of the wheel itself becomes the lever, and the force applied is converted into torque, not through energy storage or speed multiplication, but through the dynamic rebalancing of resistance. In the next section, we step directly into that system.

THE MODIFIED FLYWHEEL:

WHAT THEY ALL MISSED

For over a century, engineers have treated the flywheel as a mechanical battery — a device to store rotational energy and release it during brief, high-torque demand cycles. That logic held. It powered presses, shears, saws, and mills. It balanced engines. It worked. But it was incomplete. They saw the wheel, but they never saw what it could become.

I Knew What I Had

The Modified Flywheel wasn't an accident. It was a discovery made during another project. It was calculated, modeled, and understood before the Trident Process ever existed. I knew the wheel would neutralize resistance. I knew it could flip the relationship between load and source. And when the time came to build the Trident Process, I didn't stumble onto the Modified Flywheel — I built the system around it.

There were phone calls. Attempts were made to explain. I ran the numbers over and over again. What emerged was undeniable: a missed opportunity by everyone else, and a breakthrough in front of me.

From Flywheel to Modified Flywheel

This wasn't just a heavier flywheel. It crossed a line — one no one else seemed to recognize. It didn't merely help the system. It overpowered the resistance without drawing more energy. At that point, I realized: this is no longer behaving like a flywheel. The system wasn't storing torque — it was creating it geometrically, through balance and mass distribution.

That's when I coined the term: Modified Flywheel. Because it wasn't traditional. It didn't fit the old model. But the truth didn't stop there. A flywheel is a component. This was becoming a process. And as I observed its behavior, I knew — this isn't a flywheel at all.

The Torque Wheel Is Born

A flywheel stores energy and gives it back. The Torque Wheel generates torque continuously through geometry, rotation, and resistance neutralization. It doesn't wait to deliver power — it builds torque in real time. It doesn't get weaker under load — it gets more efficient.

What I created — and what is now protected under U.S. Patent Application No. 18/445,642 — is a new category of machine. Not a passive device. Not a mechanical assist. A torque engine. A geometry-driven process that converts resistance into force.

What They Missed

They missed it because they were taught the flywheel had one job. They missed it because they never looked at what would happen if resistance dropped to zero. They missed it because they called it a part — and never once asked if it could be a process.

This is torque wheel assist. It is not an invention you upgrade to. It is the invention you build around. And if they don't understand it now — they will when they realize they had the chance to see it and didn't.

Why They Didn't See It

It's not just that the Wescott Torque Wheel is new. It's that it was hiding in plain sight. For decades, the flywheel has been seen as a fixed concept — a mechanical battery, nothing more. This kind of thinking became embedded in engineering culture. It was never questioned, never challenged. The idea that a wheel could generate torque through geometry rather than store it through mass was outside the accepted frame.

Two key reasons explain this oversight:

1. Application-Specific Design: Most flywheel innovation has occurred in narrow domains — automotive, energy recovery, vibration damping. These systems were optimized to serve one task within one field. What wasn't considered was what could happen if you crossed the boundary, say if you applied flywheel logic to something like continuous torque conversion or submersible propulsion.

2. Lack of Cross-Disciplinary Insight: Engineering fields don't always talk to each other. What was happening in propulsion wasn't being deeply examined by those working in industrial torque systems. That siloed thinking left a massive blind spot — and the Modified Flywheel sat right in the middle of it.

They didn't see it because they weren't looking across boundaries. They didn't challenge the category. They didn't ask if a wheel could stop being a battery and start being a process.

A SOMBER REALIZATION

It's strange, isn't it? That something so powerful — so fundamental — was hiding in plain sight. That engineers, with all their intelligence and tools, never saw it. That for all their mastery of components and mechanics, they never asked what would happen if the wheel did more than store energy — if it could eliminate resistance and generate torque outright.

This isn't just about mechanics. It's about how we classify things. Once a system is labeled — flywheel, battery, component — people stop challenging it. They accept its purpose as fixed. They build within the lines. But the Wescott Torque Wheel was never meant to stay inside those lines. It redefined them.

This section — and this entire invention — didn't come from a lab, or from consensus. It came from asking the question no one else thought to ask. I did not ask physicist, I asked people who get dirty and

build things. And in this moment, as I reflect on the path that led here, there's a kind of silence in it. A somber clarity. Because this breakthrough wasn't hidden. It was overlooked. And that says more about the world than it does about the wheel.

But now it's here. Documented. Protected. Proven. They didn't see it. But they will.

THIS IS NOT PERPETUAL MOTION:

IT IS PHYSICS, PERFECTLY APPLIED

Reframing Misconceptions About Energy, Torque, and the Laws of Physics

I. THERMODYNAMICS: FIRST LAW – ENERGY IS CONSERVED

The First Law of Thermodynamics states:

"Energy cannot be created or destroyed, only transformed."

The Wescott system adheres to this law absolutely. No energy is created. Instead:

- Rotational energy input (from a motor or hand spin) is applied at the center.

- That energy is transformed into torque output via radial mass distribution.

- Torque increases proportionally with the product of mass and radius ($\tau = r \times F$).

- Energy losses—such as friction, air drag, and bearing resistance—are present and accounted for, just as in any real-world machine.

This is not a system that generates "free energy." It is a system that maximizes the mechanical advantage of applied energy—just as a lever does.

II. LOW INPUT, HIGH TORQUE: WHY ONE HORSEPOWER IS ENOUGH

Conventional wisdom holds that the generator featured in this packet must be driven by either a 16-horsepower diesel engine or a 22-horsepower gasoline engine to function properly.

And yet, in direct contradiction to the engineers, the Wescott system achieves generator operation using a 1-horsepower electric motor.

This is not a trick — it is torque math. Here's why it works:

- Horsepower is a measure of work over time. Torque is a measure of rotational force.

- Traditional engines overcome system resistance using high horsepower because they are inefficient at converting energy into torque at low speeds.

- The Wescott Torque Wheel reverses that problem: by using radial mass at distance, the system amplifies torque output without needing high-speed or high-horsepower input.

- The wheel functions like a rotational lever: force applied further from the hub exerts more rotational effect with less effort.

Think of it like this: instead of trying to push a boulder with a short stick and a strong arm, you're using a long pole and a modest push — and getting more rotational effect with less input power.

Bottom line: This isn't about violating horsepower requirements. It's about replacing raw horsepower with optimized leverage, delivered in rotational form.

III. WHAT IS REALLY HAPPENING: A CIRCULAR LEVER IN CONTINUOUS ACTION

The Wescott Torque Wheel doesn't cheat physics — it fulfills it. Here's how:

- A traditional lever offers force multiplication via distance from the fulcrum.

- The Wescott Wheel rotates that model 360 degrees around a central axis.

- Instead of intermittent force (like lifting a rock), the system generates continuous torque with every degree of rotation.

- By increasing mass or moving that mass further from the hub, torque increases lawfully—predictably and measurably.

IV. TEACHING THE UNRECOGNIZED: THIS IS NOT "NORMAL" PHYSICS — BUT IT IS STILL PHYSICS

One of the greatest barriers to understanding this invention is that it doesn't fit within the conventional framework of mechanical systems as most engineers and technicians were taught. The issue is not that the Wescott Torque Wheel defies physics. The issue is that it applies physics in a way that has not been functionally recognized — until now.

Most systems are judged according to legacy classifications: flywheels for energy storage, engines for power generation, levers for lifting. This invention breaks that mental box. It is neither a storage mechanism nor a simple force redirection. It is an ongoing process — a method of applying rotational leverage that is not described in current textbooks, but fully consistent with Newton's laws and thermodynamic conservation.

I did not alter or bypass any laws of physics. I looked at them through a lens others have ignored. The mechanical principles are ancient — but their application here is unprecedented. The world has always understood that levers multiply force. What the world failed to realize is that such leverage can be applied continuously around a central hub to generate torque in real time.

This is why the system appears to violate expectations: because it is operating outside the bounds of traditional classification, not outside the bounds of physical law. Physics is being used correctly — just not the way others have used it. I didn't invent new science — I removed the blindfolds from existing science.

From Straight Levers to Rotational Mastery:

Before introducing the Wescott Torque Wheel, it's essential to understand the foundation it builds upon — the traditional lever. For centuries, the lever has demonstrated one of physics' most elegant truths: the power of mechanical advantage through force, distance, and fulcrum placement. This basic principle, often explained in elementary science classes, has quietly remained one of the most potent tools in human engineering. What follows is a brief review of how simple levers function, which sets the stage for understanding the revolutionary leap that the Wescott Torque Wheel represents — a leap from linear to rotational application, from lifting to driving, from static to dynamic torque.

How a Traditional Lever System Works:

A lever is a simple machine made of a rigid bar rotating around a fulcrum. Applying downward force on one end lifts a load on the other.

Effect of Fulcrum Position:

Moving the fulcrum closer to the load increases leverage, making it easier to lift. A shorter distance between fulcrum and load means greater mechanical advantage.

Effect of Lever Length:

Longer levers reduce the required input force. The farther the force is applied from the fulcrum, the less force is needed.

Example:

- 4-ft lever, fulcrum 1 ft from load: 3:1 ratio → requires~66.7 lbs force to lift 200 lbs

- 5-ft lever: 4:1→ ~50 lbs

- 6-ft lever: 5:1 → ~40 lbs

Conclusion: Placing the fulcrum wisely and using longer levers significantly reduces the effort required to lift heavy loads.

Understanding the Wescott Torque Wheel: A Rotational Lever Redefined

The Wescott Torque Wheel is not a traditional wheel — it is a rotational lever system engineered to generate torque using the same fundamental laws that govern linear levers. At its core, it consists of:

- A central fulcrum (pivot point) — the fixed axis of rotation.

- Levers — the solid arms or spokes that extend from the hub to the outer rim.

- Force — applied tangentially at or near the perimeter.

- Load — any resistance presented by a device or mechanism attached to the hub.

In the Wescott system, the traditional straight lever has been rotated around its fulcrum to form a wheel. The 'lever arms' are now radial and can be either spokes or solid mass. When mass is applied to the outer rim, the system converts that mass into torque using the principle of mechanical advantage — the longer the radius from fulcrum to force application, the less force is required to overcome resistance.

When a shaft is fixed to the central hub, any device coupled to that shaft becomes the load. This load may vary in resistance, but the Wescott Torque Wheel has a unique answer: adjustable mass. By adding or removing weight on the rim, the user can directly tune the amount of torque applied without changing speed, input energy, or gearing. This is resistance-neutralization through leverage, not electricity, hydraulics, or software.

To illustrate:

A 19-inch diameter Wescott Torque Wheel with 80 pounds of evenly distributed mass around the rim generates approximately 63.33 foot-pounds of torque — without any external gear reduction, electronic control system, or energy loss from conversion. This is pure, rotational leverage.

The Wescott Torque Wheel is therefore not a mechanical novelty — it is a legitimate torque generation platform, fully compliant with classical physics, and scalable to match nearly any load by modifying wheel diameter and perimeter mass. It doesn’t defy Newton; it simply applies him in a way no one else bothered to.

A Shift in Perspective, Not in Physics:

The Wescott Torque Wheel does not violate the laws of physics — it reveals a new way to apply them. By transforming the linear lever into a radial format and enabling mass to become a variable, not a constant, the Wescott system reinvents torque generation with stunning simplicity. It is not just a wheel with weight; it is a lever-based torque engine. This system removes the need for software, fuel, or external control mechanisms to manage resistance. It allows torque to be governed by mass and geometry — the same language spoken by the very laws of motion. For the first time, the lever has come full circle.

Everyone Has Felt the Physics — They Just Didn’t Know It

The Wescott Torque Wheel follows this section, but I pause and consider how deeply familiar these principles already are. Nearly everyone has either ridden, watched, or pushed someone on a merry-go-round. The same goes for the Tilt -A- Whirl or Gravitron — rides designed to manipulate centrifugal

force, torque, and pivot motion to produce thrilling experiences. What few realize is that these rides are more than just entertainment — they are crude, chaotic examples of torque wheels in action.

These systems rely on the same physical laws that power the Wescott Torque Wheel: rotational inertia, force applied at a radius, and a central pivot acting as fulcrum. The difference? The Wescott system captures and redirects those forces into usable mechanical torque, converting what was once unpredictable and recreational into controlled, productive output.

Rotor Ride (Gravitron) – Force Mechanics and Friction Analysis

This breakdown summarizes how the Rotor (Gravitron) ride functions from a physics perspective, based on friction, centripetal force, normal force, and critical rotational speed. The following sections are directly derived from expert responses and problem breakdowns posted on PhysicsForums.com.

Maximum Period Equation: $T = \sqrt{(4\pi^2 R\mu_s / g)}$

Effect of Increased Revolution Rate:

- The cylinder spins faster, increasing the normal force on the rider.
- The gravitational force remains constant.
- The frictional force increases until it equals the weight of the rider (static friction $f_s = \mu_s N$).
- Once static friction equals gravity, it caps at that level even if speed increases further.

Effect of Decreased Revolution Rate:

- The normal force decreases.
- Frictional force decreases below the threshold needed to counteract gravity.
- The rider begins to slip down unless friction is sufficient.
- Below the minimum speed, the static friction can no longer support the rider's weight.

Analogy (from Physics Forums):

"Imagine a picnic basket on a table in the wind. As you add weight to the basket, the normal force increases, which raises the maximum possible friction. Once the friction matches the wind force, the basket won't move. Any further added weight increases the normal force, but the friction force doesn't increase beyond the wind force."

Application to the Ride:

The same principle applies to the Rotor ride: increasing rotational speed raises the normal force. Friction increases to a point—when it balances the rider's weight—and then plateaus. The ride must reach a minimum critical speed where static friction equals the downward pull of gravity. Past that, friction holds constant.

Clarifying Explanation:

"There are only two vertical forces acting: gravity and friction. At the critical speed, they balance. Increasing speed raises the normal force and the capacity for friction, but friction remains equal to gravity once the threshold is met.

Playground Merry-Go-Round (Roundabout)

This is a classic playground roundabout, also known as a merry-go-round, designed for manual spinning by children. It consists of a circular platform mounted on a central axis with handlebars and seats. Riders push off the ground or are pushed by others to initiate rotation.

Mechanical Function and Physical Principles

This apparatus operates entirely under Newtonian mechanics and is governed by the laws of rotational dynamics.

1. Rotational Force (Torque)

When a user pushes the platform at the outer edge, they apply a tangential force that generates torque (τ) about the central axis. Torque is calculated as: $\tau = r \times F$, where:

- r is the radius (distance from center to point of push)

- F is the force applied tangentially

2. Newton's First Law (Rotational Inertia)

Once spinning, the merry-go-round tends to maintain its angular velocity due to rotational inertia (moment of inertia). A stationary platform remains at rest until acted on; a rotating platform continues rotating unless countered by friction or an external force.

3. Moment of Inertia (I)

The resistance to changes in rotational motion depends on how mass is distributed relative to the axis. The equation $I = \Sigma mr^2$ means that mass farther from the axis contributes more to rotational inertia, requiring more torque to spin or stop the platform.

4. Angular Velocity (ω) and Acceleration (α)

Angular velocity (ω) refers to how fast the platform spins, measured in radians per second.

Angular acceleration (α) is the rate of change of angular velocity over time, driven by net torque.

5. Centripetal Force and Pseudo-Centrifugal Effect

As the ride spins, riders experience an outward centrifugal effect due to their inertia resisting circular motion. Physically, what's acting is centripetal force, directed toward the center, which keeps the riders moving in a circle. Without it, they'd fly off tangentially.

6. Friction and Energy Loss

Friction at the bearing and platform-to-ground interface eventually brings the system to rest unless additional force is applied.

Tilt-A-Whirl: Physics and Dynamics

Basic Ride Description

The Tilt-A-Whirl is a classic amusement ride featuring a series of free-spinning cars mounted on rotating platforms that follow a track with undulating hills. As the entire ride rotates, the platforms move along the track, and the eccentric weight distribution of the cars, combined with centrifugal and gravitational forces, causes each car to spin unpredictably. The result is a chaotic and exhilarating experience driven by physics.

Physics of Operation

The ride operates based on a combination of fixed pivot points, angular velocity, centrifugal force, gravitational influence, and uneven weight distribution. Each car is mounted on a rotating base attached to a larger rotating platform. As the platform spins, centrifugal force pushes the car outward from the center of rotation. The track's undulating hills and sudden curves introduce variable gravitational forces that interact with the car's pivot point, causing it to swing and spin irregularly.

Weight Distribution and Spin Behavior

Weight distribution plays a crucial role in how a Tilt-A-Whirl car spins. Asymmetric loading—where one side of the car is heavier than the other—causes a shift in the car's center of mass. This imbalance amplifies the car’s angular momentum during acceleration and deceleration, especially as it passes over track peaks and valleys. The resulting torque contributes to the erratic spinning motion.

Mathematical Dynamics

The spinning of a Tilt-A-Whirl car can be approximated using Newtonian mechanics and rotational dynamics. Let m be the mass of the car, r the distance from the pivot point to the center of mass, and ω the angular velocity of the rotating base:

Centrifugal Force: $F = m * r * \omega^2$

Torque: $\tau = I * \alpha$, where I is the moment of inertia and α is angular acceleration

Moment of Inertia for a point mass approximation: $I = m * r^2$

Gravitational Force: $F_g = m * g$, acting downward and affecting spin via the uneven track geometry

These interacting forces cause the car to pivot around its mount, and the dynamic, non-linear feedback between centrifugal and gravitational forces makes the motion feel random and intense.

The Physics Driving Every Ride—and the Torque Wheel

At the heart of every ride—whether it's a Gravitron, a merry-go-round, or a Tilt-A-Whirl—is a rotating platform driven by a centralized force and stabilized by a pivot point. Riders are thrown outward by centrifugal effect yet remain anchored by centripetal force and friction. These forces are constantly at play: torque arises from force applied at a distance from the center, angular momentum builds with rotational speed, and moment of inertia determines how difficult it is to start or stop the system.

The Wescott Torque Wheel works the same way, but with intent and purpose. Instead of chaotic or passive motion, it uses these very same dynamics—torque, angular acceleration, inertia, fulcrum mechanics—to drive a controlled and repeatable force path. This isn't theory — it's what you've already experienced, only now it's finally being used. It didn't take new physics to build the Torque Wheel. It took recognition of the physics you've felt your whole life.

INTRODUCTION TO THE WESCOTT TORQUE WHEEL

The Wescott Torque Wheel is not a theoretical model. It is a tested mechanical system that applies known laws of physics — specifically Newtonian mechanics and the principle of the lever — to produce torque in a continuous, scalable manner.

At its core, the system is a circular implementation of a lever:

- The central hub acts as the fulcrum.

- The rim mass functions as the force.

- The output shaft is the load.

Unlike a traditional flywheel, which stores energy and releases it gradually, the Wescott Torque Wheel is not an energy storage device. It is a torque generator. It transforms force applied at a radial distance into rotational torque through engineered leverage — not through stored kinetic momentum, but through active, continuous force amplification.

How it works:

1. Engineered Mass Placement: The wheel is fitted with calibrated weights at specific radial distances from the center. Increasing this distance increases torque.

2. Torque Formula: Torque = Force × Radius ÷ 12 (to convert inch-pounds to foot-pounds)

3. Startup Flexibility: The system can be initialized through a wide range of means — electric, mechanical, hydraulic, or other undisclosed methods. Once the desired rotation is achieved to its desired

RPM, torque is sustained through internal mechanical advantage without violating the First Law of Thermodynamics.

Simple Analogy for Mechanical Advantage

Imagine a small child using a long seesaw (first-class lever) to lift a heavy rock. The child applies only a small force at the far end of the seesaw, but because the lever arm is long enough, that small force can lift a much heavier load at the other end. The child has not 'created' more energy than they put in. They simply applied mechanical advantage: A small force applied over a longer distance produces a greater lifting force over a shorter distance.

The Wescott Torque Wheel applies this same principle rotationally: By distributing engineered mass outward from the hub (fulcrum), the system transforms input force into higher continuous torque output. No energy is created or destroyed — only redirected and amplified through lawful mechanical leverage.

Archimedes and the Science of Levers

Authoritative histories and accounts of simple machines and levers (including work on Archimedes, Egyptian technology, and archaeological finds) were used. Quoted material is cited from various academic and popular science references, including Museum of Science materials, educational content, and historical documentation.

Torque Generation

The cited material implies rotational force as an indirect byproduct of guided motion. There are no equations or load measurements provided to substantiate how torque is sustained or measured.

Polar opposite, the Wescott Torque Wheel explicitly calculates torque using the formula Torque = Radius x Force and provides empirical methodology to measure torque and weight and radius are modified.

By systematically adding weight and measuring the end result with accuracy, torque calculated. This calculation process enables the determination of rotational torque with high precision and reliability. The rotational torque is then calculated using the known weight and the formula: Torque = Radius x Force, where the radius corresponds to half of the diameter and the force is the total weight of the rim on the Wescott Torque Wheel. As incremental increases in additional weight increase the diameter of the wheel and/or rim… the resulting torque values are recorded for each incremental increase in diameter, providing a comprehensive dataset for analysis and comparison.

Structural Comparison: Wescott Torque Wheel and Classical Lever Mechanics

The Wescott Torque Wheel structurally mirrors and advances classical lever design — the hub as the fulcrum: The central hub functions as the fulcrum, acting as the pivot point around which mechanical advantage is achieved. - Spokes or Solid Mass as Lever Arms: Radiating from the hub, the solid arms or spokes serve as lever arms transmitting applied forces outward toward the perimeter. – Adjustable weight

at Rim as Force: At the outer rim, the adjustable weight acts as the force. Its radial distance from the hub can be varied to fine-tune torque output.

The Wescott Torque Wheel – Functional Comparison

Whereas traditional levers were fixed in dimension and material, the Wescott Torque Wheel introduces dynamic adaptability. Torque output can be precisely calibrated by:

- Modifying the radial distance (length of the lever arm from hub to rim);

- Adding the magnitude of the mass placed at the perimeter.

Supporting Historical and Academic Sources

Historical publications (*Mechanics Illustrated [1]*, 1956), educational institutions (Museum of Science and Industry [2], Chicago, 2023), and contemporary academic research (Flexible Research Group [3], UCLA, 2023) all confirm that lever technology continues to evolve. The Wescott Torque Wheel fulfills and extends this evolution by introducing a scalable, adjustable torque-generation device fundamentally rooted in lever mechanics. Its structural and functional innovations represent a logical and significant advancement of the lever principle, adapted for modern shaft-driven applications across diverse industries. The Wescott Torque Wheel introduces continuous torque application through innovative vector redistributions along a circular axis.

This innovation, in contrast to traditional lever classes, demonstrates clear advancement over the cited mechanical references. Energy preservation is enhanced, not violated.

Historical Sources Demonstrating Lever Evolution

Multiple authoritative sources document the evolution of the lever as an ongoing mechanical principle. In *Mechanics Illustrated* (Vol. 52, No. 6, June 1956), a review discussing automotive gearshift designs noted the poor mechanical advantage of a "flimsy shift lever," describing it as giving the driver "as much confidence as he'd have in trying to stop an elephant stampede with a spitball." This illustrates that lever designs were still evolving and being refined for functional improvement even in the mid-twentieth century. Similarly, the Museum of Science and Industry in Chicago continues to educate the public on the basic lever principle through interactive exhibits. As stated in the Museum's educational materials, "A door is a type of lever. Depending on where you push on it, it takes more or less force (effort) to move it" (Museum of Science and Industry, Chicago, Pre-Visit Activity Guide, 2023). Contemporary research from UCLA, led by Dr. Jonathan Hopkins and the Flexible Research Group, further projects the lever's evolution into mechanical metamaterials and compliant mechanisms. Hopkins's team enables "the design and fabrication of flexible structures, mechanisms, and materials that achieve extraordinary capabilities via the deformation of their constituent compliant elements" (Flexible Research Group, UCLA, 2023).

History of the Lever and Introduction of the Fourth Class Lever

-According to the Museum of Science, Boston [4] (2001), "the lever has been helpful and important throughout history and continues to decrease the effort it takes to move, lift, and transport objects."

-The Smithsonian Institution [5] Archives (1998) document that mechanical leverage has continually evolved, adapting to new technological needs.

-Popular Mechanics [6] (February 1950) reported that combining pulley and lever systems enhanced lifting mechanisms, enabling greater loads to be moved with less human effort.

-Mechanics Illustrated (March 1957) described how engineers advanced mechanical linkages, highlighting ongoing innovation based on ancient leverage concepts.

-The Museum of Modern Art [7] (MoMA) 1968 Exhibition noted that "mechanical principles such as the lever, the wheel and axle, and the pulley have not only shaped our past but continue to influence modern design and engineering."

Circular Leverage Systems:

Pulleys, Flywheels, Wheel-Pulleys utilize a rotating wheel to distribute force and multiply mechanical advantage, functioning as circular levers around a central axis.

-Flywheels operate by spinning mass to store kinetic energy and redistribute force efficiently — another practical application of circular leverage.

-Wheel-and-axle machines employ rotational leverage to transmit force and movement across distances with reduced effort.

Emergence of the Fourth Class Lever

Although not formally categorized in classical mechanics, rotational leverage systems have existed implicitly through historical devices such as pulleys, flywheels, and wheel-and-axle systems. The Fourth Class Lever, as embodied in the Wescott Torque Wheel, advances these principles by achieving continuous torque generation through optimized vector management around a rotational axis. This innovation represents a lawful, historically grounded, and scientifically inevitable advancement in mechanical engineering — a direct and logical evolution of proven leverage systems.

Foundational Principle: The Reinvention of the Lever

At the core of the process lies a principle so universally known, it is taught in elementary physics: the mechanical advantage of a lever. The claimed system is not a collection of arbitrary parts or speculative arrangements—it is the application of first principles in a form that the prior art utterly failed to conceive.

What I had done is nothing short of transformative: I had taken the ancient straight lever and rendered it into a circular configuration, creating a continuously operating torque-generating system. This is not energy storage. It is a torque process—predictable, scalable, and grounded in the fundamental mechanics of rotational force.

This is why the invention is not only novel—it is inevitable in hindsight, and that is the hallmark of true innovation.

Rewriting the Limits of Classical Physics

This invention does not break the laws of physics or thermodynamics—it obeys them with such fidelity that it exposes the misconceptions surrounding traditional energy systems. I am not circumventing science; I am redefining its boundaries through a lens that others have overlooked.

By reconfiguring a straight lever into a continuous rotational process, this system produces torque within the full compliance of physical law—yet challenges the outdated assumptions of energy generation itself. This is not theoretical. It is built, tested, and delivering power.

The process is a reminder that innovation does not always emerge from complexity. Sometimes, it comes from seeing the simplest truths with new eyes.

I did not merely revise the mechanical form of the flywheel; I simply redefined its fundamental purpose. Traditional flywheels have long been used as energy storage devices, absorbing kinetic energy during acceleration and releasing it during deceleration. By contrast, my invention departs from this historical usage entirely. Where prior art systems are designed to store rotational energy, my system is expressly engineered to generate torque as an active, directional output. This is not a matter of component substitution or performance tuning — it is a categorical reprogramming of purpose.

Rather than passive rotation as a byproduct of momentum, the Wescott Torque Wheel produces deliberate, rotational torque as a functional process, designed to drive shaft-connected components through continuous output rather than cyclical discharge. This shift in mechanical objective — from storage to generation — represents a novel application of leverage physics not taught, suggested, or anticipated by any cited prior art.

Prototype Data: Real-World Output with Minimal Input

My prototype uses a 1 horsepower electric motor to initiate and maintain rotation. The generator being driven by this system would typically require:

- 16 horsepower from a diesel engine, or

- 22 horsepower from a gasoline engine.

This measurable output differential highlights the system’s ability to generate rotational torque through mechanical leverage, not energy multiplication. No laws of physics are broken — only optimized.

Torque Chart A: Fixed Diameter (36-Inch Torque Wheel) with Increasing Rim Weight

Wheel Diameter (inches)	Rim Weight (lbs)	Radius (inches)	Torque Output (ft-lb)
36 in	50 lbs	18 in	75.0 ft-lb
36 in	60 lbs	18 in	90.0 ft-lb
36 in	70 lbs	18 in	105.0 ft-lb
36 in	80 lbs	18 in	120.0 ft-lb

Torque Chart B: Fixed Rim Weight (50 lbs) with Increasing Wheel Diameter

Wheel Diameter (inches)	Rim Weight (lbs)	Radius (inches)	Torque Output (ft-lb)
36 in	50 lbs	18 in	75.0 ft-lb
40 in	50 lbs	20 in	83.3 ft-lb
44 in	50 lbs	22 in	91.7 ft-lb
48 in	50 lbs	24 in	100.0 ft-lb

• The Wescott Torque Wheel is a core component of the Trident Independent Energy Systems (TIES).

• It is designed to neutralize rotational resistance within a closed-loop system, enhancing torque output.

• Acts as a torque generator by redirecting and amplifying force to sustain efficient rotational motion under load.

• Operates in harmony with Newton's Laws and the First Law of Thermodynamics—no energy is created or destroyed.

• Not a perpetual motion machine: the system strategically reuses torque that would otherwise be lost to resistance.

• Integrates with matched AC/DC motors and shaft-driven components such as generators to maintain balanced rotational energy without torque drop-off.

• Utilizes intelligent weight distribution, bearing positioning, and force redirection to sustain rotation efficiency.

• Appears deceptively simple, but exploits mechanical principles overlooked in standard industrial designs.

• Facilitates startup with external power, but disconnects upon achieving full operational loop.

• This is a proprietary component intended for private demonstrations, secured prototype.

MY PERSONAL FORESIGHT FOR THESE INVENTIONS IN THE FUTURE:

POTENTIAL EMBODIMENTS AND BENEFITS

1) Remote Off-Grid Locations

- Utilization in off-grid telecommunications and infrastructure to provide sustainable power for remote communication stations.
- Integration into isolated rural communities to support self-sufficient power generation.

2) Disaster Relief and Emergency Response

- Application in portable energy generation systems for disaster relief efforts, providing power in areas with damaged infrastructure.
- Incorporation into emergency response vehicles and equipment to ensure self-sustaining power during critical operations.

3) Military and Defense Applications

- Integration into military base infrastructure to provide independent power generation for critical operations.
- Utilization in field operations to support the stable energy supply for remote deployments.

4) Agricultural and Farming Operations

- Adoption in agricultural machinery and equipment to harness and convert mechanical energy for on-site power needs.
- Integration into irrigation systems to provide sustainable energy for water pumping and distribution.

5) Mining and Resource Extraction

- Utilization in mining equipment to capture and convert mechanical energy during excavation and extraction processes.
- Integration into remote mining sites to support independent power generation for operations.

6) Space Exploration and Extraterrestrial Applications

- Utilization in long-duration space missions to provide sustainable power generation for spacecraft and habitats.
- Integration into extraterrestrial research and exploration equipment to ensure an independent energy supply.

7) Remote Monitoring and Control Systems

- Integration into remote environmental monitoring stations, where the technology's resilience ensures continuous operation in challenging conditions.

- Use in unmanned aerial vehicles (UAVs) as a never-ending power source impervious to solar flares and electromagnetic environments.

8) Marine and Subsea Operations

- Use in subsea exploration equipment for providing sustainable power in specifically designed configurations.

- Integration into subsea infrastructure to support an independent energy supply for long-term missions.

9) Arctic and Antarctic Research

- Implementation in polar research stations to ensure stable power availability in regions susceptible to solar flares and geomagnetic disturbances in specifically designed configurations.

- Integration into autonomous scientific instrumentation for environmental studies in remote and harsh polar environments.

10) Transportation Industry

- The transportation industry presents an intriguing arena for the integration of the innovations presented, given the ubiquitous presence of rotating components in various vehicles and systems.

- Utilizing the unlimited electricity generated by the technology to directly power electric vehicle motors, eliminating the need for external grid-based electricity supply.

- Converting train propulsion systems to electric motors and utilizing the self-sustaining energy generation process to provide continuous and cost-free electricity to power the trains.

- Replacing traditional gasoline and diesel engines with generators having electric motors powered by the self-sustaining energy generation, enabling vessels to operate on limitless electricity without the need for refueling.

11) Humanitarian Relief

- By providing reliable and renewable energy, these generators can address global needs and support various human-centric initiatives.

- Implementation of these generators in energy-starved villages can offer a stable and reliable source of electricity, enabling the establishment of infrastructure for essential services such as clean water, lighting, and refrigeration.

- During natural disasters, such as earthquakes, as well as man-made disasters like armed conflicts, these generators can power medical facilities and refrigeration for vaccines, contributing to improved healthcare and emergency response capabilities in remote and underserved regions.

- The energy generated can be used to power sanitation units, filtration systems, and water purification efforts, enhancing conditions and access to clean water.

12) Education and Community Empowerment

- Electricity from these generators can support educational initiatives by providing lighting for schools, powering electronic devices, and creating opportunities for digital literacy and distance learning programs, ultimately empowering communities through education.

13) Sustainable Infrastructure Development

- Implementing these generators can contribute to the establishment of sustainable infrastructure, including electrification of community centers, agricultural processing facilities, and small- and large-scale businesses, fostering economic development and resilience.

14) Refugee Camps and Displacement Settlements

- In regions affected by conflict, these generators can provide essential electricity for heating, lighting, and communication in refugee camps, improving living conditions and supporting the well-being of displaced populations.

15) Environmental Conservation and Sustainable Development

- These energy-producing systems promote renewable energy use, contributing to environmental conservation by reducing reliance on fossil fuels, lowering greenhouse gas emissions, and mitigating air and water pollution, thereby supporting sustainable development goals and climate resilience.

16) Food Security and Agriculture

- The availability of electricity from these generators can support agricultural activities, such as refrigerating harvested crops and providing essential energy for crop processing facilities, ultimately enhancing food security and livelihood opportunities in rural areas.

17) Telecommunications and Connectivity

- Electricity provided by these generators can power telecommunications infrastructure, internet connectivity, and mobile charging stations, facilitating improved access to information, communication, and connectivity in remote and underserved regions.

18) Community Empowerment and Entrepreneurship

- Access to reliable electricity can foster entrepreneurship with small- and large-scale industrial activities, enabling communities to generate income, establish micro-enterprises, and create opportunities that contribute to local development and empowerment.

19) Tourism and Economic Growth

- In regions with eco-tourism potential, these generators can support sustainable tourism initiatives by providing clean energy for accommodation facilities, visitor centers, and recreational activities, promoting economic growth while preserving natural landscapes.

20) Public Safety and Security

- The availability of electricity can enhance public safety through improved street lighting, surveillance systems, and emergency response infrastructure, contributing to the security and well-being of communities.

21) Environmental Sustainability and Zero Emissions

- The zero emissions and pollutants from these generators align with global efforts to reduce the environmental impact of energy production, contributing to sustainability goals while mitigating climate change effects.

22) Water-Based Applications

- The capacity of these generators to operate in enclosed, watertight containers presents opportunities for marine applications, floating energy platforms, and potential integration with marine vessels and offshore installations.

23) Aging Infrastructure Crisis

- The global electrical grid system is facing challenges due to aging infrastructure, increasing demand, and the need for modernization. Many countries, including the United States, are investing in upgrading transmission lines and implementing smart grid technologies to improve reliability and efficiency.

- However, the cost is astronomical compared to a viable solution. It is no secret that even the electrical grid system in the United States is a target for domestic terrorism, and electricity has been weaponized globally.

24) Decentralized Energy Infrastructure

- Widespread implementation of micro grid systems composed of these self-sustaining energy generators can provide a decentralized and resilient energy infrastructure.

- This approach minimizes the need for extensive high-voltage transmission lines and reduces power outages due to line faults.

25) Energy Management and Flexibility

- By strategically deploying generators in various neighborhoods and facilities, a dynamic plant system can efficiently respond to energy production demands.

- This coordination helps stabilize the grid during peak hours and provides flexible energy management.

26) Emergency Services and Critical Infrastructure

- Deployment of these generators in critical infrastructure, such as police stations, hospitals, and emergency shelters, can greatly improve energy security and reliability.

- They enable continuity of essential services during widespread power outages and eliminate dependency on vulnerable central power grids.

27) National Security and Grid Independence

- Self-sustaining energy generators contribute to national defense by decentralizing energy supply and mitigating risks from domestic terrorism or foreign cyberattacks targeting centralized grids.

- They enable communities and critical assets to remain functional in the face of grid disruptions or sabotage.

28) Modular Energy Infrastructure

- A modular system composed of these self-contained generators can be deployed across neighborhoods, industrial sites, and remote facilities to create a distributed and scalable energy network.

- This reduces the need for extensive transmission infrastructure and increases resilience against cascading failures.

29) Smart Load Management and Peak Efficiency

- Strategic placement of generators enables intelligent load balancing and localized energy management.

- Such a dynamic configuration can respond in real-time to fluctuations in demand, stabilize voltage across the network, and reduce strain on traditional grid systems.

CONCLUSION

In conclusion, the wide array of potential embodiments and benefits outlined above demonstrate not only the adaptability and reach of this energy generation system, but also its significance in addressing global infrastructure, sustainability, and resilience challenges. From humanitarian relief and agricultural modernization to defense readiness and decentralized smart grids, these applications represent an evolutionary step in energy technology—one that offers real solutions to some of the most pressing problems faced by modern society.

PATENT PROSECUTION HISTORY – TRIDENT INDEPENDENT ENERGY SYSTEMS

Examiner Mischaracterization and Direct Insult to Inventor

Examiner Charles H. Reed issued a rejection that went beyond legal misclassification and entered the realm of professional insult. After wrongly interpreting a torque-generating process as a mechanical energy storage device, Reed included this statement in the official record:"If the applicant were a person of ordinary skill in the art, then the applicant would have known that the claimed invention was obvious in view of Chaang et al., and would not have filed the present application."

This is not an argument — it is a direct accusation. It implies the I lacked the competence to recognize the alleged obviousness of my own invention. This statement is personal, inappropriate, and factually untrue.

I am a person skilled with the basic concepts of levers, being that I have used and experienced hundreds, including vehicle winch systems (rotational torque) and I am certainly familiar with basic math and a calculator. I know exactly what I wrote and built. The examiner, by contrast, misclassified a process, misapplied pseudoscientific prior art, and cited references that were never even issued as patents. The record now shows clearly: the examiner misunderstood both the invention and the law — and tried to shift the blame onto the applicant. That attempt will fail.

In addition to the personal insult, Examiner Reed fundamentally mischaracterized the invention in his official analysis. He wrote:"The Examiner is interpreting the claims, in light of the specification and as best understood, to be an initial power source to start a motor that drives a generator via a shaft comprising a flywheel that rotates up to predetermined RPM to continue driving the generator…"

This statement reveals a profound misunderstanding of the invention's statutory identity. The invention is a torque-generating process. The examiner reduced a process of continuous mechanical force application to a component-driven power startup scheme — a characterization that has no basis in the specification or claims.

This line is not only inaccurate, it shows that the examiner treated the invention as a misfit component rather than a statutory process governed by physical laws and strategic implementation. It set the stage for every error that followed.

I. Procedural Breach and Misclassification

From the outset, the USPTO was given a clear, deliberate disclosure of a process — not a component, and certainly not a flywheel. The specification used the word "process" over 200 times. It emphasized torque as an applied force — not stored motion — and disclosed metrics using "foot-pounds of torque" over 30 times.

Despite this, the examiner chose to misclassify the invention under the statutory framework of a mechanical device, and issued a rejection rooted in component substitution, referencing irrelevant citations like Chaang, Camm, Wilson, and Aldendeshe — none of which disclose any torque-generating process.

II. Perpetual Motion and the Collapse of Scientific Credibility

Most egregiously, the examiner cited the Chaang reference — a system that implies indefinite rotation without energy input — a logical architecture indistinguishable from perpetual motion. The citation was accepted at face value despite the following fatal deficiencies:

- No input mechanism

- No output shaft

- No torque path

- No defined load

- No circuit logic

- No disclosure of magnet strength or orientation

- No enablement for reproduction under § 112

- No utility under § 101

The examiner's failure to disqualify Chaang — a system which essentially claims to spin forever without a power source — raises serious questions about the scientific and legal scrutiny applied to the rejection.

III. Full-Scale Technical and Legal Rebuttal

My response dismantled each cited reference on four fronts: statutory class, enablement, utility, and mechanical relevance. Key arguments included:

- Wilson relies entirely on external vehicle motion. It stores, but does not generate torque.

- Camm and Aldendeshe describe momentum devices or substitutions — irrelevant to a process-based torque system.

- The term exemplary was used over 90 times and explicitly defined in Paragraph [0070] as non-limiting.

- The absence of a startup mechanism in the claims was intentional and misinterpreted by the examiner.

- The rejection ignored formatting anomalies in the specification, indicating a lack of thorough review.

IV. Unrefuted Rebuttal Standing in the Record

As of this writing, the examiner has not yet responded to the applicant's 65-page rebuttal. The response remains unanswered in the file history — and stands unchallenged as a complete technical and legal dismantling of every cited reference.

It is also worth noting that none of the examiner's cited references were issued U.S. patents. Each one — Chaang, Wilson, Camm, Aldendeshe — is either an abandoned application, a foreign filing, or a rejected concept that never became law.

V. What the Examiner Compared It To

The examiner's rejection equated the Trident Independent Energy Systems process with devices that either spin passively, store momentum, or lack physical function entirely:

- Chaang: A passive flywheel concept with no input, no output, and no usable structure.

- Wilson: A regenerative brake reliant on vehicle motion — not an independent torque process.

- Camm: Describes stored kinetic mass with no torque generation.

- Aldendeshe: Offers a motor substitution theory irrelevant to the claimed process.

VI. My Claims and Post-Rejection Clarification

I openly acknowledge that the original claims were not perfectly drafted, but the statutory identity of the invention was always clear. It was — and remains — a process. Following the rejection, along with the rebuttal, I submitted revised, tightly framed claims, and abstract.

These clarified claims and absract, along with the full rebuttal and roadmap, are available upon signing an NDA. All prosecution documents — original claims, abstract, rebuttal, and updated claims — will be made available for acquirers preparing to assume prosecution.

VII. Rewritten Abstract and Claim Clarification

Both the original and revised filings — including the abstract, specification, and claims — unequivocally define the invention as a process. The applicant served as his own lexicographer and formally defined 'exemplary' in Paragraph [0070] to shield all component descriptions from being considered limiting. This framing was deliberate — not rhetorical — and reflects legal foresight rather than oversight.

VIII. Exemplary Components Were Strategically Required — and Fully Disclosed

The specification disclosed various types and sizes of motors, generators, and shaft-driven equipment — including punch machines and shears — but never locked the invention to any one form. Every component was framed as exemplary to preserve legal flexibility and prevent circumvention. This was not a defensive reaction. It was an offensive design.

The Trident Independent Energy System was conceived, written, and prosecuted as a process-based invention, not as a mechanical device or fixed apparatus. From the outset, the specification was crafted to reflect this distinction with exacting legal precision. In accordance with the statutory requirements under 35 U.S.C. § 112(a), exemplary components were disclosed solely to enable and illustrate the process, not to define or limit the invention to any specific configuration. Every element described—whether motor, generator, coupling, or regulator—was expressly labeled as exemplary, and their functional contributions were described using modal terms such as "may" and "can" to reinforce the non-limiting nature of the

disclosures. This was a deliberate and repeated drafting strategy, employed to ensure that the process was fully enabled and clearly described while preserving my lexicographic authority and maintaining open architecture for future implementation.

At no point were specific manufacturers, part numbers, or proprietary components claimed or required. This was not omission by neglect—it was omission by design. The invention lies in the orchestration and sequence of energy transfer through a novel method of mechanical resistance neutralization, not in the off-the-shelf parts used to demonstrate that method. As both author and applicant, I carefully constructed the claim set to avoid narrowing the invention to a single embodiment, anticipating both inevitable future evolution and potential mischaracterization during examination. The USPTO was explicitly informed—through specification language, prosecution rebuttal, and formal clarification—that this invention must be understood as a process system, and not reducible to any static hardware arrangement. The consistent use of "exemplary" was not generic—it was foundational, intentional, and legally strategic. It protects the commercial flexibility of the process and prevents competitors from boxing it into component dependencies it never had.

Updated specifications and amended Abstract and Claims are available upon request to qualified bidders. Send requests to RW03103@proton.me.

MANDATORY SEALED BID FORMAT – STRUCTURE AND SUBMISSION INSTRUCTIONS

All sealed bids must be submitted to **RW03103@proton.me** by 11:59 P.M. on June 20, 2025 as a formal letter on official company letterhead, signed by an authorized representative. The letter must contain the following ten numbered sections, in the exact order and format shown below. Any deviation will result in automatic disqualification.

SECTION REQUIREMENTS:

1. Full Legal Name of Bidding Entity

    Provide the full registered legal name of the business submitting the bid.

2. Authorized Representative (Name & Title)

    Include the name and title of the individual submitting the offer on behalf of the entity.

3. Business Mailing Address (No PO Boxes)

    Supply a complete, physical mailing address.

4. Business Contact Information

    - Phone Number

    - Email Address

    - Website (if applicable)

5. Statement of Intended Use of Intellectual Property

    Briefly describe your intended purpose for the acquired rights, such as:

        - Commercial integration

        - Production and sale of new systems

        - Licensing to third parties

        - Industrial deployment or manufacturing

6. Bid Proposal

    Must include:

        - Lump-Sum Payment Offer (U.S. Dollars)

        - Royalty Rate (minimum 6% of gross revenue)

        - Proposed Payment Schedule for both upfront and ongoing payments

7. Proof of Financial Capacity (Attach Documentation)

Acceptable documents include:

- Bank letter confirming available funds
- Statement of assets or liquidity
- Corporate guarantee or letter of credit

8. Company Background & Relevant Experience

Summarize your entity's core business, years of operation, and relevant expertise in energy systems, licensing, or commercialization.

9. Acknowledgments (Include the Following Three Statements Verbatim):

- "We acknowledge the seller may accept or reject any offer at their sole discretion."
- "We understand this submission does not constitute acceptance or transfer of rights."
- "We agree to all NDA and prototype viewing terms if selected."

10. Authorized Signature and Certification

- Signature of Authorized Representative
- Printed Name
- Title
- Date

THE INVENTOR RESERVES THE RIGHT, AND WILL AUTOMATICALLY DISQUALIFY ANY BID ORIGINATING FROM, BACKED BY, OR ASSOCIATED WITH HOSTILE ENTITIES OR ADVERSARIAL GOVERNMENTS, REGARDLESS OF OFFER VALUE.

CONTRACTUAL TERMS SUMMARY (Required Reading Before Submission)

By submitting a sealed bid, the bidder affirms understanding and agreement to the following binding terms, which will form the basis of any final acquisition agreement:

Prototype Not for Sale:

The physical prototype remains the sole and protected property of the Seller. No rights of ownership, duplication, or reproduction are granted. In-person viewings may occur under strict NDA conditions but confer no rights of access or use.

Required Royalty Structure:

A royalty of 6% of gross revenue is mandatory, payable semi-annually for the life of the patents and any lawful extensions. This applies to all products or services utilizing the acquired technologies.

Lump-Sum Payment Requirement:

A non-refundable, upfront lump-sum payment is required in all bid offers. Royalty-only bids will not be considered.

Seller's Reserved Use (Non-Financial License):

The Seller will retain a perpetual, non-transferable, royalty-free license to use the intellectual property for non-public, non-profit commercial purposes, strictly limited to the Seller's original operational intent.

This license:

- Shall not interfere with the Buyer's exclusive market rights

- Shall not involve sale, licensing, or distribution to third parties

- Shall be confined to closed-loop internal use under trade secret protections

SUBMISSION INSTRUCTIONS

All sealed bids must be submitted electronically through the secure portal:

TridentSealedBids.com

Deadline: Bids must be received by 11:59 PM EST on June 20, 2025.

Late or incomplete submissions will be disqualified without exception.

INTELLECTUAL PROPERTY ASSET ACQUISTION — SCOPE OF OFFER

This sealed bid offering is for the acquisition of full intellectual property rights to the following U.S. patent applications:

- U.S. Patent Application No. 18/766,445 – System for Torque Generation via Mechanical Resistance Reversal

- U.S. Patent Application No. 18/445,642 – Regulated Mechanical-to-Energy Conversion System

This transaction includes all rights of assignment, licensing, prosecution, and international filing privileges associated with the above-referenced applications, in accordance with 35 U.S.C. §§ 261, 271, and 365, and all other applicable provisions of United States intellectual property law.

-U.S. Patent Application No. 18/766,445 – System for Torque Generation via Mechanical Resistance Reversal

This application covers a proprietary mechanical system designed to generate torque by leveraging internal geometry and force rebalancing. It does not require electrical input and may be driven by an electric motor, chemical reaction, or energy recycling methods. The device functions as a torque source that delivers sustained rotational force when acted upon by any external rotational input. This system serves as the origin point of mechanical energy in the broader platform.

-U.S. Patent Application No. 18/445,642 – Regulated Mechanical-to-Energy Conversion System

This application discloses a process-driven system designed to manage the delivery and regulation of rotational torque from an external source. While one embodiment applies this torque to an electrical generator to produce continuous electrical output, the architecture supports a wide range of rotational loads. These include mechanical, hydraulic, or industrial applications where controlled torque transfer is critical. The Trident System governs operational transitions, load balancing, and sustained output delivery across diverse use scenarios.

EXECUTIVE SUMMARY

This sealed bid offering presents exclusive acquisition rights to a unified and interdependent invention comprised of two inseparable systems:

- Trident Independent Energy Systems (U.S. Patent Application No. 18/445,642, filed December 4, 2023)

- Wescott Torque Wheel (U.S. Patent Application No. 18/766,445, filed July 8, 2024)

These systems were conceived and developed simultaneously as a single functional process. The Trident system is functionally dependent on the torque dynamics delivered by the Wescott Torque Wheel. While the Wheel may serve other torque applications independently, its role in this system is foundational and non-substitutable. Their integration defines a novel approach to continuous mechanical energy generation, conforming to and expanding upon classical physical principles.

This invention is not conceptual. A prototype has been constructed and is available for limited observation under strict legal and confidentiality controls. Detailed technical documentation, a complete prosecution record, and legal rebuttals submitted to the United States Patent and Trademark Office are included to substantiate originality and statutory compliance under 35 U.S.C. § 101 (subject matter eligibility), § 102 (novelty), § 103 (non-obviousness), and § 112 (definiteness and written description).

The offering conveys exclusive commercial rights, with only a narrow, non-competitive reserved-use license retained by the Seller for private, concealed operations. This offering is governed by strict legal terms and is time-sensitive due to international patent filing deadlines. Bidders must comply with the confidentiality, viewing, and vetting procedures outlined in this packet.

This offering is being made during an active and ongoing patent prosecution process. Both U.S. patent applications remain in procedural development, and the Seller continues to advance and defend the claims before the United States Patent and Trademark Office under the provisions of 37 C.F.R. §§ 1.104–1.113 (examination and response procedures) and MPEP §§ 2106, 2141–2145, 2161 (USPTO guidance for patent eligibility, novelty, and non-obviousness).

Time is of the essence. The Wescott Torque Wheel, in particular, must be filed internationally no later than July 8, 2025, in accordance with 35 U.S.C. § 119(a) (foreign priority claim), to preserve global patent rights under the Paris Convention.

Both the Trident Independent Energy System and the Wescott Torque Wheel are protected under active, non-provisional U.S. patent applications filed pursuant to 35 U.S.C. § 111(b) and converted to non-provisional status under § 111(a). These are not provisional placeholders — they represent fully filed claims undergoing formal examination. All rights conveyed in this sale are based on statutory, procedural filings and are transferable in accordance with 35 U.S.C. § 261 (assignment and ownership).

ACQUISITION TERMS AND BINDING CONDITIONS

MANDATORY INTERNATIONAL FILING AND REVERSION CLAUSE

As a strict condition of this acquisition, the Buyer shall file an international patent application under the Patent Cooperation Treaty (PCT) for the Wescott Torque Wheel (U.S. Patent Application No. 18/766,445) on or before July 8, 2025, pursuant to 35 U.S.C. § 119(a) and the Paris Convention. Failure to file by this statutory deadline shall constitute a material breach of this agreement.

The Buyer is further prohibited from shelving, suppressing, abandoning, or failing to commercially develop the acquired intellectual property. The Buyer shall make demonstrable and reasonable commercial efforts to advance the technology to market within twelve (12) months of acquisition. Strategic deferral, suppression for competitive advantage, or unjustified inactivity shall be deemed non-use in bad faith.

In the event of:

- Failure to file internationally by the above deadline,

- Bad-faith shelving or non-use,

- Breach of any development obligations described herein,

then all exclusive rights conveyed under this assignment shall automatically revert to the Seller without refund or compensation. The Buyer shall forfeit any payments made, and the Seller shall retain the full legal right to resell, reassign, or develop the intellectual property without restriction. The Seller reserves the right to seek injunctive relief, liquidated damages, and recovery of legal costs and attorney fees as permitted by law under 35 U.S.C. § 261 and relevant contract enforcement statutes.

Payment Terms and Royalty Structure

As part of this acquisition, the Buyer agrees to the following binding compensation structure:

1. Lump Sum Payment

A one-time, non-refundable bulk payment shall be made to the Seller within ten (10) calendar days of execution of the assignment agreement. Timely payment is a material condition of this transaction.

2. Royalty Agreement

In addition to the lump sum payment, the Buyer agrees to pay the Seller a perpetual royalty of six percent (6%) on all gross profits derived from any commercial product, licensing, sublicensing, or process incorporating any part of the Trident Independent Energy Systems or Wescott Torque Wheel intellectual property.

- “Gross profits” shall mean all revenue received from commercialization of the acquired IP prior to deduction of operating expenses, but excluding taxes, shipping costs, and third-party royalties.

- Royalty payments shall be made quarterly, with a full and auditable accounting of revenue and expenses provided no later than thirty (30) days after each calendar quarter.

3. Non-Performance and Enforcement

Failure to deliver payment within ten days or failure to pay royalties as agreed shall constitute a material breach, subject to legal enforcement, injunctive relief, interest penalties, and reversion of rights at the Seller's sole discretion.

Royalty Term and Duration

Royalty obligations shall apply only for the enforceable life of the granted patent(s). For purposes of this agreement:

- The Trident Independent Energy Systems patent application (U.S. Appl. No. 18/445,642) was filed on December 4, 2023, and royalty obligations shall cease on December 4, 2043, unless extended by applicable law.

- The Wescott Torque Wheel patent application (U.S. Appl. No. 18/766,445) was filed on July 8, 2024, and royalty obligations shall cease on July 8, 2044, unless extended by applicable law.

No royalty shall be due on or after the expiration of the respective patent rights, unless those rights are extended or revived through lawful reissue or continuation.

INTERNATIONAL PATENT APPLICATION PROVISION

To preserve the opportunity for international patent protection, I am offering a contractual provision wherein the acquirer may, prior to July 8, 2025, file a PCT (international) patent application under my name. This filing will be conducted at the acquirer's expense, and the necessary contractual agreement authorizing this arrangement will be provided as part of the acquisition process. Upon confirmation of formal filing, I will immediately execute all required documents to assign the international application to the acquirer in full. This provision is necessary due to the limited time remaining before the international filing window closes. The intent is to ensure that no rights are forfeited due to procedural timing constraints and that the acquirer may fully benefit from global patent coverage without delay.

PROTOTYPE VIEWING & BID SUBMISSION PROCEDURE

This acquisition offering includes the opportunity for prototype viewing; however, access is not required in order to submit a final sealed bid.

1. **Prototype Viewing (Optional and Limited)**

Viewing of the prototype will be offered to a maximum of five (5) vetted and selected parties. To be considered for access, interested parties must submit a formal written request including:

- A brief organizational profile or background

- Statement of interest in the unified torque-generation system

- Confirmation of understanding and agreement with all confidentiality terms, including a strict no-photography/no-recording policy

Selection for prototype viewing is based solely on relevance, qualifications, and strategic interest.

Prototype access is not a requirement to participate in the sealed bid process, and entities who do not view the prototype will not be disadvantaged.

2. **Sealed Bid Submission**

Final sealed bids will be accepted from all interested and qualified parties, regardless of whether they viewed the prototype. All bid submissions must be:

- Confidential

- Final and non-negotiable

- Submitted under seal via secure means as defined in the acquisition instructions

No bids will be reviewed prior to the official deadline. There will be no public negotiations, revisions, or counteroffers.

This structure ensures that strategic bidders across geographic and logistical boundaries can participate equally, while offering limited prototype access for due diligence by select vetted candidates.

WHAT YOU SHOULD KNOW

When I was a child, I spent much time with my grandfather during summer breaks. He was a man I respected deeply — quiet, capable, and always building something. His shop was filled with new and used lawnmowers, riding tractors, generators and snowblowers. He also ran a repair shop, which meant there were always broken-down engines and various other discarded machines out back.

That pile was mine to explore. I was free to take anything from it, tear it apart, and try to rebuild it. I wasn't learning on pristine equipment — I was learning from wreckage. My grandfather offered help when I hit a wall, but most of the time, I found my own way. Those lessons taught me more than any classroom ever could.

My grandfather wasn't just a mechanic — he was inventive. In the late 1960s, he built a system that heated water year-round for his home, using only the sun. No internet. No CAD software. Just trial, instinct, and experience. And it worked. That system ran without electricity, quietly doing its job through the winters and summers. Watching him build various things left a mark on me. It showed me that true innovation doesn't always come from textbooks — sometimes, it comes from the will to solve what others ignore.

At seventeen, I enlisted in the U.S. Air Force and served eight years. I was honorably discharged as a 100% disabled veteran due to line-of-duty injuries. After the military, I worked in various law enforcement roles that demanded discipline and resilience.

I'll say it plainly: I've made mistakes. I don't run from them, and I don't expect anyone to overlook them. You don't have to like me — but you should pay attention to what I've built—because it works. What's in these pages works. It didn't come from privilege. It came from necessity, persistence, and a refusal to quit.

This didn't start as an energy system. It began as a solution for powering a different proprietary project— something that needed sustainable, closed-loop power. That search led me somewhere I didn't expect.

When the data matched the result, I shelved my other project until I filed the above referenced intellectual properties and a prototype was built. This was bigger — something that could impact not just my project, but energy itself. My priorities shifted.

Although I had suffered many setbacks during the prototype build, many sacrifices had to be made to continue my build. I had to walk away at times to think. But I came back — not on faith, but through reevaluation. With time and distance, I saw the fatal flaw wasn't in my design, but in the assumptions I had accepted. I made the alterations, and soon realized my system, as built, now proves what they missed. You won't need belief. I have reason and evidence.

You may wonder why something this effective hasn't been done already. The truth is, most have been looking forward — chasing futuristic solutions, exotic breakthroughs, or next-generation technology. But the entire process and components I'm about to reveal have been in front of us for centuries. Pulleys, torque, directional force — none of this is new. What's new is the way it's been arranged.

I didn’t invent physics and really don’t understand it. What I built didn’t come from a lab or a grant — it came from general knowledge, observation, persistence, and a refusal to dismiss what others took for granted. The difference is in the execution. You don’t need tomorrow’s technology to solve today’s problems — just a better way to use what we already have.

Conclusion

In conclusion, the wide array of potential embodiments and benefits outlined above demonstrate not only the adaptability and reach of this energy generation system, but also its significance in addressing global infrastructure, sustainability, and resilience challenges. From humanitarian relief and agricultural modernization to defense readiness and decentralized smart grids, these applications represent an evolutionary step in energy technology—one that offers real solutions to some of the most pressing problems faced by modern society.