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PATENT SPECIFICATION



Convention Date (France): Jan. 23, 1928.

304,662

Application Date (in United Kingdom): Jan. 22, 1929. No. 2201 / 29.

Complete Accepted: Sept. 5, 1929.

COMPLETE SPECIFICATION.

Improvements in or relating to Skids for Vehicles.

I, ADOLPHE KEGRESSE, French Citizen, of 156, Rue Armand Silvestre, Courbevoie, Seine, France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

Front runners for steering wheels, mounted on the hub of the latter, are already described in Specification No. 174,920.

The present invention relates to a runner of the same kind, but mounted on a spindle parallel to the stub axle so as to eliminate the drawbacks of a fixed head mounted on a rotating hub as in the aforesaid patent.

In the accompanying drawing:

Figure 1 shows in elevation a construction of the proposed device.

Figure 2 shows it in plan (in this view the wheel has been omitted), and

Figure 3 is a cross-section.

1 is the runner. The stub axle 2 is extended in a bracket 3 on the outside and carrying a trunnion 4. The same stub axle is provided on the inner side with another bracket 5 carrying another trunnion 6.

On the trunnions 4 and 6 (Figure 3) are mounted the heads 7 of strut rods 8, secured at their lower ends on the runner.

The latter as will be seen is held by strut rods 8 at a certain height above the ground.

In order to maintain the runner in horizontal position, there is provided a locking device such as hereinafter described, a member 9 of suitable shape being rigidly secured to the stub axle 2 (Figures 2 and 3). This member has two lugs 10 (Figure 2) constituting a spring and having a recess or notch 11. With the notch 11 of

each of the lugs the supporting rods 8 engage at the inner side.

It will be seen that the notches of the spring parts 11 hold in place the rods 8 and therefore the runner 1.

The recesses 11 are given a suitable shape so that when the necessary force is applied at one of the ends of the runner, the rods 8 come out of the recesses and return to them as soon as the force becomes inoperative.

It will be seen that the runner is articulated to a spindle parallel to and near the axle of the wheels. It is held horizontally at a certain distance from the ground.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A method of fitting runners for vehicles, characterised by the rods connecting the said runner to the axle being articulated to a fixed spindle parallel to, and near, that about which the wheel rotates.

2. Apparatus as claimed in claim 1, characterised in that the runner is held in horizontal position above hard ground by a locking device secured to the stub axle itself and acting on the rods supporting the runner.

3. The skid for vehicles substantially as described or substantially as illustrated in the accompanying drawing.

Dated this 22nd day of January, 1929.

ADOLPHE KEGRESSE.

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[This Drawing is a reproduction of the Original on a reduced scale.]

Fig.1

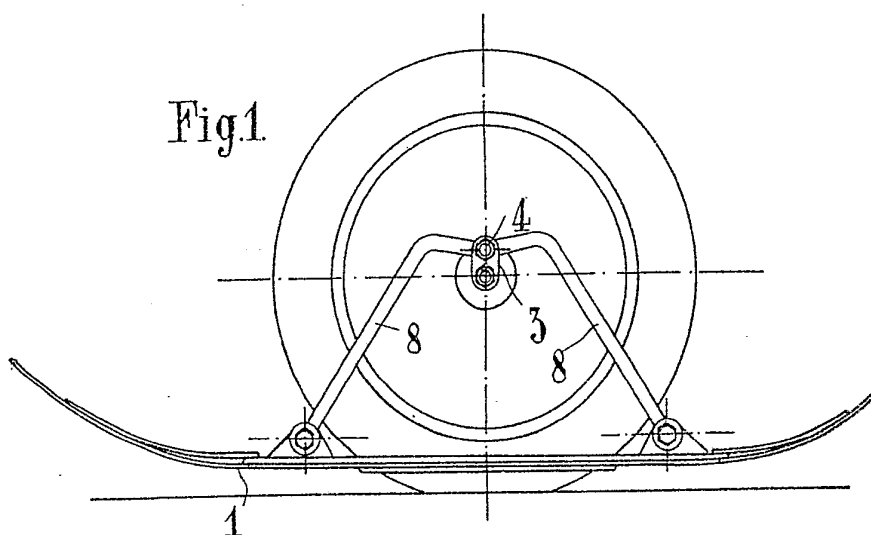
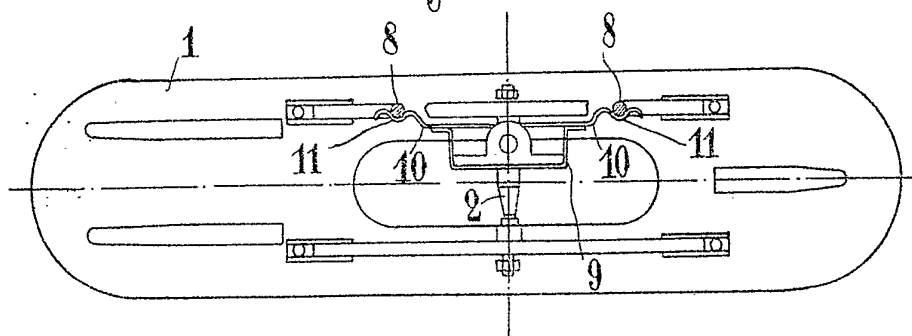


Fig.2.



4

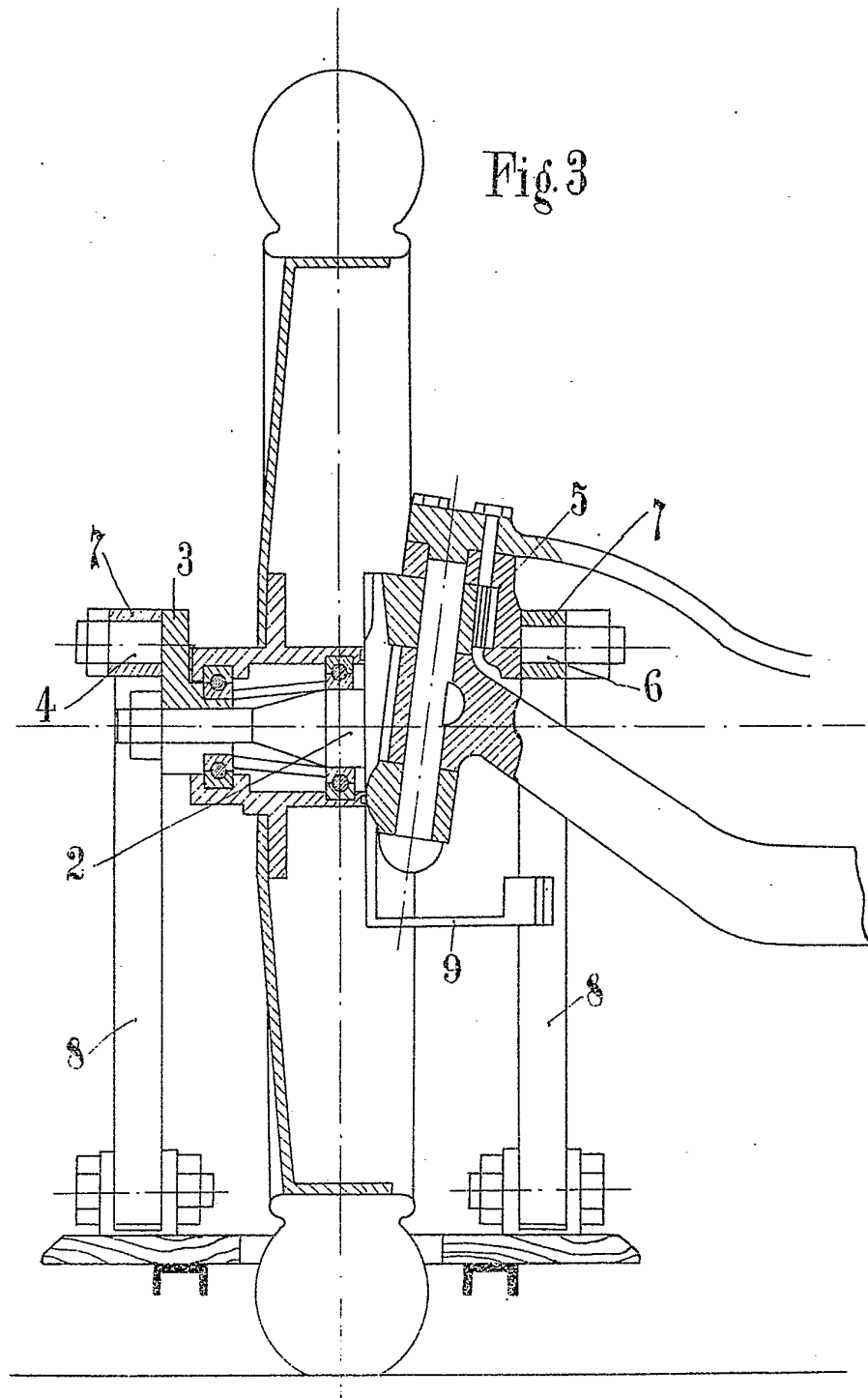
2

8

11

1

Fig. 3



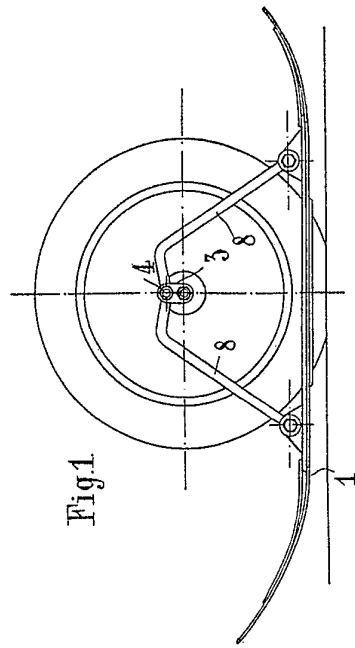


Fig. 1

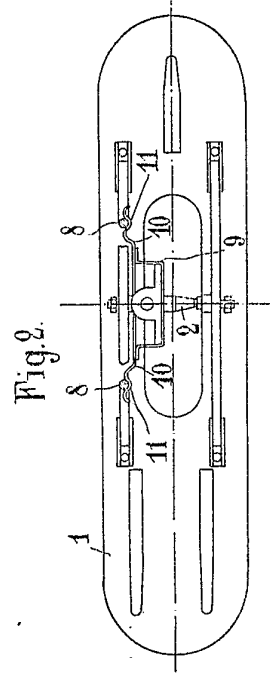


Fig. 2

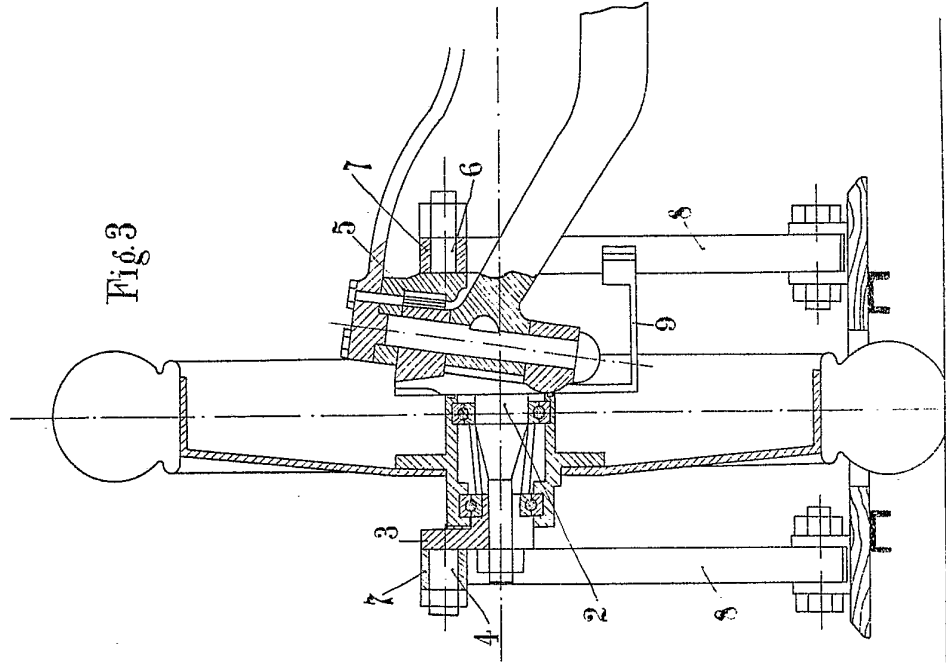


Fig. 3

[This Drawing is a reproduction of the Original on a reduced scale]