No. 834,007. PATENTED OCT. 23, 1906.

M. FISCHER.

MOTOR CAR.

APPLICATION FILED MAY 25, 1905.

Fig. 1

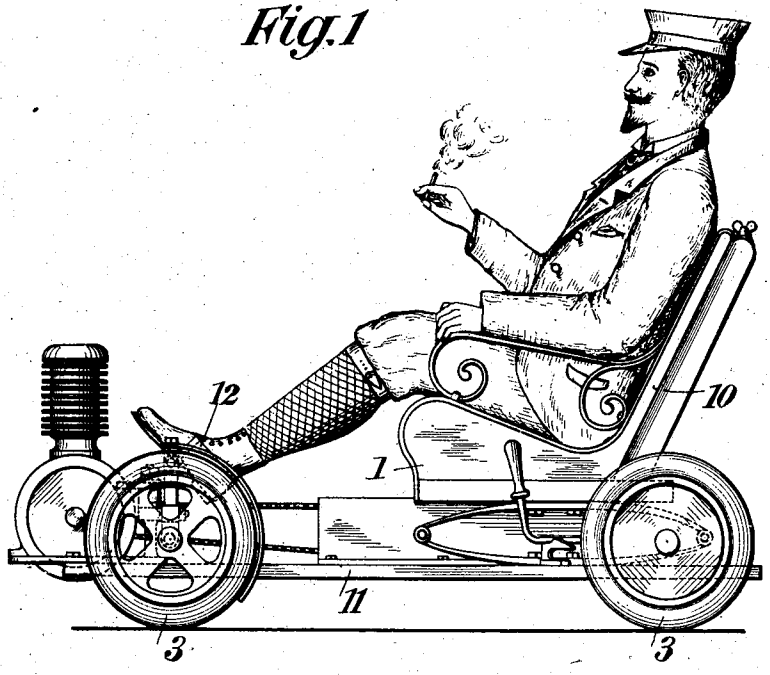
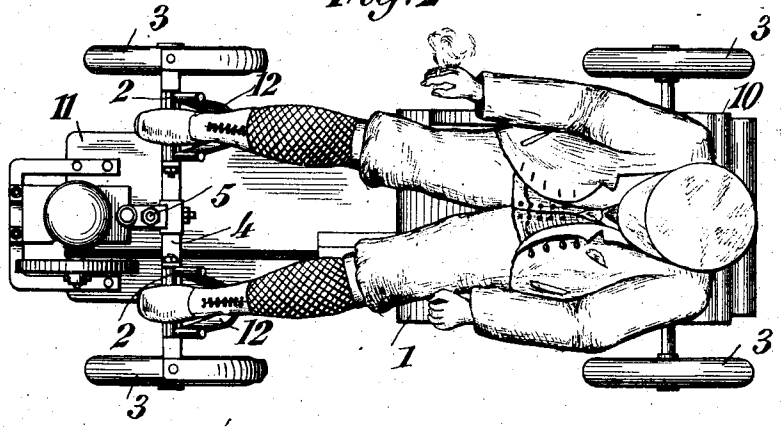


Fig. 2



Witnesses:

Harry L. Ames.

A. Rommers

Inventor:

Martin Fischer.

by Henry Orth & Son

atty

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

MARTIN FISCHER, OF ZURICH, SWITZERLAND, ASSIGNOR TO THE FIRM OF MARTIN FISCHER & CO., OF ZURICH, SWITZERLAND.

MOTOR-CAR.

No. 834,007. Specification of Letters Patent. Patented Oct. 23, 1906.

Application filed May 25, 1905. Serial No. 262,238.

To all whom it may concern:

Be it known that I, MARTIN FISCHER, a citizen of the Republic of Switzerland, residing at Zurich, Switzerland, have invented new and useful Improvements in Motor-Cars, of which the following is a specification.

This invention relates to an improved motor-car with at least three wheels.

One of the objects of the invention is to provide a motor-car which can be steered by the feet and according to its small width shall be able to pass through doors of ordinary width. With the object of imparting to the car, notwithstanding its small width, a great stability and absence of risk of tipping over when traveling round sharp curves the motor-car is made extremely low; but notwithstanding its small dimensions the motor-car is of such an arrangement as to offer commodious place to a grown person. In contrast with this motor-car the motor-cars with more than two wheels now in use have a frame of such width as to require special premises on the ground floor of ordinary houses for the purpose of storing the motor-car. These premises require entrances of very great width.

The accompanying drawings illustrate, by way of example, a motor-car constructed according to this invention.

Figure 1 shows a side view, and Fig. 2 a plan, of the motor-car.

The motor-car has four wheels 3. The width of the frame 11 is smaller than the distance of the wheels. That distance amounts to at most seventy-five centimeters. Consequently the motor-car can pass through doors of ordinary width and up staircases with such ease that even persons residing on the upper floors of ordinary dwelling-houses will be able to keep such motor-cars without the necessity of providing special storage-space on the ground floor. In order to impart to the motor-car, notwithstanding its small width, a great stability and absence of risk of tipping over when traveling round sharp curves, the hindmost point of the driver's seat 1 is placed extremely low and not more than forty centimeters above the ground. Consequently the wheels 3 of the motor-car can be made very small. In order that on the very-low-arranged seat the driver finds, however, a commodious place, new means are necessary, because the arrangement of the seat now in use, where the lower part of the thighs of the driver are directed vertically toward the ground and the upper part of the body of the driver has an upright attitude, cannot be used. The surface of the seat rises toward the front and the back 10 of the seat falls toward the rear, so that the driver can take a half-lying posture, whereby his legs are directed horizontally toward the front. This arrangement fulfils a double purpose: First, by this half-lying posture of the driver, with the legs directed horizontally toward the front, space enough will be gained in the vertical direction that it is possible to place the seat very low, and consequently to reduce the distance apart of the wheels, so that the car can pass through doors of ordinary width and without the risk of tipping over when traveling round sharp curves; second, the legs directed horizontally toward the front can be used with more advantage for steering the car. For this purpose steering means for the feet of the driver are provided on the front axle, said steering means being arranged upon the level of and in front of the seat 1. In the illustrated motor-car steering-shoes 2 to receive the driver's feet are arranged directly on the front axle 4, which is pivoted at 5 to the frame. The steering-shoes 2 are provided with leg-supports or stirrups 12, said supports surrounding the heels of the feet for the purpose of carrying the legs of the driver.

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

1. In a motor-car, the combination with a frame; of front-wheel axle pivotally connected thereto, means on the front-wheel axle to support the driver's feet and a seat on the frame substantially in a plane of the front-wheel axle, whereby the driver will assume a reclining position, substantially as described.

2. In a motor-car, the combination with front and rear axles; of a frame suspended below the axles, a pivot connection between the front axle and frame, a seat also on the frame having an upwardly-sloping bottom and rearwardly-inclined back, and feet-sup-

ports on the front axle whereby the driver will assume a reclining position and steer with the feet.

3. In a motor-vehicle, the combination with a front and rear axle; of a frame suspended below the axles and extending in front of the forward axle, a seat on the frame having upwardly-inclined bottom and rearwardly-inclined back, a motor mounted on the projecting part of the frame, said front axle forming a support for the feet of the driver whereby the driver will assume a reclining position and steer the vehicle with his feet, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MARTIN FISCHER.

Witnesses:
A. LIEBERKNECHT,
E. BLUM.