Oct. 23, 1956 M. W. NEWBERRY 2,767,986

RACING GAME APPARATUS

Filed April 1, 1952 2 Sheets-Sheet 1

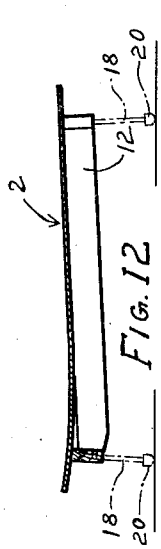


FIG. 12

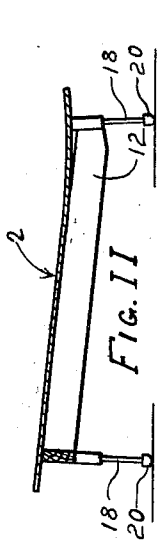


FIG. 11

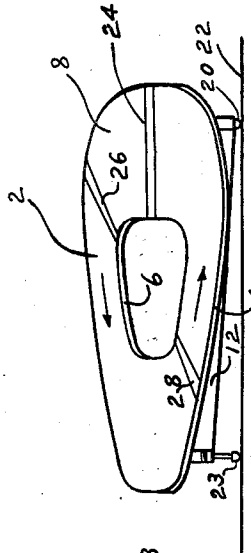


FIG 4

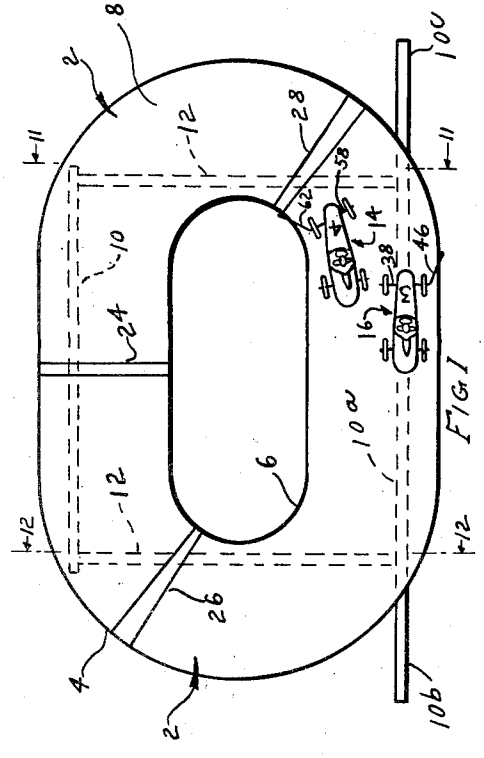


FIG 1

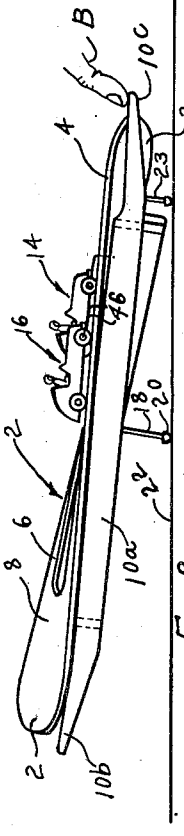


FIG 2



FIG 3

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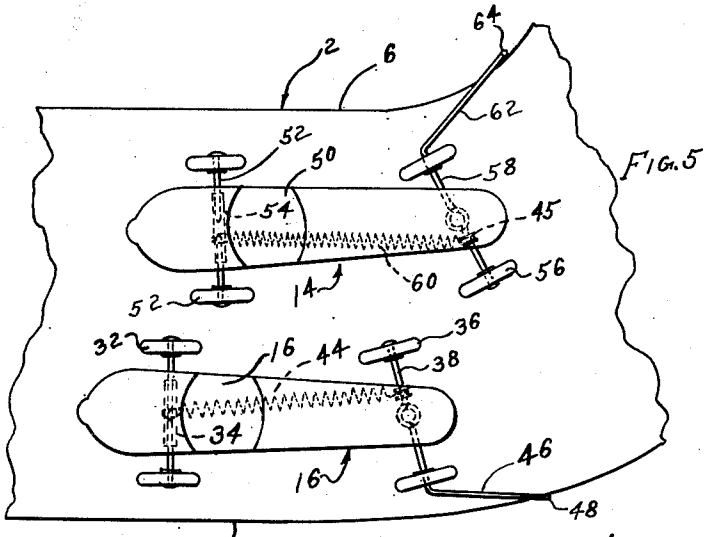


FIG. 5

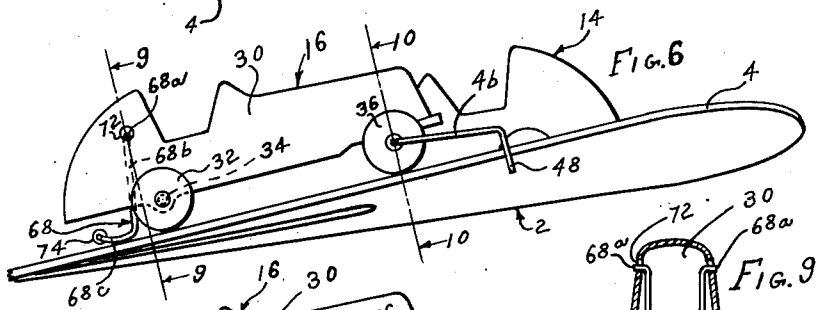


FIG. 6

FIG. 9

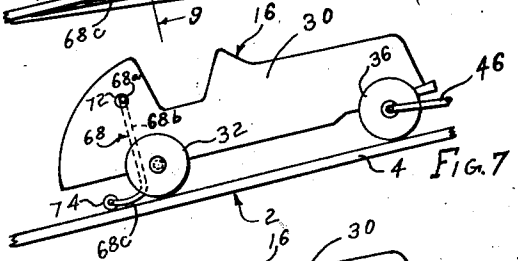


FIG. 7

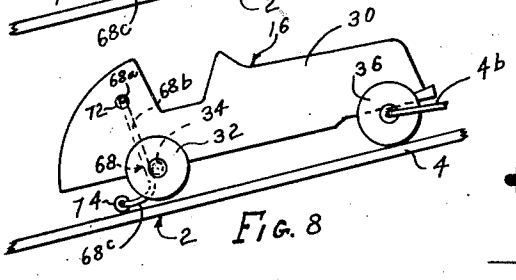


FIG. 8

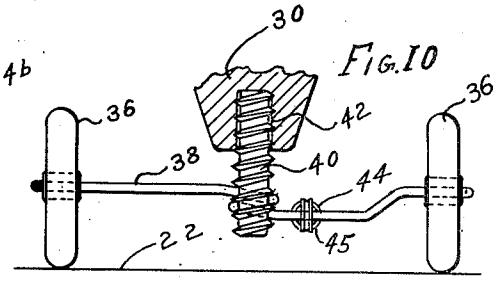


FIG. 10

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RACING GAME APPARATUS

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Application April 1, 1952, Serial No. 279,836

9 Claims. (Cl. 273—86)

This invention relates to an amusement device and more particularly to a device constructed and arranged for playing a racing game with toy cars requiring some skill. The invention is particularly intended to be embodied in a form having parts of relatively small dimensions and adapted to be supported on an ordinary table or similar support. It is to be understood, however, that the invention is not limited to such a construction but that it may be embodied in a construction of any desired size.

The primary object of the invention is to produce a novel and improved racing game in which toy cars are projected by gravitation action along one or more raceways or tracks and are controlled manually by the manipulation of the track or tracks.

Other objects of the invention are to produce a racing game comprising toy cars and one or more tracks along which the cars are projected by gravitational action which is relatively simple in construction and inexpensive to manufacture and in which the paths along which the cars travel are controlled in a novel and improved manner.

With the above and other objects in view, the invention consists in a device embodying the novel and improved features, constructions and combinations of parts hereinafter described and particularly pointed out in the claims, the advantages of which will be readily understood and appreciated by those skilled in the art.

The invention will be clearly understood from the accompanying drawings illustrating a construction embodying the invention in its preferred form and the following detailed description of the construction therein shown.

In the drawings, Fig. 1 is a plan view of the device illustrating the track member and two toy cars in the positions which they assume in their travel in substantially parallel paths about the track surface of said member, the right hand end portion of the track being depressed, as the device is shown in this view.

Fig. 2 is a view in front elevation of the device showing the track member and the cars in substantially the same positions as shown in Fig. 1.

Fig. 3 is a view in front elevation of the device showing the left hand end portion of the track member in depressed position and the cars in different positions from those in which they are shown in Figs. 1 and 2.

Fig. 4 is a view in side elevation, looking from the right, Fig. 2, and illustrating the track, the track member and the frame-work on which said member is mounted.

Fig. 5 is a plan view on an enlarged scale illustrating a portion of the track member, a corresponding portion of the track, and the two cars in positions on the track similar to those in which they are shown in Fig. 1.

Fig. 6 is a view in front elevation illustrating a portion of the track member when located substantially in the position shown in Fig. 3 and the two cars supported on said portion of the track member, this figure also showing a "no back" device carried by one of the cars.

Fig. 7 is a view in front elevation illustrating the track member and one of the cars shown in Fig. 6 both in substantially the positions shown in the latter figure

but with the "no back" device shifted to a different position.

Fig. 8 is a view in front elevation similar to Fig. 7 showing the "no back" device shifted to a still different position.

Fig. 9 is a detail sectional view taken through the body of the car shown in Fig. 6, substantially on the line 9—9 in said figure, and illustrating particularly the "no back" device.

Fig. 10 is a detail sectional view taken substantially on the line 10—10 of Fig. 6 and illustrating particularly the front axle mechanism of one of the cars.

Fig. 11 is a view in vertical section of the device taken substantially on the line 11—11 of Fig. 1 and

Fig. 12 is a view in vertical section of the device taken substantially on the line 12—12 of Fig. 1.

In the illustrated form of the invention, the amusement device comprises a track member 2 of annular form indicated as a whole at 2 and having an outline in plan similar to an ellipse as shown in Figure 1, the outer edge being indicated at 4. The inner edge 6 of the track member is preferably substantially parallel to the outer edge.

The track member 2 is formed, on its upper face with a track surface 8.

For convenience, the right and left hand portions of the track member as shown in Figs. 1, 2 and 3 and the corresponding portions of the track are referred to in the following description as the end portions of the track member and the end portions of the track. The portions of the track member and the corresponding portions of the track located respectively at the rear and at the front, as the device is viewed in Figs. 2 and 3 are referred to respectively as the rear and front side portions of the track member and the rear and front side portions of the track.

The track member 2, in the present construction, is made of relatively thin sheet-like material cut to the desired shape and this material is warped into the formation shown in Figs. 2, 3, 4, 11 and 12. The material is warped so that the right and left end portions, Fig. 1, of the track member are inclined in opposite directions to the horizontal to substantially the same degree as shown in Figs. 11 and 12. The side portions of the track member blend smoothly into these end portions.

The track member is supported upon a frame comprising spaced frame members 10 and 10*a* extending longitudinally of the track members and frame members 12 extending transversely of the track member and secured at their ends to the frame members 10, 10*a*. These frame members consist of relatively long thin strips and their upper marginal portions are shaped to conform to the warped formation of the track member and the track member is secured to the frame members by any suitable fastening devices. The frame members not only support the track member but also hold the track member in its warped condition.

Mounted on the track surface 8 of the track member 2 and held thereon only by the force of gravity are two toy cars 14 and 16, provided with wheels and made to resemble automobile racing cars. Each of the cars is caused to travel in a counter-clockwise direction about the track over the smooth track surface by the inclination of the respective portions of the track over which the car is travelling and the action of gravity which causes the car to roll down these inclined portions of the track. A station 24 and positions 26 and 28 located at predetermined points on the track are indicated by bands painted or otherwise shown on the track surface.

The track member 2 is pivoted to tilt about a substantially horizontal axis extending transversely of the track and preferably located substantially midway between the

end portions of the track member. The devices for pivotally supporting the track member **2** comprise studs **18** secured respectively in the longitudinal frame members **10** and **10***a*, each located substantially midway between the end portions of the track member and extending downwardly therefrom for a predetermined distance. Secured to the lower end of each stud is a bearing member **20** for engagement with a horizontal supporting surface **22** such as the upper surface of a table. These bearing members are preferably located at substantially equal distances vertically from the side portions of the track and the studs and bearing members support the track member for pivotal movement about a horizontal axis extending transversely of the track. The longitudinal frame member **10***a* is extended at each end beyond the track member as indicated at **10***b* and **10***c*. These extensions may be engaged by the fingers of the respective players to tilt the track member in playing the game.

In depressing the respective end portions of the track member in the playing of a game the fingers of the two players A and B are preferably placed on the respective extensions **10***b* and **10***c* in the manner shown in Figures 2 and 3.

The tilting movement of the track member in a direction to depress the left hand end portion thereof is limited by the engagement of the extension **10***b* on the side members **10** of the frame with the surface **22** as shown in Fig. 3. The tilting movement of the track member in a direction to depress the right hand end thereof is limited by means of a stud **23** secured to and extending downwardly from the extension **10***c* on said side member of the frame. This stud is provided at its lower end with an enlargement or head which engages the surface **22** when the right hand end portion of the track is depressed as shown in Fig. 2 to limit the tilting movement of the track member.

In the operation of the device, the car **14** is caused to travel in a path substantially parallel with the edge **6** of the track member and the car **16** is caused to travel in a path substantially parallel with the edge **4** of said member. In starting a car, the car is placed at the station **24** facing toward the left, Fig. 1, and the left hand end of the track member, Fig. 1 is depressed thereby starting the car to the left down the side portion of the track leading from said station which is then inclined to the left. When the car reaches substantially the position **26**, the right hand end portion of the track member is depressed. The car however continues its movement since the left hand end portion of the track is always inclined to the same degree toward the front as shown in Figs. 2, 3 and 12 whether said end portion is elevated or depressed. From the left hand end portion of the track, the car passes to the side portion of the track located at the front, Figs. 2 and 3, which is then inclined to the right because of the depression of the right hand end portion of the track member. When the car reaches the position **28**, the left hand end portion of the track member is depressed by a manipulation of the extension **10***b*. The movement of the car continues over the right hand end portion of the track because this portion of the track is always inclined to the same degree toward the rear, Figs. 2, 3 and 11, whether the end portion is elevated or depressed. From the right hand end portion of the track the car passes onto the side portion of the track located at the rear, Figs. 2 and 3, which is then inclined to the left. As the car moves along this portion of the track, it reaches the starting station **24**.

In each succeeding lap or turn which the car travels about the track, the track member **2** is supposed to be tilted successively in opposite directions about the horizontal axis upon which it is supported, in timed relation to the movement of the car as above described in order to maintain the car in continuous movement about the track.

The mechanism for causing the car **16** to follow a path on the track surface substantially parallel with the edge **4** is shown in Figs. 5 and 6. The car is provided with a

body **30** the rear end portion of which is supported by a pair of wheels **32** rotatably mounted on the end portions of an axle **34** secured to the under side of said body. The forward portion of the body is supported by a pair of wheels **36** rotatably mounted on the end portions of an axle **38** pivoted to the car to turn about an axis which is substantially vertical when the car is located in a substantially horizontal position. In the construction shown, a screw **40** is threaded into a bore **42** in the forward portion of the car and extends downwardly for some distance below the car. The axle **38**, which consists of a rod of suitable size is bent in a turn about the screw **40**, that portion of the rod encircling the screw lying in the spiral groove between the threads and fitting the screw with sufficient looseness to enable the axle to turn about the axis of the screw. This construction furnishes a simple and inexpensive bearing for the axle. The screw is secured in the body of the car so that its axis is substantially perpendicular when the car is supported on a horizontal surface and the turning of the axle about the screw in a clockwise direction or in a counterclockwise direction respectively, Fig. 5, will cause the car to turn to the right or to the left.

The axle is acted upon by a tension spring **44** extending longitudinally of the car one end of which is attached to the fixed rear axle. The other end of the spring is connected to the front axle **38** at a predetermined distance from the axis about which the axle turns, and on the left side of the driver, the end portion of the spring being attached to a disk **45** fixed to the shaft. This spring tends constantly to turn the axle in a counterclockwise direction, Fig. 5, about its axis. In order to control the pivotal movement of the axle under the action of the spring, an arm **46** is attached to the outer or right hand end of the axle **38**, this arm extending forwardly and outwardly from the axle. The arm is provided with a downturned end portion **48** which is arranged to engage the outer guiding edge **4** of the track member.

With this construction, when the car is traveling along a portion of the track at which the guiding edge **4** is substantially straight, the axle **38** is maintained in a position substantially perpendicular to the longitudinal axis of the car as shown in Fig. 1 by the cooperative action of the spring **44**, the arm **46** and the guiding edge **4** and the car will travel in a straight path substantially parallel with the edge of the track.

When the car arrives at a portion of the track along which the guiding edge **4** has a convex curvature, by the cooperative action of the spring **44**, the arm **46** and the guiding edge **4**, the axle **38** is turned in a counterclockwise direction, Fig. 5, to steer the car to the left about the curved portion of the track. When the car arrives at a portion of the track along which the guiding edge **4** is straight, by the cooperative action of the spring **44**, the arm **46**, and the guiding edge, the axle **38** is swung back to a position substantially perpendicular to the longitudinal axis of the car and the car will be steered in a straight path substantially parallel with said edge.

The construction of the car **14** is substantially the same as that of the car **16** and the mechanism for steering the car **14** in its travel about the track is very similar to that provided for the car **16**. The car **14** is provided with a body **50** the rear end portion of which is supported upon wheels **52** rotatably mounted upon the end portions of an axle **54** secured to the underside of the body. The forward portion of the body is supported by wheels **56** rotatably mounted upon the end portions of an axle **58** pivoted to the body to turn on an axis which is substantially perpendicular when the car is located in a horizontal position. The parts of the car **14** thus far described have substantially the same construction arrangement and mode of operation as the corresponding parts of the car **16**.

In the car **14**, a tension spring **60** extending longitudinally of the car is connected at one end to the fixed rear

axle 54. The other end of the spring is connected to the front axle at a predetermined distance from the axis about which the axle turns and on the right side of the driver. This spring tends constantly to turn the axle 54 in a clockwise direction, Fig. 5, about its axis. In order to control the pivotal movement of the axle 54 under the influence of the spring 60, and arm 62 is secured to the inner end of the axle 58, this arm extending inwardly and forwardly from the axle. The arm is provided with a downturned end portion 64 which is arranged to engage the inner guiding edge 6 of the track member 2.

With this construction, when the car 14 is traveling along a portion of the track the guiding edge 6 of which is substantially straight, the axle 58 is maintained in a position substantially perpendicular to the longitudinal axis of the car by the cooperative action of the spring 60, the arm 62 and the guiding edge 6, and the car will be steered in a path along said edge substantially parallel thereto.

When the car arrives at a portion of the track along which the guiding edge has a concave curvature, by the cooperative action of the spring 60, the arm 62 and the guiding edge 6, the axle 58 is turned in a counter clockwise direction, Fig. 5, about its pivotal axis into a position such as that shown in Fig. 5, to steer the car to the left about the curved portion of the track.

When the car arrives at a portion of the track along which the guiding edge 6 is straight, by the cooperative action of the spring 60, the arm 62 and said guiding edge, the axle 58 is turned in a clockwise direction back into a position substantially perpendicular to the longitudinal axis of the car to steer the car in a straight path substantially parallel with said edge.

In the playing of a game the two players station themselves in positions where they can readily manipulate the extensions 10*b* and 10*c* to depress the respective end portions of the track member, and place the two cars on the track at the station 24 in side by side positions facing in a direction toward the left hand end portion of the track. The track member is preferably held in position to locate the side portions of the track substantially level in the direction of travel of the cars when the cars are placed in position.

Let it be assumed that the player A is playing the car 14 and the player B is playing the car 16. Upon the release of the cars, the player A depresses the left hand end portion of the track member as shown in Fig. 3 to start the cars to moving to the left down the side portion of the track located at the rear as the device is viewed in Figs. 2 and 3. When the car 16 reaches substantially the position indicated by the band 26 painted or otherwise shown on the surface of the track member, the player B depresses the right hand portion of the track member by the depression of the extension 10*c* as shown in Fig. 2. The cars continue around the left hand end portion of the track which, as shown in Figs. 2 and 3, is inclined toward the front and roll on down the side portion of the track located at the front which is then inclined toward the right as shown in Fig. 2. When the car 14 reaches substantially the position indicated by the band 28 painted or otherwise shown on the surface of the track, the player A depresses the left hand portion of the track member by the depression of the extension 10*b* as shown in Fig. 3. The cars continue around the right hand portion of the track which is inclined toward the rear and roll on down the side portion of the track located at the rear. Assuming that the cars have been moving side by side, this brings both cars back to starting position indicated by the band 24.

In the second and all succeeding turns or laps traveled by the cars about the track, the track member is supposed to be tilted by the respective players in the manner above described in timed relation to the movements of the cars in order to keep the cars running properly about the track.

Because of the differences in the manipulation of the track or the timing of the tilting movements by the respective players or for some other reason, after the players have been playing the game for a little time, one of the cars will advance ahead of the other as shown in Figs. 1, 2 and 3. Figures 1 and 2 show the car 14 running down the front side portion of the track just before it reaches the position indicated by the band 28, the right end portion of the track being depressed. The car 14 is considerably ahead of the car 16 as shown in these figures. Seeing this situation, the player A depresses the left hand end of the track member thereby tilting the track substantially into the position shown in Figs. 3 and 6. The momentum of the car 14 carries it across the band 28 onto the end portion of the track which is inclined toward the rear and the car continues its movement down this incline. The tilting of the track member by the player A places the forward side portion of the track in the inclined position shown in Fig. 3 and the car 16 is stopped before it can reach the position indicated by the band 28.

The car 14 continues its movement to the starting position to complete the lap.

If a car is stopped by the tilting of the track member to shift the portion of the track over which the car is travelling from a downward to an upward incline, as was the case with the car 16 in the condition illustrated in Figs. 1 and 2, the car after stopping its forward movement normally will start rolling backward down the incline out of control.

In order to prevent this mis-operation, applicant has provided a "no back" device for preventing the car from moving backward down the track when its forward movement is stopped in this manner. The device is mounted in the rear end portion of each car body. Figs. 6 to 9 inclusive show the device applied to the body of the car 16 which is shown in section in Fig. 9. As shown in these figures the body is hollow and is substantially inverted U-shaped in cross section. The "no back" device comprises a rod or wire indicated as a whole at 66 bent in the form shown in Figs. 6 to 9 inclusive. The device is provided with two spaced substantially parallel arms 68 connected by a transverse portion 70 of the rod or wire. The device is mounted within the body of the car in the position shown in Fig. 9 to swing about a horizontal axis. To this end the arms 68 are formed with outwardly bent end portions 68*a* which are inserted in openings 72 formed in the side walls of the body of the car, these openings being considerably larger than the end portions 68*a* of said arms.

In side elevation, the arms 68 have the formation shown in Figs. 6, 7 and 8. Each of the arms is formed with a substantially straight portion 68*b* extending downwardly from the corresponding out-turned portion. The arms are further formed with curved portions 68*c* connecting the straight portions 68*b* with the transverse portion 70 of the device. These curved portions normally engage the surface of the track as shown in Fig. 6 both when the car is moving forwardly and when the car is stopped on a portion of the track which is inclined upwardly with relation to the normal direction of forward movement of the cars as shown in Fig. 6. The outturned end portions 68*a* of the arms 68 then assume positions at the bottoms of the openings 72 and the arms 68 assume the positions shown in the latter figure. The transverse portion 70 of the "no back" device carries a cylinder 74 fixed thereto, the cylinder preferably being made of rubber or other suitable friction material. This cylinder, when the "no back" device is in the position shown in Fig. 6 is held out of contact with the track by the engagement of the curved portions 68*c* of the arms 68 with the track. When the car, after having been stopped in the manner described, starts to roll back down the inclined portion of the track, the "no back" device is first swung relatively to the car into the position shown in Fig. 7 to bring the cylinder 74 into engagement with

the track as shown in Fig. 7. As the car rolls still further down the inclined portion of the track, the "no back" device is swung still further in the same direction until the arms **68** engage the rear axle. This movement of the "no back" device, during which the outturned portions **68***a* of the arms engage in the upper portions of the openings **72** in the side walls of the body, will cause the rear end portion of said body to rise sufficiently to lift the rear wheels **32** from the track (Fig. 8). This stops the rearward movement of the car and the car will remain stationary while resting on the track with the track member inclined as shown in Figs. 6, 7 and 8. With the no back device in the position shown in Fig. 8, when the car starts forward, said device will be automatically swung back to the position shown in Fig. 6 with relation to the car.

One race may be discontinued when one of the cars is stopped in the manner described above and a new race may be started by placing both cars again in the starting position **24**, giving credit to the player A for winning the first race. Or if desired the race may be continued giving credit to the player A of one point. In the latter case, the car **16** may be left in the position shown in Fig. 8 and when the car **14**, after passing over the side portion of the track located at the rear, reaches the portion of the track indicated by the band **26**, the right hand end portion of the track may be depressed by the player B to start the car **16** to rolling down the forward side portion of the track and onto the right hand end portion of the track. The car **16** starts relatively slowly from its stationary condition down the forward side portion of the track, which is then inclined to the right, and picks up speed as it passes onto the right hand end portion of the track which is inclined to the rear. The car **14** rounds the curve at the left hand end portion of the track and rolls on to the forward side portion of the track at high speed and catches the car **16** by the time the latter car has reached high speed. The cars then roll on in side by side relation, the movements of the cars about the track being continued by the tilting of the track by the players in timed relation to the forward movements of the cars in the manner described above.

Credit of points may be gained in other ways. For example, a credit of one point may be given to the car that is ahead after 5 turns about the track.

With the present construction, the apparatus may be played with in other ways than those described above and other games or contests may be devised by the players.

Having explained the nature and object of the invention and having specifically described a construction embodying the invention in its preferred form, what is claimed is:

1. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, a car supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action and means for guiding said car in a predetermined continuous path about said track.

2. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, a car supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action and means for guiding said car in a predetermined continuous path substantially parallel with one edge of the track.

3. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, a car supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action and means for guiding the car in a predetermined path substantially parallel with the inner edge of the track.

4. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, a car supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action and means for guiding the car in a predetermined path substantially parallel with the outer edge of the track.

5. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, said track member having an annular guiding edge, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, a car supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action and means engaging said guiding edge for guiding said car in a predetermined continuous path about said track.

6. An amusement device comprising a track member provided with a track having portions inclined to the horizontal, means for supporting the track for movement to locate other portions of the track in positions inclined to the horizontal, a car mounted on the track and arranged to be driven down the inclined portions

of the track by the force of gravity and a no back device carried by said car to prevent substantial rearward movement of the car on the inclined portions of the track and including a carrier pivoted loosely to the car and depending therefrom, means carried by said carrier for engagement with the track to cause the carrier to swing forwardly with relation to the car when the car starts to move rearwardly down the track and means to limit the forward movement of the carrier with relation to the car and thereby stop the rearward movement of the car.

7. An amusement device comprising a track member provided with a track having portions inclined to the horizontal, means for supporting the track for movement to locate other portions of the track in positions inclined to the horizontal, a car mounted on the track and arranged to be driven down the inclined portions of the track by the force of gravity and a no back device carried by the car and arranged to be rendered operative automatically to prevent substantial rearward movement of the car and including a carrier pivoted loosely to the car and depending therefrom, means carried by said carrier for engagement with the track to cause the carrier to trail behind the car during the forward movement of the car along the track and to cause the carrier to swing forwardly with relation to the car when the car starts to movce rearwardly down the track and means to limit the forward movement of the carrier with relation to the car and thereby stop the rearward movement of the car.

8. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, cars supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action, means for guiding one of said cars in a continuous path about the outer portion of the track and means for guiding the other car in a continuous path about the inner portion of the track.

9. An amusement device comprising a track member provided on the upper side thereof with a smooth continuous warped surface forming an annular track, said track having one portion inclined to the horizontal longitudinally of the track in one direction and a diametrically opposite portion inclined to the horizontal longitudinally of the track to substantially the same degree in an opposite direction and intermediate portions respectively connecting the adjacent ends of said inclined portions and blending smoothly into said inclined portions, means for pivotally supporting said track member to tilt about a substantially horizontal axis located between said inclined portions of the track, cars supported on said track, held thereon solely by the force of gravity and arranged to be driven down the inclined portions of the track by gravitational action, means for guiding one of said cars in a continuous path about the outer portion of the track substantially parallel with the outer edge of the track and means for guiding the other car in a continuous path about the inner portion of the track substantially parallel with the inner edge of the track.

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