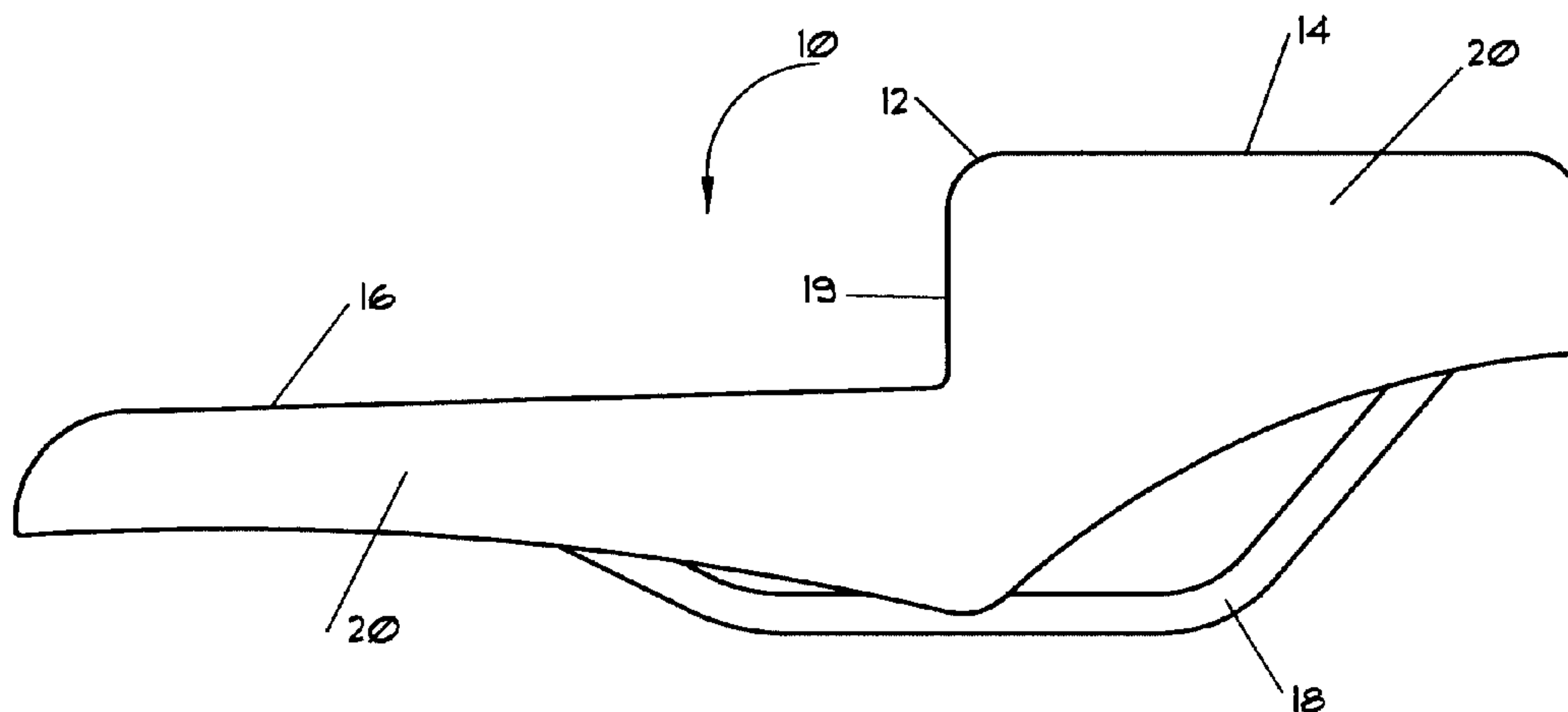




(72) ANDREWS, GEORGE EDWARD, CA  
(71) ANDREWS, GEORGE EDWARD, CA  
(51) Int.Cl.<sup>7</sup> B62J 1/00  
(54) **SELLE DE BICYCLETTE**  
(54) **BICYCLE SADDLE**



(57) A bicycle saddle comprising a shell provided with a support portion which extends forwardly with a nose portion. The support portion has a flat, horizontal top, which is substantially trapezoidal in plan. The nose portion has also a flat, horizontal top which is elongated. The support and nose portions are situated in parallel planes. The nose portion is, with respect to the support portion, located in a lower plane and narrower. The distance between the parallel planes is so chosen that a contact between a rider's genitals and perineum area and the nose portion is basically prevented. The support and nose portions are integrally formed.

**Title: Bicycle Saddle**

**ABSTRACT OF THE DISCLOSURE**

A bicycle saddle comprising a shell provided with a support portion which extends forwardly with a nose portion. The support portion has a flat, horizontal top, which is substantially trapezoidal in plan. The nose portion has also a flat, horizontal top which is elongated. The support and nose portions are situated in parallel planes. The nose portion is, with respect to the support portion, located in a lower plane and narrower. The distance between the parallel planes is so chosen that a contact between a rider's genitals and perineum area and the nose portion is basically prevented. The support and nose portions are integrally formed.

Title: BICYCLE SADDLE

BACKGROUND OF THE INVENTION

1. Field of the invention:

5 The present invention relates generally to the field of cycle saddles and, in particular, to a bicycle saddle.

2. Description of the related art:

In general, bicycle saddles are uncomfortable, especially when used for continuous, long rides.

10 Two basic causes of bicycle saddles discomfort are chaffing of rider's skin and road impacts, transmitted through the saddle, which produce pain in the pelvic region.

Numerous attempts have been made in the past to eliminate or, at least, alleviate the above mentioned causes of discomfort. Several U.S. Patents have addressed these issues. For example, U.S. Patent No. 5,873,626, dated February 23, 1999 and granted to Katz for a "Bicycle Seat", discloses a seat comprising a frame to be sat on by a user. The frame includes two side portions for supporting the ischial tuberosities and for avoiding the application of pressure to the perineal zone. Each of side portions includes a hollow loop portion for displacing the pressure. The frame further includes a portion, at rear of the seat, connecting the side portions.

In its seat configuration Katz's structure has two basic shortcomings. First, the described Katz's seat does not constitute a real support. There is no flat portion to bear the rider's weight.

5 Second, the side portions being narrow, the specific pressure by the rider's weight is high, causing discomfort and pain.

United States Patent No. 5,765,912, dated June 16, 1998 and granted to Bontrager for a "Bicycle Saddle having resilient forward nose", discloses an off-road bicycle having a saddle  
10 comprising a shell with a relatively narrow nose. A resilient pad is placed underneath the nose, between the shell and a rail, the latter being attached to the front and rear parts of the shell. The main disadvantage of Bontrager's saddle resides in the fact that regardless of the use of a resilient pad, the  
15 application of pressure to the rider's perineal zone is not avoided.

U.S. Patent No. 5,720,518, dated February 24, 1998 and granted to Harrison for a "Universal bike and exercycle seat cushion accessory" discloses a seat cushion that is placed on  
20 top of conventional bike seats. The seat cushion comprises two separate cushioning features, whose surface area is smaller than

the conventional bike seat upon which they are positioned. The two separate cushioning features allow unlimited placement adjustment options. There are two disadvantages to this seat. First, the height of the cushioning features being relatively small, no effective depression is formed, and thus, the application of pressure to the rider's perineal zone is not avoided. Second, the horn of the seat is too wide, which causes chaffing of the rider's skin.

United States Patent No. 4,613,187, dated September 23, 1986 and granted to Gordon for "Bicycle and Stationary Seats" discloses a seat comprising a multilayered cylindrical seat bar. The latter is mounted to the bicycle in a direction substantially transverse to the frame of the bicycle, so the seat bar abutts against and spans the entire width of the rider's buttocks. Although this seat does not contact the crotch of the rider, it is definitely uncomfortable due to its limited and rounded supporting surface. Furthermore, the lack of a nose makes the centering difficult.

U.K. Patent Application No. 2,332,655, dated December 23, 1997 and granted to Swaffer for "A bicycle seat with two halves, each rotatable about an axis" comprises a seat including left and

right buttock-supporting parts. Each part is mounted to turn, independently of the other, about an axis. This seat is believed to have two disadvantages. First, like in the previous disclosed seat, no flat supporting surface is provided, thus  
5 it is uncomfortable for riding. Second, the alternative movements of left and right-buttock supporting parts causes an alternation of rider's center of gravity, which is tiresome, especially in long ridings.

International P.C.T. Application WO 98/25810, filed  
10 December 2, 1997 by Nelson for a "Bicycle Seat" discloses a bicycle seat having two buttock support portions, separated by a slot. The seat has a nose portion and the transition between the support portions and the nose portion forms hinges for allowing the support portions to move independently. The seats  
15 disclosed in this application have two essential disadvantages. First, the supporting portions are not flat which is uncomfortable. Second, the seat, being inclined with respect to a horizontal plane, produces a movement of a rider's center of gravity towards the nose portion. Thereby, a contact between  
20 the rider's crotch and the nose portion is not only not avoided, but enhanced.

The inventor believes that the cited disclosures taken alone or in combination neither anticipate nor render obvious the present invention. The foregoing citation does not constitute an admission that such disclosures are relevant or material to the claims. Rather, the disclosures relate only to the field of the invention and are presented as constituting the closest art of which the inventor is aware.

#### SUMMARY OF THE INVENTION

There is accordingly a need for a bicycle saddle which overcomes the disadvantages of the prior art.

It is the primary objective of the present invention to provide a bicycle saddle which offers a high degree of comfort.

It is another objective of the present invention to design a structure which is easy to manufacture.

It is yet another objective of the present invention to develop a saddle with a flat, horizontal supporting portion, which reproduces the normal sitting conditions.

Broadly stating, the bicycle seat, conform the present invention, comprises a shell provided with a support portion which extends forwardly with a nose portion. The support

portion has a flat, horizontal top, which is substantially trapezoidal in plane. The nose portion has a flat, horizontal top, which is elongated. The support and nose portion are situated in parallel planes. The nose portion is, with respect to the support portion, located in a lower plane and narrower. The distance between the parallel planes is so chosen to prevent a contact between rider's genitals and perineum zone and the nose portion. The support and nose portions are integrally formed.

In one aspect, the invention comprises a transition portion integrally formed with the support and nose portions. The transition portion is perpendicularly disposed with respect to the support and nose portions.

In another aspect, the invention comprises two suspending rails, attached underside the shell.

In yet another aspect, the invention is provided with two connection protuberances which project from the underside of the shell, close to the back extremity of the latter, where they are laterally spaced. An extended connection protuberance projects from the underside of the nose portion, close to its front extremity.

In another aspect, the shell is provided with a pendent portion, downwardly extending from around a curved edge of the shell.

5 In yet another aspect, the saddle comprises a padding, superposed on the flat horizontal top of the support portion.

In a further aspect, the saddle is provided with a cover placed over the padding and the flat, horizontal top of the nose portion.

#### BRIEF DESCRIPTION OF THE DRAWINGS

10 Figure 1 shows a side view of the bicycle saddle;  
Figure 2 shows a plan view of the bicycle saddle;  
Figure 3 shows a rear view of the bicycle saddle;  
Figure 4 shows a bottom view of bicycle saddle; and  
Figure 5 shows a sectional view taken along line A-A of  
15 Figure 3.

#### DESCRIPTION OF A PERFERRED EMBODIMENT

As required, a detailed embodiment of the present invention is disclosed herein; however, it is to be understood

that the disclosed embodiment is merely exemplary of the invention which may be embodied in various forms.

Therefore, specific structural and functional details disclosed herein are not to to be interpreted as limiting, but merely as a basis for the claims and as a representative basis for teaching one skilled in the art to variously employ the present invention in virtually any appropriate detailed structure.

Referring now to Figs. 1 to 5, wherein like components are designated by the same reference numerals, a saddle 10 comprises a shell 12, provided with a support portion 14 which extends forwardly with a nose portion 16. Two suspending rails 18, attached underside shell 12, are used to connect the latter to a saddle post (not shown). Shell 12 is made from rigid plastic material, usually by molding, and has a flat, horizontal top, substantially trapezoidal in plane, which corresponds to support portion 14. Nose portion 16 has an elongated form and a flat, horizontal top. The flat horizontal tops of support portion 14 and nose portion 16 are situated in parallel planes. The latter portion is, with respect to the former portion, located in a lower plane and has a relatively narrow top surface.

A transition portion 19, integrally formed with both support portion 14 and nose portion 16, is perpendicularly disposed with respect to the former and latter portions.

5 A pendent portion or rim 20 extends downwardly from around a curved edge 21 of shell 12.

Two connection protuberances 22 project from the underside of supporting portion 14, close to its back extremity, and are laterally spaced. An extended connection protuberance 24 projects from the underside of the nose portion 16, close to its front extremity.

10 The ends of suspending rails 18 are permanently embedded into shell 12, respectively into two connection protuberances 22 and extended connection protuberance 24.

15 A padding 26 is superposed on the flat, horizontal top of support portion 14, while a cover 28 is placed over padding 26 and flat, horizontal top of nose portion 16.

20 The distance between the flat, horizontal top of support portion 14 and the flat, horizontal top of nose portion 16 is so chosen, that the application of any pressure to the perineal body and the perineal structures of the rider is basically avoided. Thereby, any contact of rider's genitals and perineal

area and flat, horizontal top of nose portion 16 is prevented.

Support portion 14 of shell 12 is used for accomodating riders's buttocks, while nose portion 16 is used to assist the rider in maintaining alignment with the bicycle, during mounting and dismounting, or pedaling in a standing position.

5

THE EMBODIMENT OF THE INVENTION, IN WHICH AN EXCLUSIVE  
PROPERTY OR PRIVELEGE IS CLAIMED, ARE DEFINED AS FOLLOWS:

1.           A bicycle saddle comprising, in combination, a shell  
provided with a support portion which extends forwardly with a  
5           nose portion, said support and nose portion being integrally  
formed, said support portion having a flat, horizontal top  
which is substantially trapezoidal in plane, while said nose  
portion has a flat, horizontal top which is elongated, said  
support and nose portions being situated in parallel planes, said  
10           nose portion being, with respect to said support portion,  
located in a lower plane and narrower, the distance between said  
parallel planes being so chosen that a contact between rider's  
genitals and perineum and said nose portion is basically  
prevented.
- 15           2.           A bicycle saddle, as defined in claim 1, further  
comprising a transition portion integrally formed with said  
support and nose portions, said transition portion being  
perpendicularly disposed with respect to said support and nose  
portions.

3.           A bicycle saddle, as defined in any one claims 1 and 2,  
further comprising two suspending rails, attached underside said  
shell.
  
4.           A bicycle saddle, as defined in claim 3, wherein two con-  
5           nection protuberances project from said underside shell, close  
to the back extremity of the latter, where they are laterally  
spaced, while an extended connection protuberance projects from  
said underside of said nose portion, close to its front  
extremity.
  
- 10          5.           A bicycle saddle, as defined in any one of claims 1 and 2,  
comprising a pendent portion, downwardly extending from around a  
curved edge of said shell.
  
- 15          6.           A bicycle saddle, as defined in any one of claims 1 and 2,  
further comprising a padding, superposed on said flat,  
horizontal top of said support portion.

7. A bicycle saddle, as defined in claim 5, further comprising a cover placed over said padding and said flat, horizontal top of said nose portion.

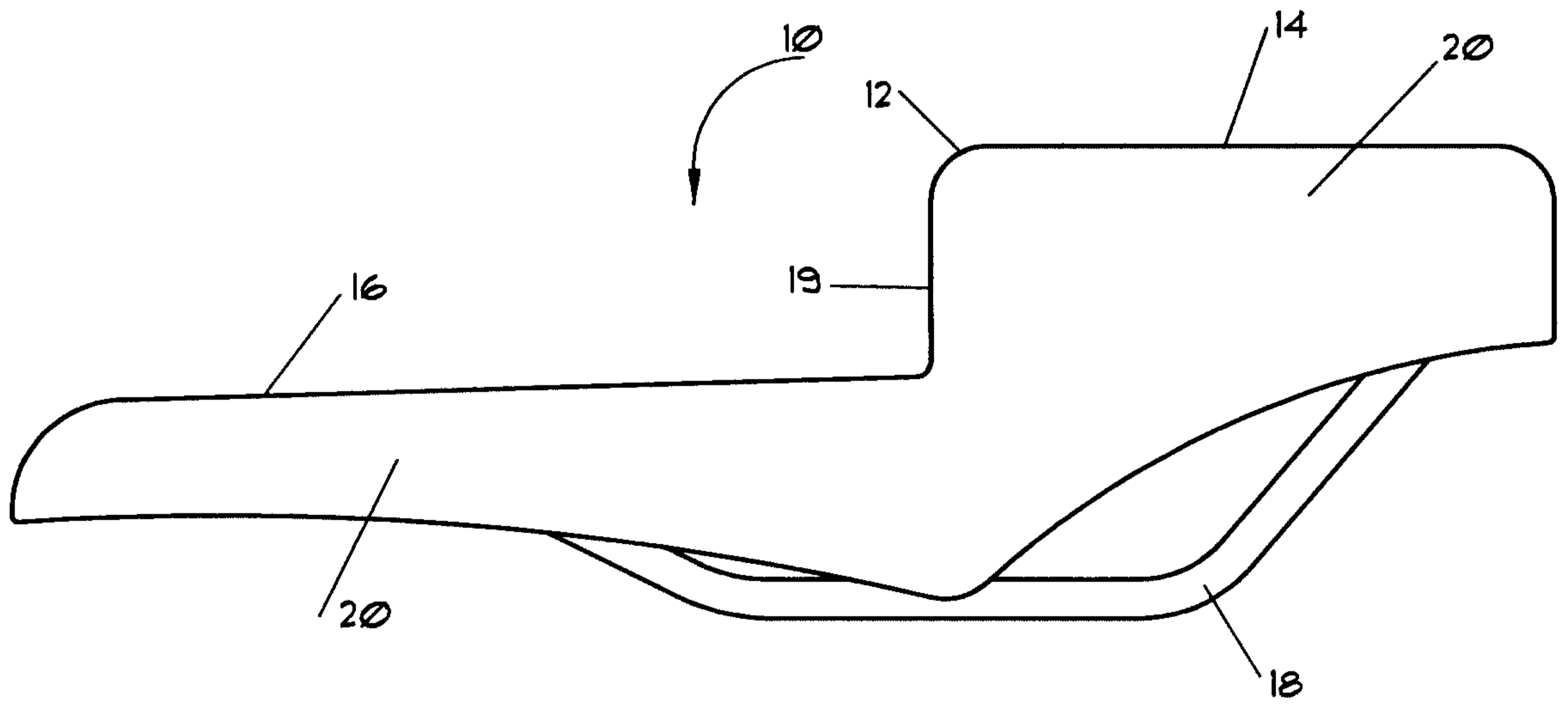


Figure 1

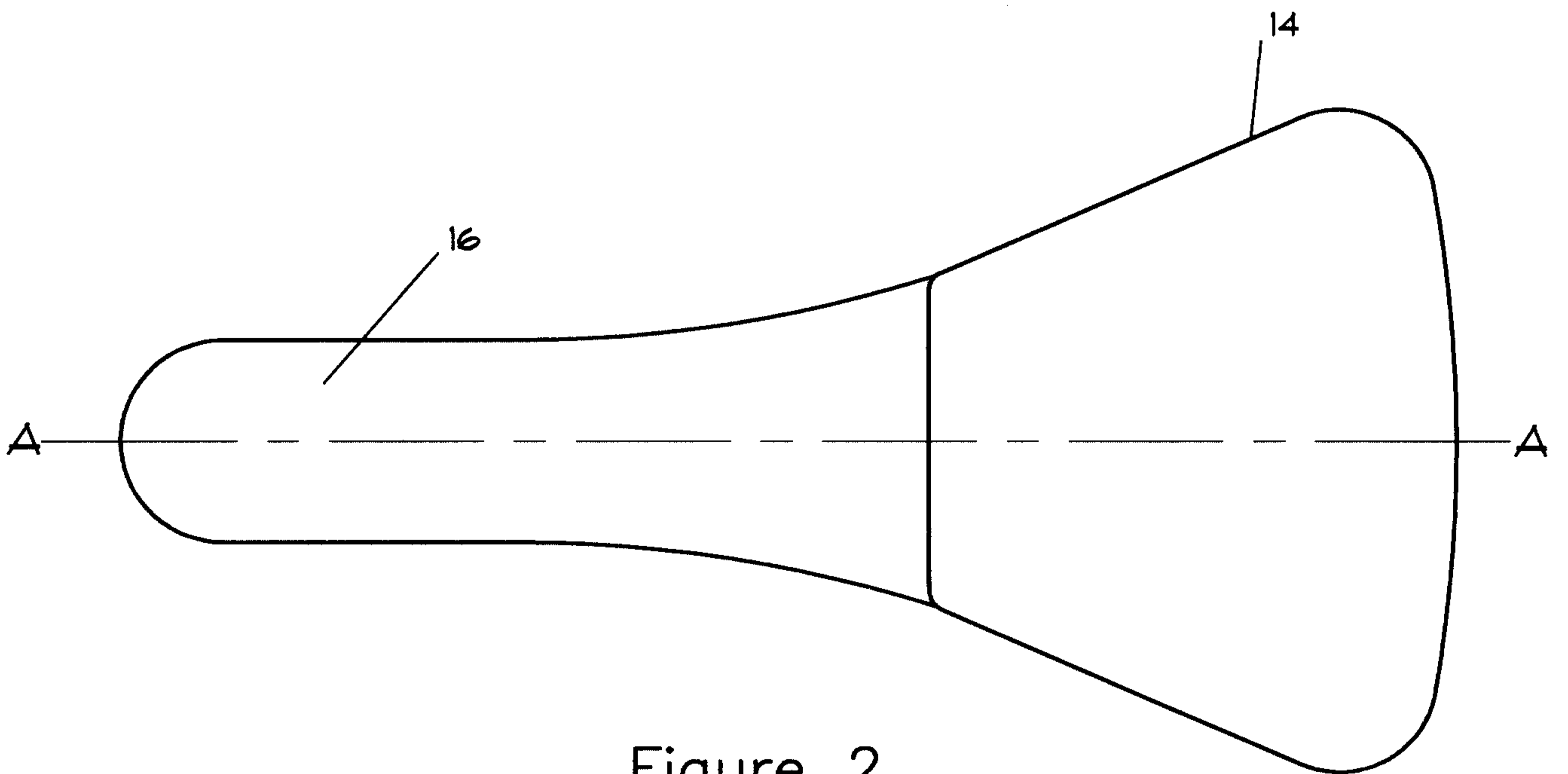


Figure 2

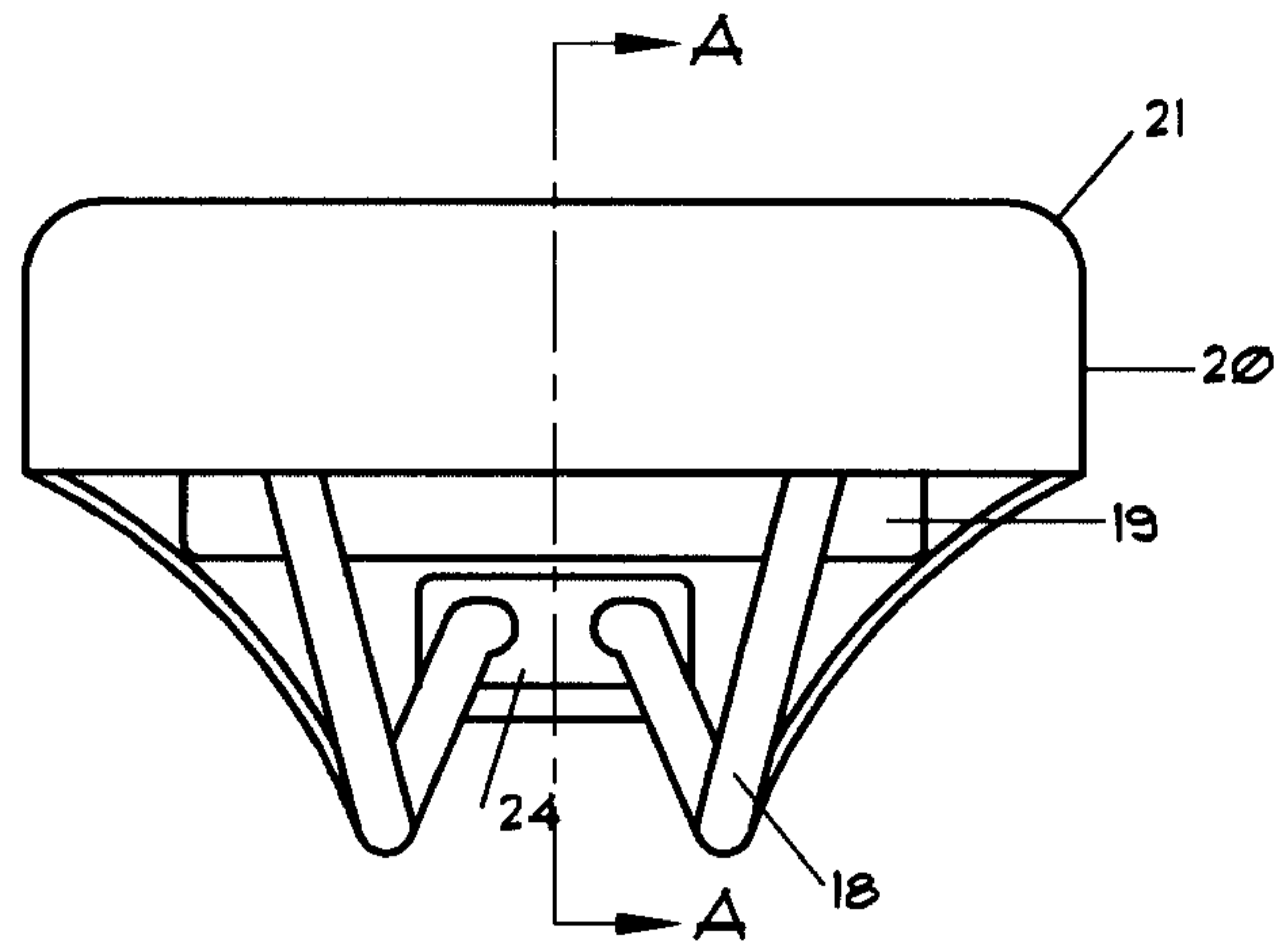


Figure 3

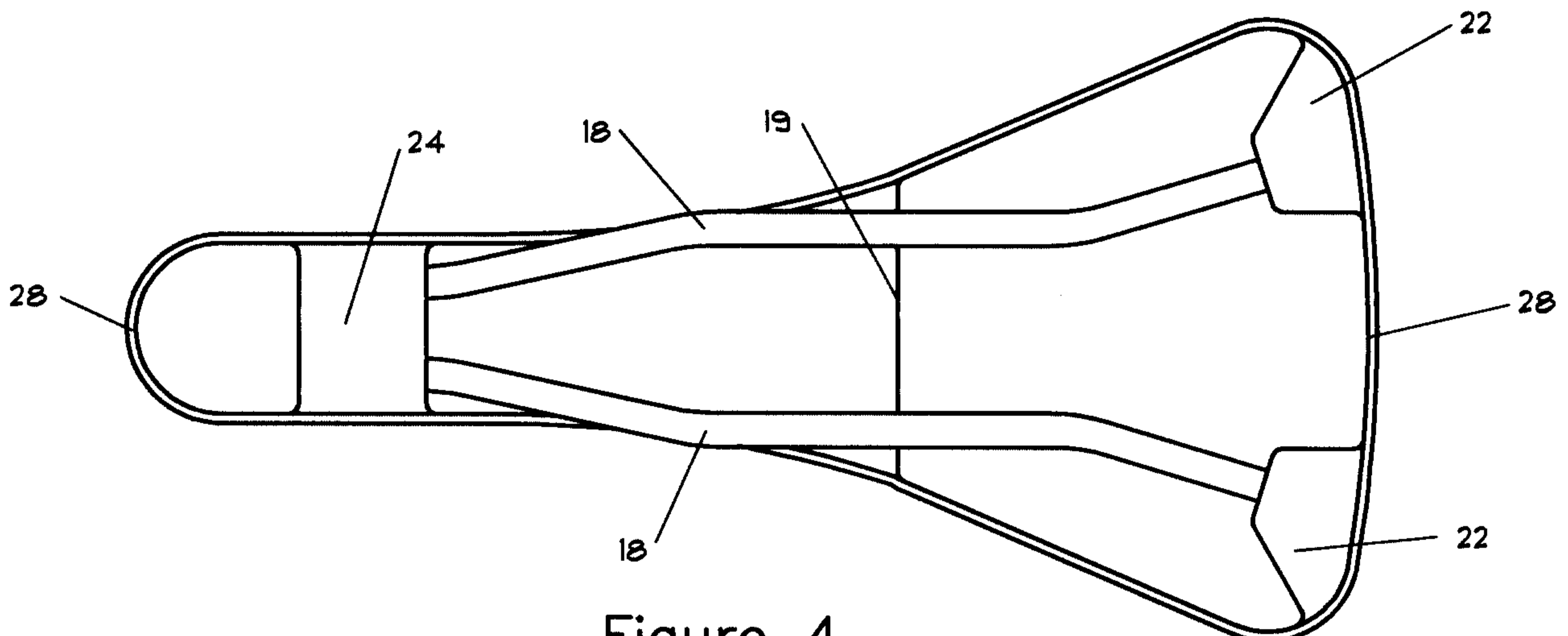


Figure 4

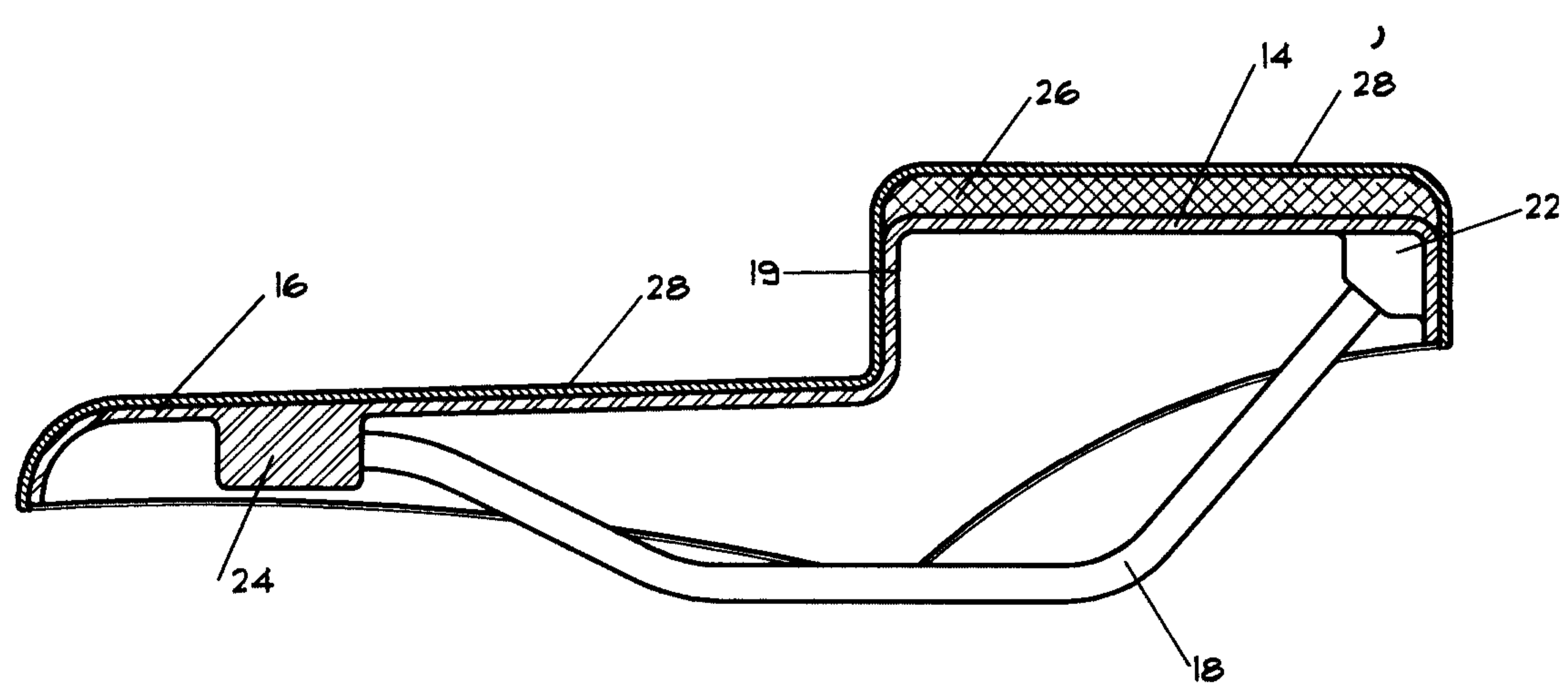


Figure 5