

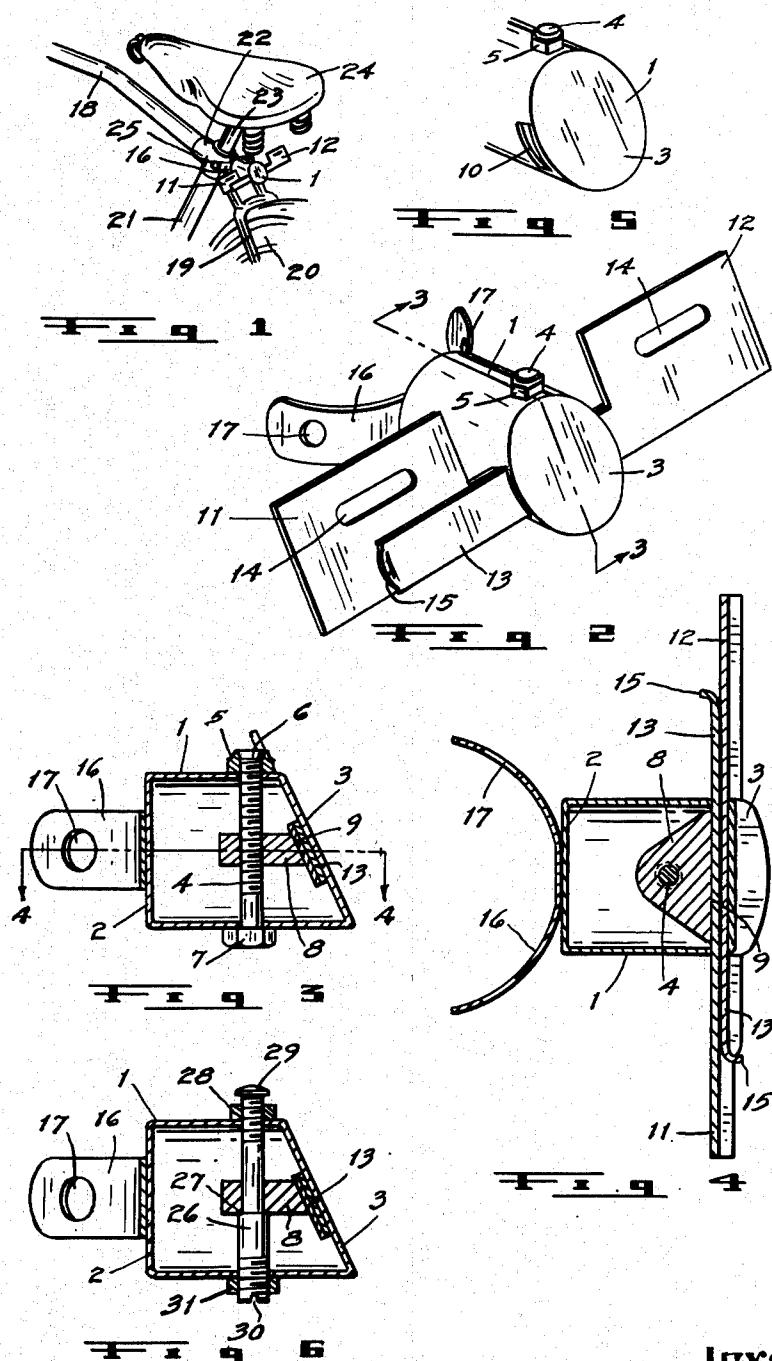
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LICENSE HOLDER

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LICENSE HOLDER

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4 Claims. (Cl. 40—125)

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The invention relates to a holder for license plates of vehicles and in the present instance this one is particularly designed for use with bicycle licenses. Such licenses are often carried from the back of the bicycle seat, the upper part of the rear forks, or the mudguards, depending upon the ingenuity of the cyclist in providing a suitable support. No standard position apparently has been set but it is generally compulsory to have it clearly showing at the back.

The principal objects of the present invention are to provide a bracket which will be universally attachable to all makes of bicycles, will be held rigid thereon, and will support the license in a position for perfect visibility and in a position where least damage is likely to occur.

A further object of the invention is to provide the bracket adjustable for various lengths of licenses, as they vary in different cities and towns across the country, and to maintain said adjusted positions so that the same length of license will always fit.

With the above important and other minor objects in view, which will become more apparent as the description proceeds, the invention consists essentially in the construction and arrangement of the various parts hereinafter more particularly described, reference being had to the accompanying drawings in which:

Figure 1 is a partial perspective view of the rear part of a bicycle, showing the seat and the invention positioned thereunder.

Figure 2 is an enlarged perspective view of the invention complete.

Figure 3 is a vertical longitudinal section taken on the dot and dash line 3—3, Figure 2.

Figure 4 is a horizontal sectional view taken on the dot and dash line 4—4, Figure 3.

Figure 5 is a perspective view of the front end of the bracket and showing one of the cross openings there through.

Figure 6 is a view similar to Figure 3 but showing a modified form of the jam control.

In the drawings like characters of reference indicate corresponding parts in the several figures.

The base part of the bracket comprises a short tubing 1 having one end closed as shown at 2 and at right angles to the centreline of the tubing. The opposite end of the tubing is cut back at a sloping angle to the centreline and closed by a plate shown at 3, the plate being welded or soldered therearound. A bolt 4 passes vertically and centrally through the tubing and the upper end is received in a nut 5 which has

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a countersunk upper end. When the nut is loosely tightened, the end of the bolt is riveted into this countersink, as indicated at 6 in Figure 3, to permit the bolt and nut rotation as a unit in the walls of the tubing by turning the lower head 7. A relatively thick plate 8, of triangular-shape, is horizontally received within the tubing. This plate is drilled and threaded near one corner to receive the threaded portion of the bolt 4 which passes therethrough. The edge 9 of this plate, remote from the threaded hole, is cut at an angle corresponding to the angle of the closure plate 3 and is positioned adjacent thereto. The outer corners of the plate 8 are free of the tubing but will contact the walls thereof to prevent rotation of the plate on the bolt 4. Accordingly, when the bolt 4 is turned, the plate 8 will ride up and down on the bolt threads to bring the angled edge 9 closer to or away from the closure plate 3.

On each side of the tubing 1, adjacent the closure plate 3 and at the same angle therewith, a rectangular-shaped opening 10 is provided through the tubing 1 (see Figure 5). These openings are aligned with each other and with the space between the plates 8 and 3. A pair of rectangular-shaped plates 11 and 12 have integral tongues 13 extending from one of the sides thereof, the lower edges of the tongues being a continuation of the lower edges of the plates. Each of the plates 11 and 12 are also provided with a horizontal slot 14. The tongue of the plate 11 is passed through the openings 10 of the tubing 1 and between the plates 8 and 3 and the tongue of the plate 12 is similarly inserted but from the other side of the tubing 1 and such, that it is in front of the plate 11. After these tongues have been passed through the openings mentioned, the extreme ends of the tongues are bent outwardly, as shown at 15, to prevent their withdrawal. As the plates 11 and 12 are slidable sideways on the tongues they can be adjusted in relation to the tubing 1 and any distance apart. When adjusted to the required position, such as shown in Figure 2, the bolt head 7 is turned to move the plate 8 upward and this movement jams the tongues together between the side 9 of the plate 8 and the plate 3 in a frictionally locking movement.

The end 2 of the tubing 1 receives and is secured to a spring strap 16 which is preferably designed in a curve, as shown in Figures 2 and 4, and each end is provided with a hole 17 therethrough. This strap, being made of spring steel, is flexible so that the ends can be sprung to-

gether and when released will spring apart again.

The rear part of a bicycle is shown in Figure 1 and comprises a main horizontal bar 18, a rear downwardly angled fork member 19 straddling the back wheel 20, and a central relatively vertical reinforcing tube 21, all joining at a connection 22 which centrally receives an interior telescoping shaft 23, the upper end of which supports the seat 24. The connection 22 is usually split in a clamp and provided with a bolt 25 which, when tightened, locks the shaft 23 to support the seat.

In installing the bracket license holder, the bolt 25 is first removed from the clamp, the spring strap 16 is sprung around the clamp and the bolt 25 reinserted but also passed through the holes 17 at the same time. When the bolt is tightened up the license bracket is firmly held in position with the closure plate 3 and the plates 11 and 12 facing rearwardly at a slight upward angle. A license plate (not shown) can then be fastened to the plates 11 and 12 by passing bolts (not shown) through the license plate and through the slots 13 of the plates 11 and 12 so that the license will be clearly visible behind and below the seat.

The spring strap 16, being flexible, will fit all such bicycle connection clamps for different makes of machines. Some British bicycles have an extra large clamp and in such cases a longer spring strap may be provided. Once the plates 11 and 12 have been clamped in the correct position for a certain size of license plate, they need never be changed as each city usually has the same sized license plate each year. However, if the cyclist changes his residence to another city and a different sized license plate is issued in that city, the plates 11 and 12 will have to be changed to correspond. From the above construction it will be seen that this change can easily be accomplished by releasing the nut 7, moving the plates 11 and 12 to the proper position, and then the nut 7 is re-tightened. It will also be observed that the plates can be offset from the centre if for any reason such might be desired.

The modification shown in Figure 6 works on the same principle as the above but in this construction the hole in the plate 8 is not threaded. The clamping bolt 26 which takes the place of the bolt 4 has two different diameters so as to provide a central shoulder 27. Both ends of the bolt are threaded. The small end of the bolt is passed up through the tubing 1 and through the plate 8 the same as the bolt 4 until the shoulder contacts the bottom of the plate 8 and the upper end of the bolt is screwed into an exterior nut 28 which is secured to the tubing 1. After passing through this nut, the upper end is pressed larger to form a head cap 29 so it cannot pass back through the nut. The lower end of the bolt is provided with a cross groove 30 for screw driver operation and the lower threads receive a lock nut 31. By turning the bolt with a screw driver the plate 8 can be raised or lowered on the shoulder as the bolt rides up or down the threads of the nut 28, and when the tongues 13 of the plates 11 and 12 are clamped, the lock nut 31 is tightened against the tubing 1 for a further safety measure.

What I claim as my invention is:

1. A license holder, comprising: a closed tubing having a sloping end wall; a pair of plates,

one on each side of said tubing, mounted parallel with said sloping end wall, and for telescopic movement of one end each thereof through the walls of said tubing; manual control means rotatably mounted across said tubing for frictionally locking said telescoping plate ends between said control means and said sloping end wall, when operated; means, carried by the opposite end wall of said tubing, for mounting said holder on a vehicle; and means on said plates for attaching a license plate thereto.

2. A license holder, comprising: a closed tubing having one end wall formed at a sloping angle; a pair of aligned openings, one on each side of said tubing, adjacent and parallel to said sloping end wall; a pair of plates, one on each side of said tubing; side tongues on said plates telescopically passing side by side through said openings; manual control means mounted across said tubing; a clamping member within said tubing, carried and operated by said control means; said control means operable to move said clamping member into engagement with and frictionally clamp said tongues against said sloping end wall; means, carried by the opposite end wall of said tubing, for mounting said holder on a vehicle; and means on said plates for attaching a license plate thereto.

3. A license holder, comprising: a closed tubing having one end wall formed at a sloping angle; a pair of aligned openings, one on each side of said tubing, adjacent and parallel to said sloping end wall; a pair of plates, each on opposite sides of said tubing, and each carrying a side extending tongue; said tongues passing through said openings, side by side; a control shaft through said tubing, bearinged in the walls thereof, and exteriorly and manually operable; a clamping member within said tubing, carried and operated by said control means; said control member operable to move said clamping member into engagement with one of said tongues to press and frictionally clamp said tongues in a locked position against said sloping end wall; means for securing said holder to a vehicle; and means on said plates for attaching a license plate thereto.

4. A license holder, comprising: a closed tubing having one end wall thereof formed at a sloping angle to the centreline of said tubing; a rectangular opening on each side of said tubing, adjacent to and parallel with said sloped end wall, and in alignment; a plate positioned on each side of said tubing; said plates each provided with a side extending tongue; said tongues slidably telescoping through said openings and in sliding contact with each other; an externally operable screw shaft rotatably mounted through the walls of said tubing; a clamp member within said tubing having a tapered edge facing said sloping end wall; said clamp member supported by and movable by the rotation of said screw shaft against or away from one of said tongues; and said screw shaft manually operable to move the tapered edge of said clamp member to jam said tongues together and against said sloping end wall; forked means, carried by the opposite end wall of said tubing for connecting said tubing to a bicycle frame; and slot means through said plates for attaching a license plate thereto.