Nov. 1, 1949. A. J. TIBORES ET AL 2,486,689

SCOOTER CONSTRUCTION

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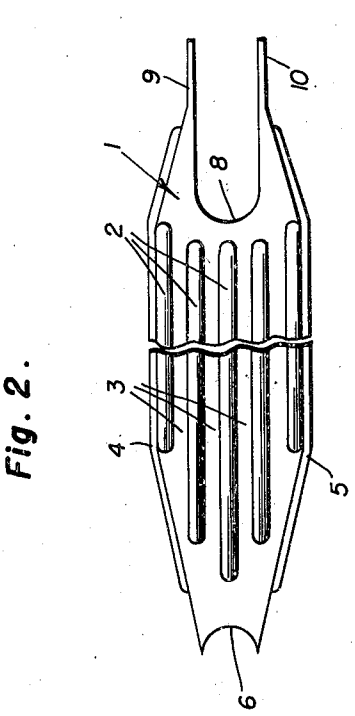


Fig. 2.

Fig. 1.

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Fig. 3.

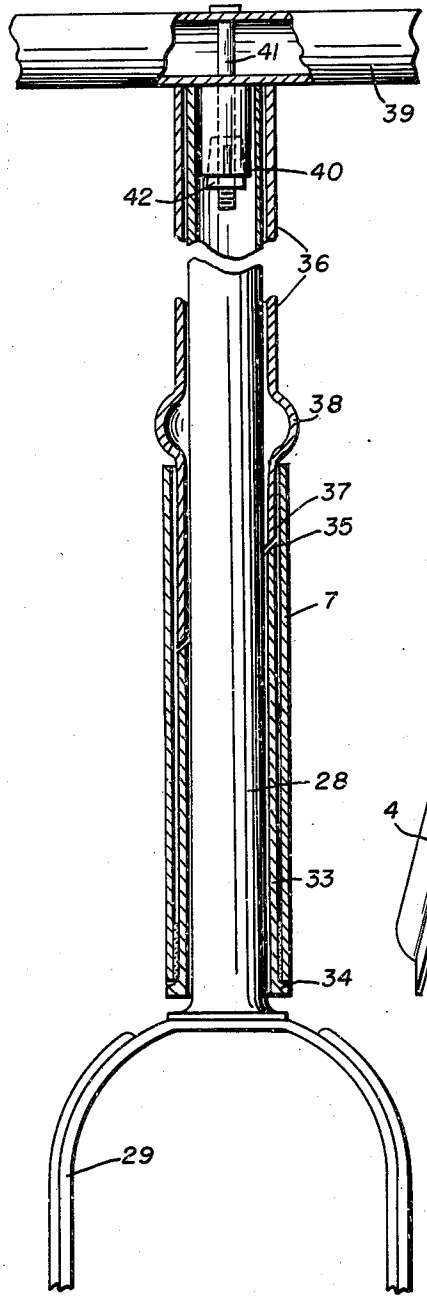
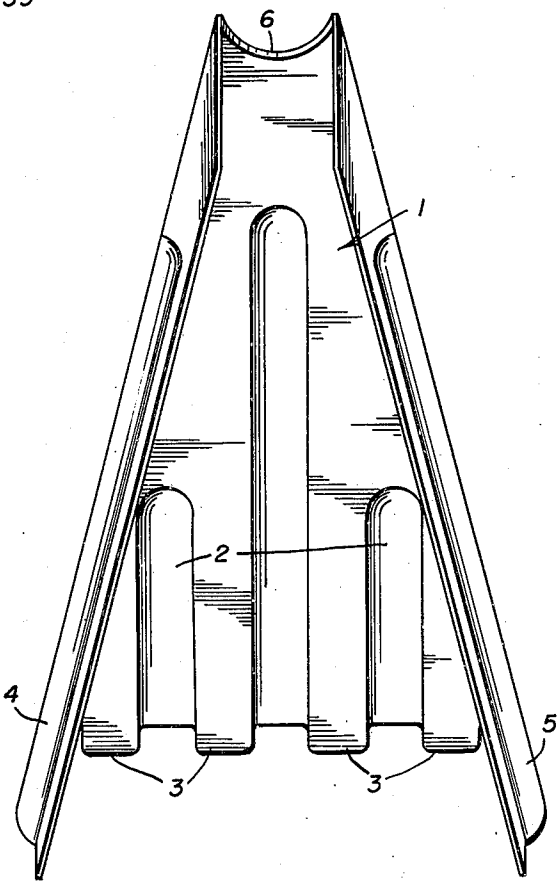


Fig. 4.



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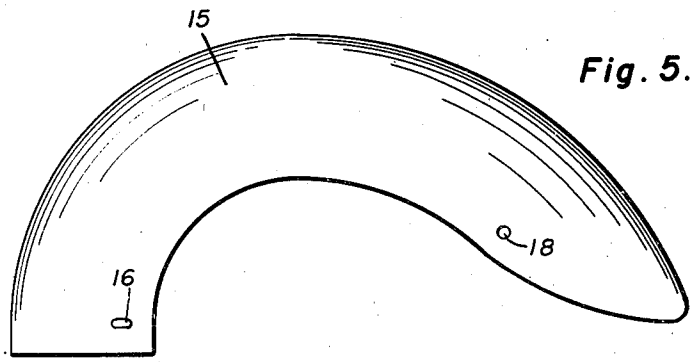


Fig. 5.

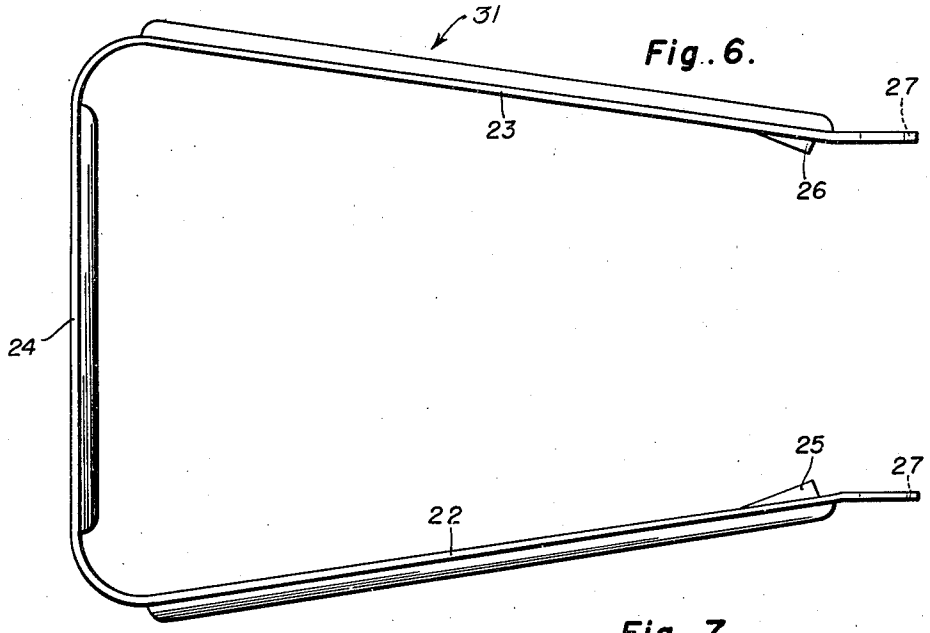
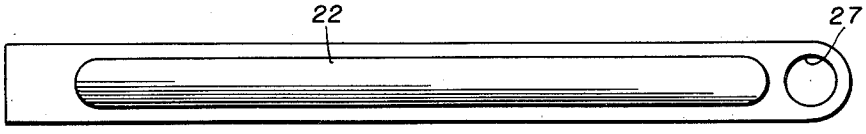


Fig. 6.

Fig. 7.



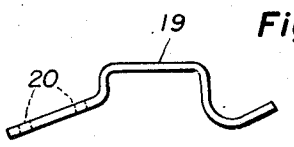


Fig. 8.

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UNITED STATES PATENT OFFICE

2,486,689

SCOOTER CONSTRUCTION

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Application March 17, 1947, Serial No. 735,129

3 Claims. (Cl. 280—87.04)

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This invention relates to improvements in scooter constructions.

An object of the invention is to provide an improved scooter construction which will be formed of stamped and extruded metal parts so shaped and assembled to produce a rigid and sturdy device which will stand up over a long period of time.

Another object of the invention is to provide an improved scooter of all metal construction except for the tires, said scooter body being channeled and shaped to provide absolute rigidity and maximum strength to withstand the use and abuse usually given scooters by children when playing with them.

A further object of the invention is to provide an improved all metal scooter construction having a rear wheel fender and cooperating stand whereby the scooter may be supported in upright position when the stand is disengaged from its fender clip and swung about to a position below the rear wheel of the scooter for supporting the same elevated above the surface of the ground.

Another object of the invention is to provide an improved scooter construction being formed of pre-fabricated stamped and extruded metal parts which may be quickly assembled to produce a scooter which will be highly efficient and amusing in use, and relatively inexpensive to manufacture and produce.

Other objects will appear as the description proceeds.

In the accompanying drawings which form a part of this application,

Figure 1 is a side elevation of the improved scooter;

Figure 2 is a plan view of the improved scooter body;

Figure 3 is a vertical sectional view through the scooter head and the steering housing with sleeve and steering column disposed therein, and with the handle bar and front fork attached to the upper and lower ends of said steering column;

Figure 4 is a front elevation of the improved scooter body;

Figure 5 is a side elevation of the fender for the rear scooter wheel;

Figure 6 is a plan view of the scooter stand;

Figure 7 is a side elevation of the scooter stand, and

Figure 8 is a side elevation of the fender clip for holding the scooter stand in raised or operative position.

Like characters of reference are used throughout the following specification and the accompanying drawings to designate corresponding parts.

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In carrying out the invention, there is provided an improved all metal scooter construction including a body generally designated by the reference numeral 1, the same being formed by shaping to provide alternate longitudinally extending raised and lowered ribs 2 and 3, respectively, and longitudinally extending outwardly positioned ribs 4 and 5 formed along the opposite sides of said body.

The body 1 is notched out at its forward end to provide the arcuate shaped connecting seat 6 which will be secured by welding or otherwise to the steering column sleeve or head 7, which will be more fully described as the description proceeds.

The rear end of the body 1 is formed with the inwardly extending slot 8 and the rearwardly extending axle supporting arms 9 and 10, which are suitably apertured at 11 to receive the axle 12 upon which the rear wheel 13 with rubber tire 14 is mounted.

A fender 15 for the rear wheel 13 is provided, and is arcuate in cross section, being provided with the securing openings 16 in its opposite front sides for attaching the fender by means of bolts (not shown) to the scooter body 1.

A U-shaped fender brace 17 is secured to the outer ends of the rear axle 12 and is received in the fender 15, being attached thereto by means of bolts (not shown) being inserted through the oppositely disposed openings 18 formed through the opposite sides of said fender adjacent its rear end.

A U-shaped fender clip 19 is adapted to be secured to the rear end of the fender 15 is depend therebelow, being secured by bolts (not shown) extending through the attaching openings 20 in the clip 19 and through suitable openings (not shown) in said fender 15.

The stand 21 for the scooter 1 is of U-shape having converging side arms 22 and 23 and a transversely extending connecting arm 24, all of which are of channel construction to reinforce and strengthen the stand. Inwardly extending supporting shoulders 25 and 26 are formed adjacent the ends of the side arms 22 and 23 on the inner surfaces thereof for engagement with the rearwardly extending supporting arms 9 and 10 when the stand is down or in scooter supporting position, to support the rear wheel 13 of the scooter elevated above the surface of the ground. Apertures 27 will be formed through the extreme ends of the stand 21 for positioning the same over

the axle 12, whereby the stand will be engaged and supported by the fender clip 19 when the stand is not in use.

Fixed to the lower terminal of a cylindrical steering column 28 is the web portion of a U-shaped member or fork 29. The legs of member 29 are provided with opposed apertures that receive an axle 30 which supports a front wheel 30 having a preferably rubber tire 32.

Embracing the lower portion of the steering column 28 is a lower bearing sleeve 33 that is provided with a peripheral bearing flange 34 on its lower end and an inclined upper edge 35.

The numeral 36 represents an upper bearing sleeve that embraces the upper portion of column 28. This sleeve 36 is cut off on an angle as at 37 on its lower end to extend parallel with the angled end 35 of the bearing sleeve 33, being of the same diameter of steel tubing. The bearing sleeve 33 is formed with an annularly disposed bulge or stop shoulder 38 disposed immediately above the before mentioned steering column sleeve or head 7. It is noted, that the forward end of the body 1 is fixedly secured to the head 7 by welding or the like.

A U-shaped handle bar 39 is disposed at the upper end of the steering housing 36 and steering column 28, being secured thereto by means of an oppositely split sleeve 40 inserted in the upper end of the steering column 28, the same being locked by means of the hexagonal bolt 41 extending through said handle bar 39 to be wedgingly engaged by the cone-shaped nut 42 disposed in the lower end of said split sleeve 40.

From the foregoing description, it will be apparent that there has been devised and provided a highly efficient form of scooter construction which will be durable, long lasting and relatively inexpensive to manufacture and produce.

While the preferred embodiment of the instant invention has been illustrated and described, it will be understood that it is not intended to limit the scope of the invention thereto, as many minor changes in detail of construction may be resorted to without departure from the spirit of the invention.

Having thus described our invention, what we

claim as new and desire to secure by Letters Patent of the United States is:

1. In a scooter construction including a wheeled frame having an upwardly and forwardly inclined platform, a steering mechanism comprising, a steering column, a front wheel supporting fork fixed to the lower end of said steering column, a bearing sleeve embracing said steering column including non-rotatable upper and lower sections, said sections being separable, a tubular, open-ended head embracing said upper section and said lower section and fixed to the platform, said head being rigidly attached to said lower section, a handle bar removably carried by the steering column and means carried by said upper section for spacing the same relative to the lower section.

2. The combination of claim 1 wherein said means includes a peripheral shoulder for engaging said head.

3. The combination of claim 1 wherein said upper section and said lower section include inclined complementary edges spaced parallel to each other to limit relative rotation.

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JOHN ZSINOR.

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