

G. HUYSMANS.
SPARE WHEEL FOR MOTOR CARS AND THE LIKE.
APPLICATION FILED JULY 8, 1909.

972,080.

Patented Oct. 4, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

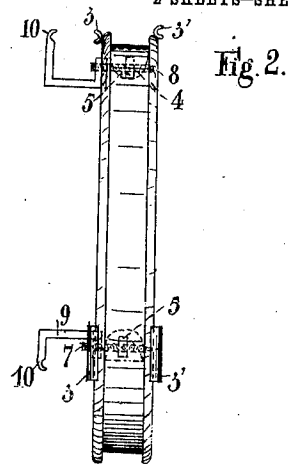
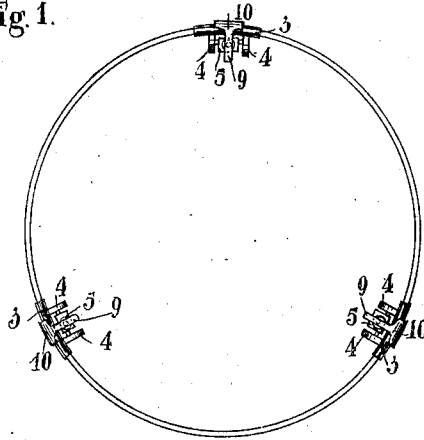


Fig. 2.

Fig. 3.

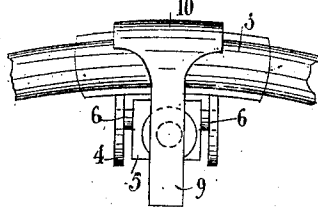


Fig. 4.

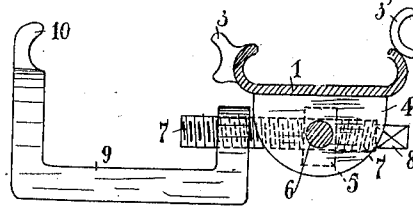


Fig. 5.

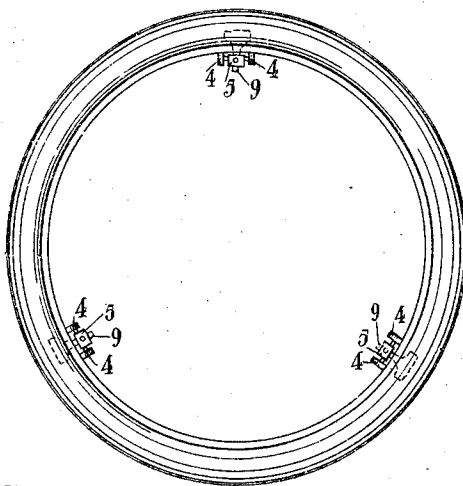
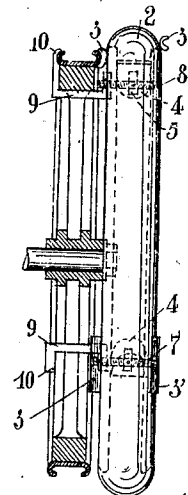


Fig. 6.



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2 SHEETS—SHEET 2.

Fig. 7.

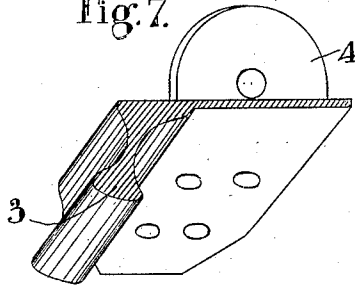


Fig. 8.

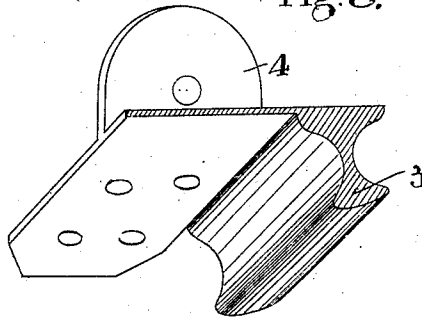
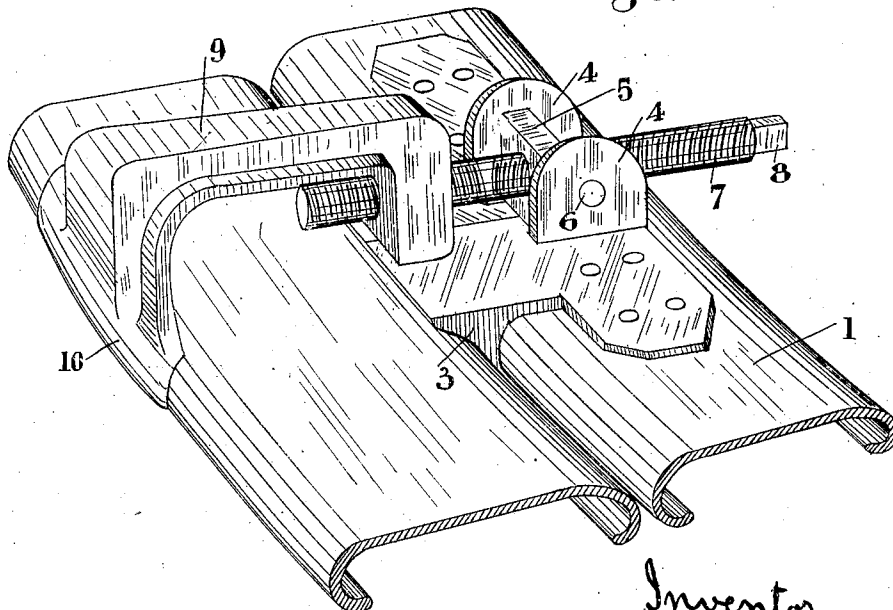


Fig. 9.



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UNITED STATES PATENT OFFICE.

GEORGES HUYSMANS, OF BRUSSELS, BELGIUM.

SPARE WHEEL FOR MOTOR-CARS AND THE LIKE.

972,080.

Specification of Letters Patent.

Patented Oct. 4, 1910.

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To all whom it may concern:

Be it known that I, GEORGES HUYSMANS, a subject of the Belgian King, and residing at Brussels, Belgium, have invented new and useful Spare Wheels for Motor-Cars and the Like; and I do hereby declare the following to be a full, clear, and exact description of the same.

My present invention relates to spare rim serving as a substitute for vehicle-wheels the tires or rims of which are injured or temporarily out of use, in order to enable the vehicle to continue its journey without loss of time.

The object of my invention is to provide means or devices serving to instantly apply and fasten the reserve-wheel to the injured vehicle-wheel, and said means or devices are characterized by the fact, that a metallic or other wheel-rim, capable of receiving any desired tire, is provided at its side-edges with a number of jaws serving to be applied against the side-edge of the rim of the vehicle-wheel, and at its inner periphery with a number of pivoting screw-nuts, into which are screwed bolts carrying tightening yokes with jaws, serving to be applied against the opposite side-edge of the rim of the vehicle-wheel. These devices enable the reserve-wheel to be fastened to the injured vehicle wheel by simply turning the bolts by means of a key.

My invention will be readily understood from the following specification taken in connection with the accompanying drawings, wherein:

Figure 1 is a side elevation of the reserve-wheel without tire. Fig. 2 is a front elevation of same. Fig. 3 is an enlarged front elevation of the bearing and tightening jaws of the reserve-wheel. Fig. 4 is a side elevation thereof. Fig. 5 is a side elevation of the complete reserve-wheel with its rubber tire, and Fig. 6 shows the same applied and fastened to a vehicle-wheel shown in section. Figs. 7 and 8 are perspective views of two jaws made integral with the brackets wherein the tightening nuts are pivoted; and Fig. 9 is a perspective view of the device in operative position.

The reserve-wheel is composed of a metallic or other rim 1 without spokes and hub and arranged to be applied with any desired pneumatic or other tire 2. One of the side flanges of said flange carries jaws 3 (three or more) made of the form of the

side flange rim of the vehicle-wheel, against which it is intended to bear. The opposite flange of the clencher rim 1 may likewise be provided with jaws 3' (Fig. 2), arranged on a circle which is larger than that of the jaws 3, so that the same reserve-wheel may be applied to wheels of two different diameters. Soldered, riveted or otherwise secured to the inner periphery of the rim 1 are pairs of brackets 4, 4, between which are pivoted screw-nuts 5, each of which is provided with two pivots 6, the axis of which may pass through the center of the nut-hole but which lies preferably in a plane at a little distance from said center, so that the distance between the latter and the felly may be varied by turning the screw-nut on its pivots to an angle of 180°. Screwed into each nut is bolt 7, provided with left and right screw-threads and the outer end 8 of which is of square section to fit into a corresponding key. Each bolt 7 is furthermore screwed into a yoke 9, the free arm of which is made integral with a jaw 10, similar or nearly similar to the jaws 3, 3'.

It will be easily understood that a reserve-wheel provided with the devices above described may be quickly and easily fastened to an injured vehicle-wheel. In fact, all that is necessary to do to this end, is to apply the jaws 3 (or the jaws 3') against the outer flange of the rim of the vehicle-wheel and to place the yokes 9 across the inner face of said rim so that the jaws 10 thereof bear against the inner flange of the vehicle rim (see Figs. 6 and 9), whereupon the bolts 7 are turned by means of a key to strongly tighten the jaws 3 and 10 against the wheel of the vehicle.

It is manifest that the minor details of construction and form of the various parts of the devices described may be changed without departing from the scope of my invention. The brackets 4 may be made integral with the jaws 3 (see Figs. 7, 8 and 9) which in this case are made of two pieces, riveted to the rim 1. Each yoke 9 may constitute a removable device with its tightening means and the jaws 3 or 3', said device being in this case removably or otherwise attached to the rim 1. In fact, this modification would not at all change the principle involved by my invention, the essential feature of which consists in fastening the reserve-wheel to the vehicle-wheel through the agency of devices bearing on and tightened

against the opposite side flanges of the rims of the vehicle-wheel.

Having fully described my invention, what I claim and desire to secure by Letters Patent is:

1. In a device of the class described, the combination with a vehicle-wheel, and a spare rim, of a number of jaws, secured to each side-flange of the reserve-wheel, the jaws on one side being arranged on a circle of larger diameter than the jaws of the opposite side, said jaws being intended to bear on the outer side-flange of the vehicle-wheel, movable jaws carried by said reserve-wheel and intended to bear on the inner flange of the vehicle-wheel, and means for tightening said jaws, substantially as set forth.

2. In a device of the class described, the combination with a vehicle wheel and a

spare rim, of a number of jaws secured to each side flange of the reserve-wheel, and intended to bear on the outer flange of the vehicle wheel, brackets secured on the inner face of the flange of the reserve-wheel, screw-nuts, pivots made integral with the nuts and the axis of which passes at a little distance from the nut-hole, said pivots being journaled in said brackets, screw-bolts screwed into said nuts, yokes screwed onto said bolts and jaws carried by said yokes and intended to bear on the inner flange of the vehicle wheel, substantially as set forth.

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

GEORGES HUYSMANS.

Witnesses:

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GREGORY PHELAN.