[Second Edition]

PATENT SPECIFICATION

Convention Date (Italy): Sept. 29, 1923. **222,460**

Application Date (in United Kingdom): Aug. 30, 1924. No. 20,536/24.

(Patent of Addition to No. 190,457: Dec. 17, 1921.)

Complete Specification Accepted: April 9, 1925.

COMPLETE SPECIFICATION.

Improvements relating to the Mounting of Motor Vehicle Steering Wheels.

We, LANCIA & C., of 99, Via Monginevro, Turin, Italy, an Italian company, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement :—

This invention relates to improvements in the mounting of motor vehicle steering wheels.

The invention is an improvement in or modification of the invention claimed in the Specification of Letters Patent No. 190,457 which discloses an arrangement by means of which the steering wheels may be provided with brakes without the disadvantages caused by the fitting of brakes on front wheels in ordinary constructions. This is due to the fact that when the brakes are applied, the reaction is taken up by the guide on which the wheel rotates, and not by the springs.

To obtain the best conditions from the point of view of mobility of the wheel, as well as of resistance to the reaction of the brake, it is however necessary that the surfaces in contact should be fairly large and that they should be at a considerable distance below and above the axis of rotation of the wheel.

This invention comprises another form of the arrangement forming the subject of the prior patent referred to, for the purpose of mounting brakes on the front wheels of motor cars, and consists in the stationary part of the brake mechanism being carried, with the stub axle of the wheel, by a rod, the ends of which are adapted to slide in guides secured to the axle.

A construction according to the invention is illustrated by way of example in the accompanying drawings in which :

Figure 1 shows it in side elevation and Figure 2 partly in vertical section and partly in section on the line 2—2 of Figure 1.

In the said figure, 1^1 is the end of a frame constituting the axle, and 9 and 10 are two sleeves secured to the said frame at points distant from each other, on one and the same vertical axis.

With the sleeves 9 and 10 engage the ends of a rod 11 which is secured at an intermediate point to a block 4 against which rests the end of a spring 12 surrounding the rod 11, the opposite end of the said spring resting against a flange of the sleeve 10.

To the block 4 is secured the stub axle of the wheel as well as the cross part 6^1 of the brake mechanism, the shoes or segments 5 of which are adapted to be operated so as to bring them against the inner face of the brake drum 13.

Consequently, the movement transmitted to the cross part 6 when the brakes are applied, is taken up exclusively by the rod 11 and by the sleeves 9 and 10 which are secured to the frame and form sufficiently large bearing surfaces to avoid any jamming action.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is :—

1. An improvement in or modification of the device claimed in Specification, No. 190,457, characterised by the stationary part of the brake mechanism being mounted, with the stub axle of the wheel, on a rod, the ends of which are adapted to slide in guides secured to the fixed axle.

2. The mounting for motor vehicles, substantially as described or substantially as illustrated in the accompanying drawings.

Dated this 30th day of August, 1924.

LANCIA & C.,
Per Boult, Wade & Tennant,
111/112, Hatton Garden, London, E.C. 1,
Chartered Patent Agents.

Abingdon : Printed for His Majesty's Stationery Office, by Burgess & Son.
[Wt. 8023.—50/11/1935.]

[*Price* 1*s*]

2nd Edition

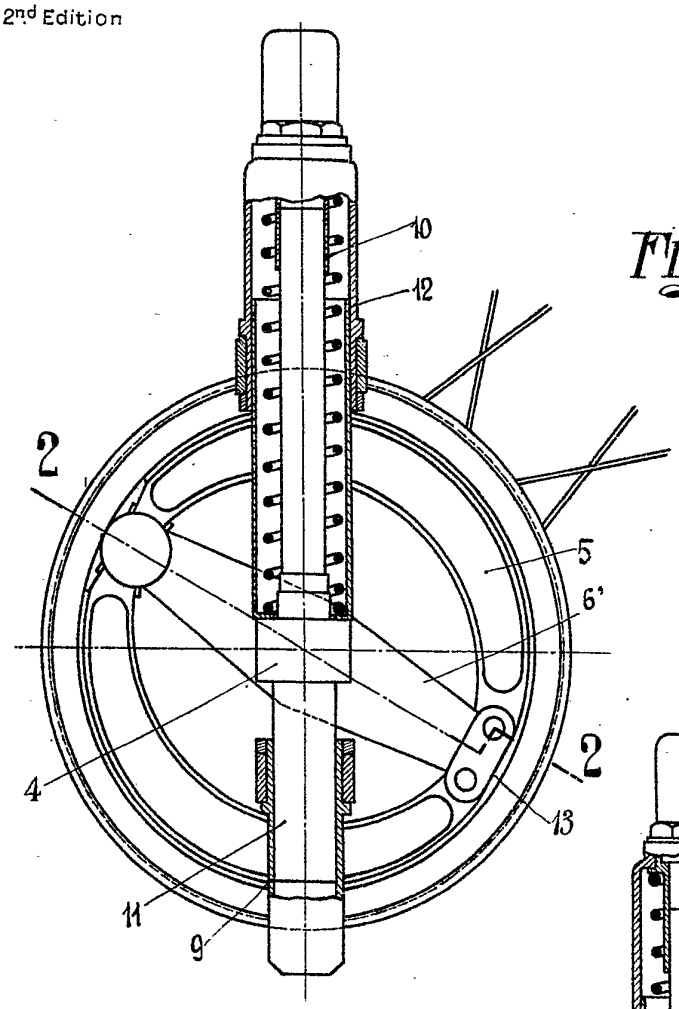

FIG. 1

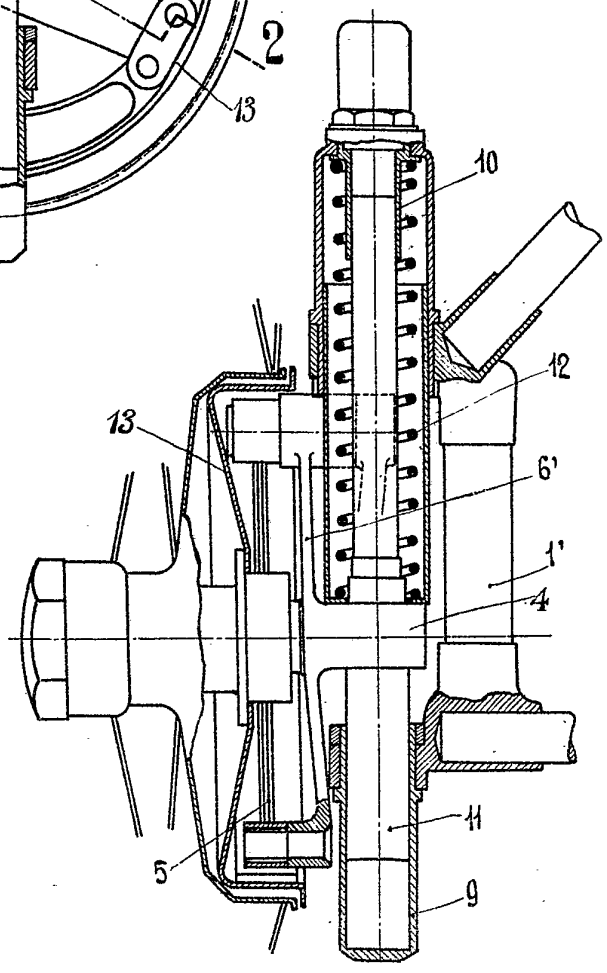

FIG. 2

Malby & Sons, Photo-Lith.