

PATENT SPECIFICATION

DRAWINGS ATTACHED

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840,724



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COMPLETE SPECIFICATION

Improvements relating to Fuel Tanks for Motor-Cycles

We, NORTON MOTORS LIMITED, a British Company, of Bracebridge Street, Aston, Birmingham 6, do hereby declare the invention for which we pray that a patent may be granted to us, and the method by which it is to be performed, to be particularly described in and by the following statement:—

This invention relates to improvements in fuel tanks for motor-cycles.

- 5 A fuel tank for a motor-cycle is usually built up from sheet steel pressings welded together and it is common practice to plate the whole of the external surface with chromium and subsequently to apply decorative panels in enamel to the sides of the tank.

- 10 The plating of the tank is expensive and the application of the enamelled panels requires skilled hand work. Further, it is difficult to get rid of the acid used in the plating process from the inside of the tank and if any trace of acid is left it leads to rapid corrosion of the tank.

- 25 One object of our invention is to provide an improved construction of fuel tank which allows a tank of attractive appearance and finish to be produced at a relatively low cost with a minimum of skilled labour.

- 30 According to our invention a fuel tank for a motor-cycle is built up from sheet steel pressings independently of the frame and is finished externally with a paint, enamel, or similar finish, and there is secured to each side of the tank a separate plated sheet metal panel of light gauge which is shaped to conform to the contour of the surface of the tank to which it is secured by screws or equivalent fastening means.

- 40 The panels, which are conveniently formed as pressings, may be formed with a shallow recess at one or more points to receive a badge or name-plate which can be secured by the screws fixing the panels to the tank, and knee-grips may be secured to the panels by adhesive or by any other convenient means.

- 45 A preferred form of fuel tank for a motor

cycle in accordance with our invention is illustrated by way of example in the accompanying drawings in which:—

Figure 1 is a side elevation of the tank.

Figure 2 is a horizontal section of one side of the tank on the line 2—2 of Figure 1.

Figure 3 is a vertical section on the line 3—3 of Figure 1.

The fuel tank 10, which is of any convenient outline, is built up from sheet steel pressings welded together and is finished externally with a paint, enamel or similar finish which can be applied by spraying in the ordinary way.

A separate plated sheet metal panel 11 of light gauge is applied to each side of the tank after the tank itself has been finished. The panel is shaped to the contour of the surface of the tank to which it is secured by screws 12, screwed into blind nuts or sockets 14 welded into apertures pierced in the tank walls.

A smooth joint is formed between the peripheral edge of the panel and the surface of the tank by providing on the panel a narrow peripheral rearwardly inclined lip or flange 15 which is received in a rubber or plastic sealing strip 16 which extends around the panel and has a tapered edge bearing against the surface of the tank.

In the construction illustrated the panel is secured by four screws of which the rearmost two have their heads received in countersunk recesses 17 in the panel. These screws are concealed by a rubber knee grip 18 which is secured to the panel by adhesive.

The other two screws also serve to secure a badge or name-plate 19 which is housed in a recess 20 pressed in the panel, the heads of the screws being countersunk into the badge or name-plate.

The panels, being simple sheet metal pressings, can be produced very economically and can be plated and polished without difficulty so that the cost of the tank is very consider-

ably reduced.

It will be appreciated that the panels cover the major part of the area of each side of the tank and include the knee-grips so that the fact that the tank itself has not been plated over the whole of its area is not apparent.

In the specification of Patent No. 759,992 which is of earlier date than our application, but was not published at the date of our Application, there is described and claimed a frame for a motor cycle in which the fuel tank is constructed as part of the frame and is formed from upper and lower sheet metal parts welded together, the joint being covered by decorative strips which also enclose wiring and Bowden cables. That construction is distinct from our invention which is concerned with a fuel tank formed in the usual way independently of the motor-cycle frame in which it is mounted.

WHAT WE CLAIM IS:—

1. A fuel tank for a motor cycle built up from sheet steel pressings independently of the frame and finished externally with a paint, enamel, or similar finish, and having secured to each side of it a separate plated sheet metal panel of light gauge which is shaped to conform to the contour of the surface of the tank

to which it is secured by screws or equivalent fastening means.

2. A fuel tank as claimed in Claim 1 in which each panel is formed with a shallow recess at one or more points to receive a badge or name-plate which is secured in position by screws fixing the panel to the tank.

3. A fuel tank as claimed in Claim 1 in which each panel covers the major part of the area of a side of the tank and a knee grip is secured to it by adhesive and may conceal certain of the screws fixing the panel to the tank.

4. A fuel tank as claimed in Claim 1 in which each panel is formed with a narrow peripheral rearwardly inclined lip or flange which is received in a sealing strip of rubber or plastic which extends around the panel and makes a smooth joint between the panel and the surface of the tank.

5. A fuel tank for a motor-cycle substantially as described with reference to the accompanying drawings.

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PROVISIONAL SPECIFICATION

Improvements relating to Fuel Tanks for Motor-Cycles

We, NORTON MOTORS LIMITED, a British Company, of Bracebridge Street, Aston, Birmingham 6, do hereby declare this invention to be described in the following statement:—

This invention relates to improvements in fuel tanks for motor-cycles.

A fuel tank for a motor-cycle is usually built up from sheet steel pressings welded together and it is common practice to plate the whole of the external surface with chromium and subsequently to apply decorative panels in enamel to the sides of the tank.

The plating of the tank is expensive and the application of the enamelled panels requires skilled hand work. Further, it is difficult to get rid of the acid used in the plating process from the inside of the tank and if any trace of acid is left it leads to rapid corrosion of the tank.

One object of our invention is to provide an improved construction of fuel tank which allows a tank of attractive appearance and finish to be produced at a relatively low cost with a minimum of skilled labour.

According to our invention a fuel tank for a motor-cycle is built up from sheet steel pressings and is finished externally with a paint, enamel, or similar finish, and there is secured to each side of the tank a separate

plated sheet metal panel of light gauge which is shaped to conform to the contour of the surface of the tank to which it is secured by screws or equivalent fastening means.

The panels, which are conveniently formed as pressings, may be formed with a shallow recess at one or more points to receive a badge or name-plate which can be secured by the screws fixing the panels to the tank, and knee-grips may be secured to the panels by adhesive or by any other convenient means.

In a preferred practical construction each panel is formed with a narrow peripheral rearwardly inclined lip or flange which is received in a sealing strip of rubber which extends around the panel and makes a smooth joint between the panel and the surface of the tank.

The finish on the tank itself can be applied by spraying in the ordinary way, and as the tank is not exposed to acid it is free from the usual corrosion troubles. The panels are simple sheet metal pressings which can be plated and polished without difficulty so that the cost of the tank is very considerably reduced.

The panels are conveniently secured in position by screws which are screwed into blind nuts welded to the inner surfaces of the walls of the tank, and if a panel is damaged it can readily be replaced.

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Fig. 1 .

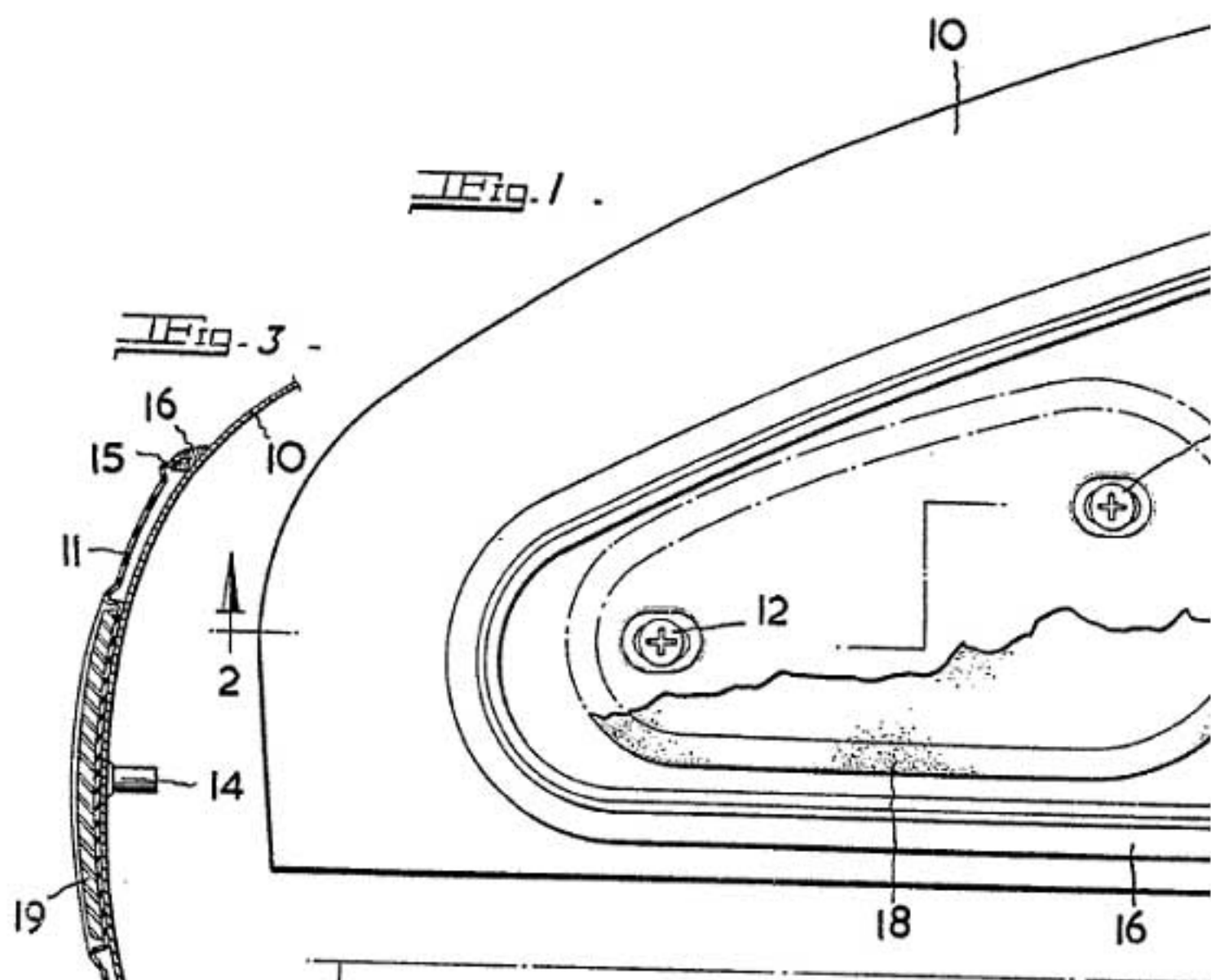
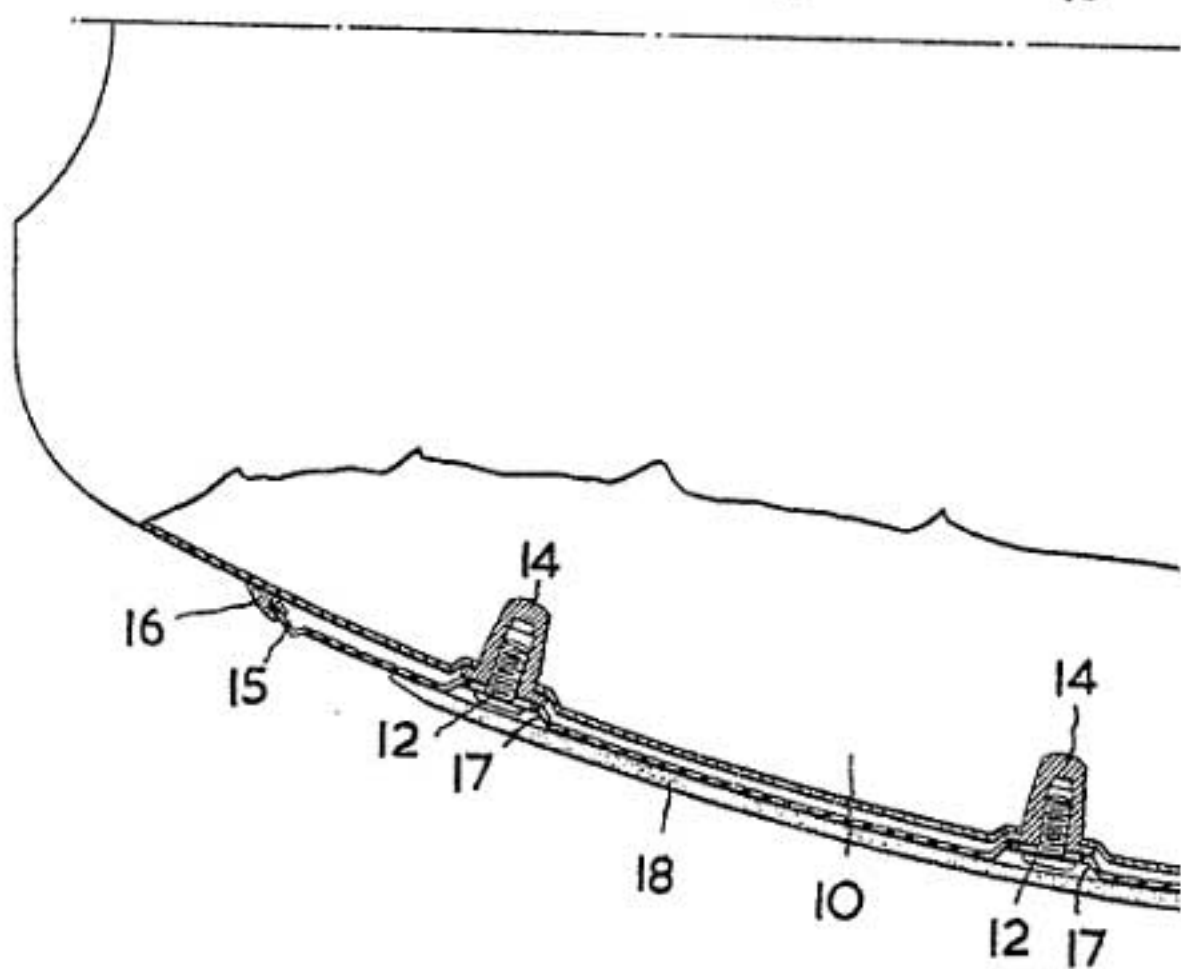
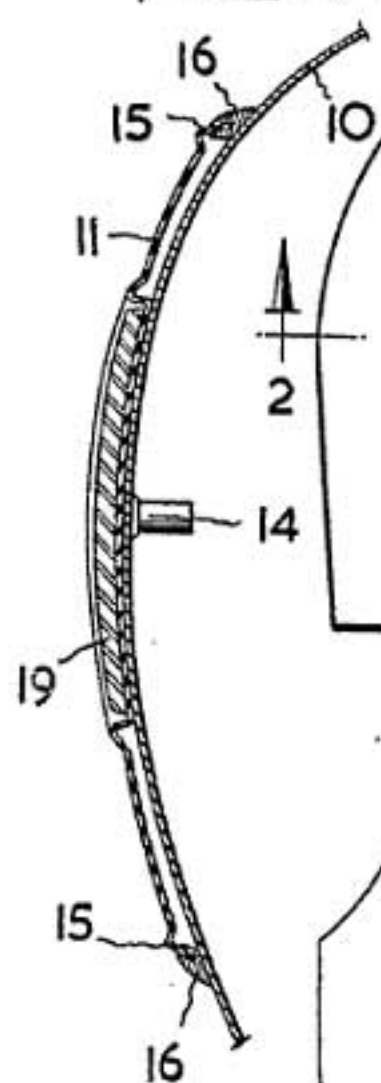


Fig. 3 -



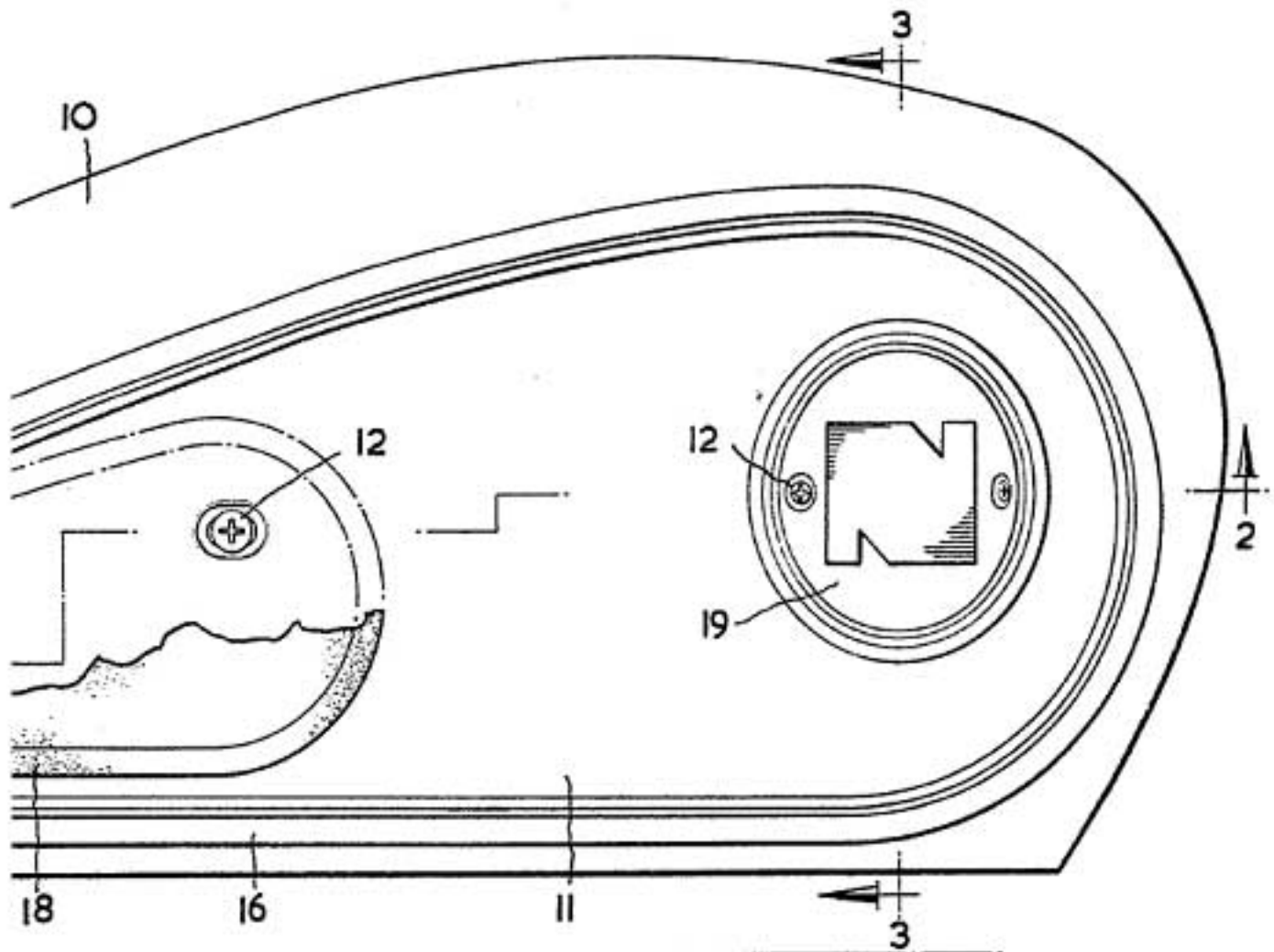


Fig. 2.

