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(54) **WIND SAIL SYSTEM FOR A VELOCIPEDE**

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(57) **ABSTRACT**

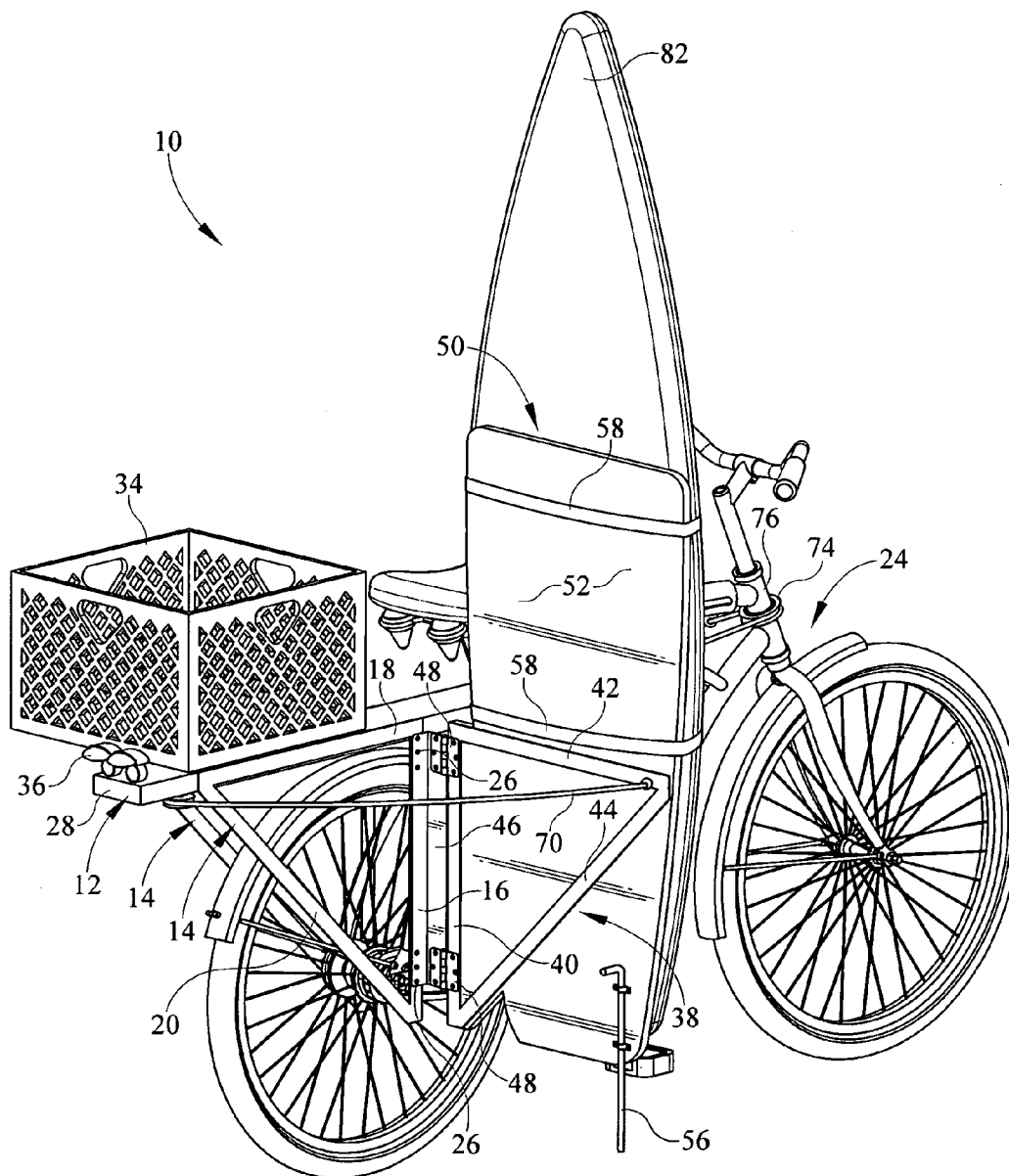
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A sail system for a velocipede uses a swinging gate that pivots between a closed position, flush against the velocipede and an open position for sailing. A spring cord pulls the gate toward the open position while a control cord pulls the gate toward the closed position. A slide slidably disposed on a top tube controls positioning of the control cord and locks this cord in a particular position. A shield is also attached to the velocipede.

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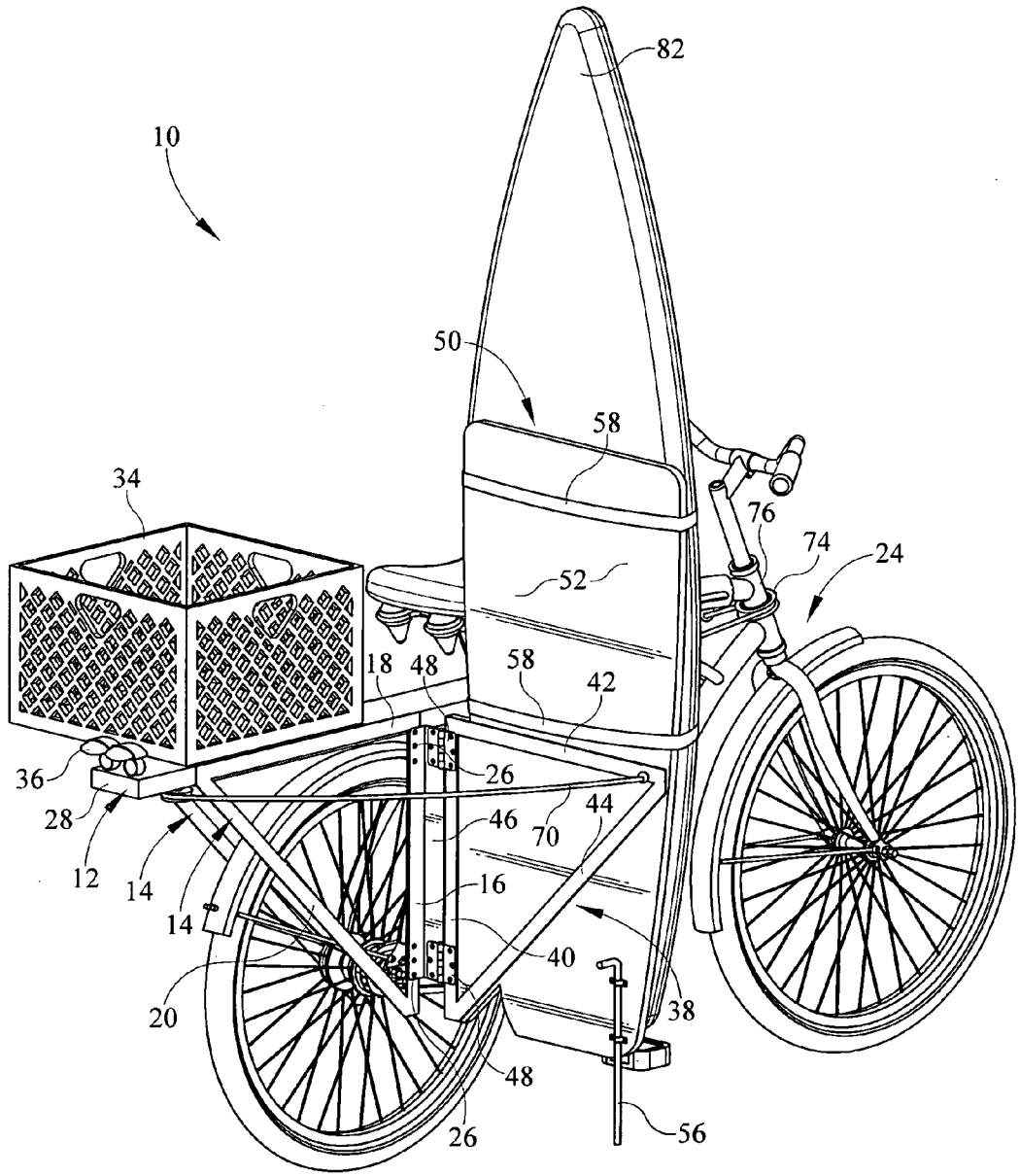


FIG. 1

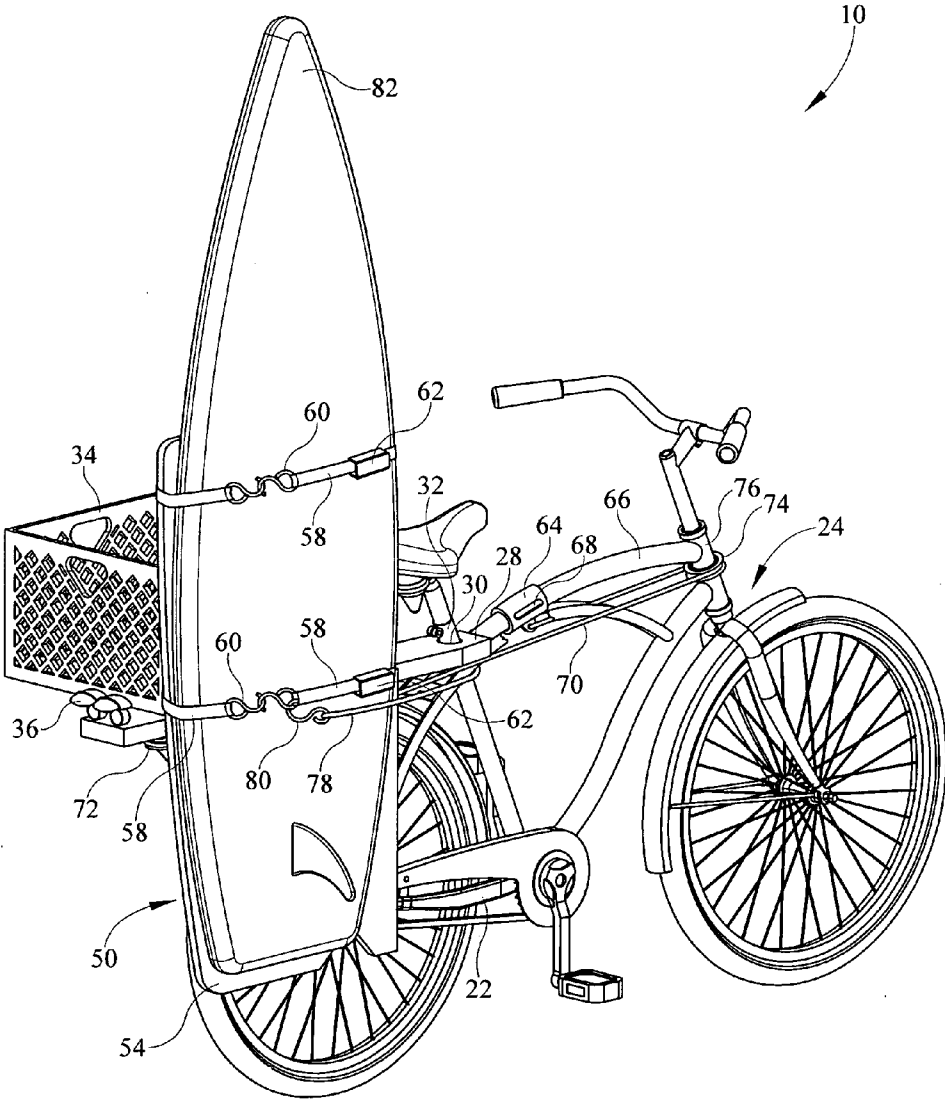


FIG. 2

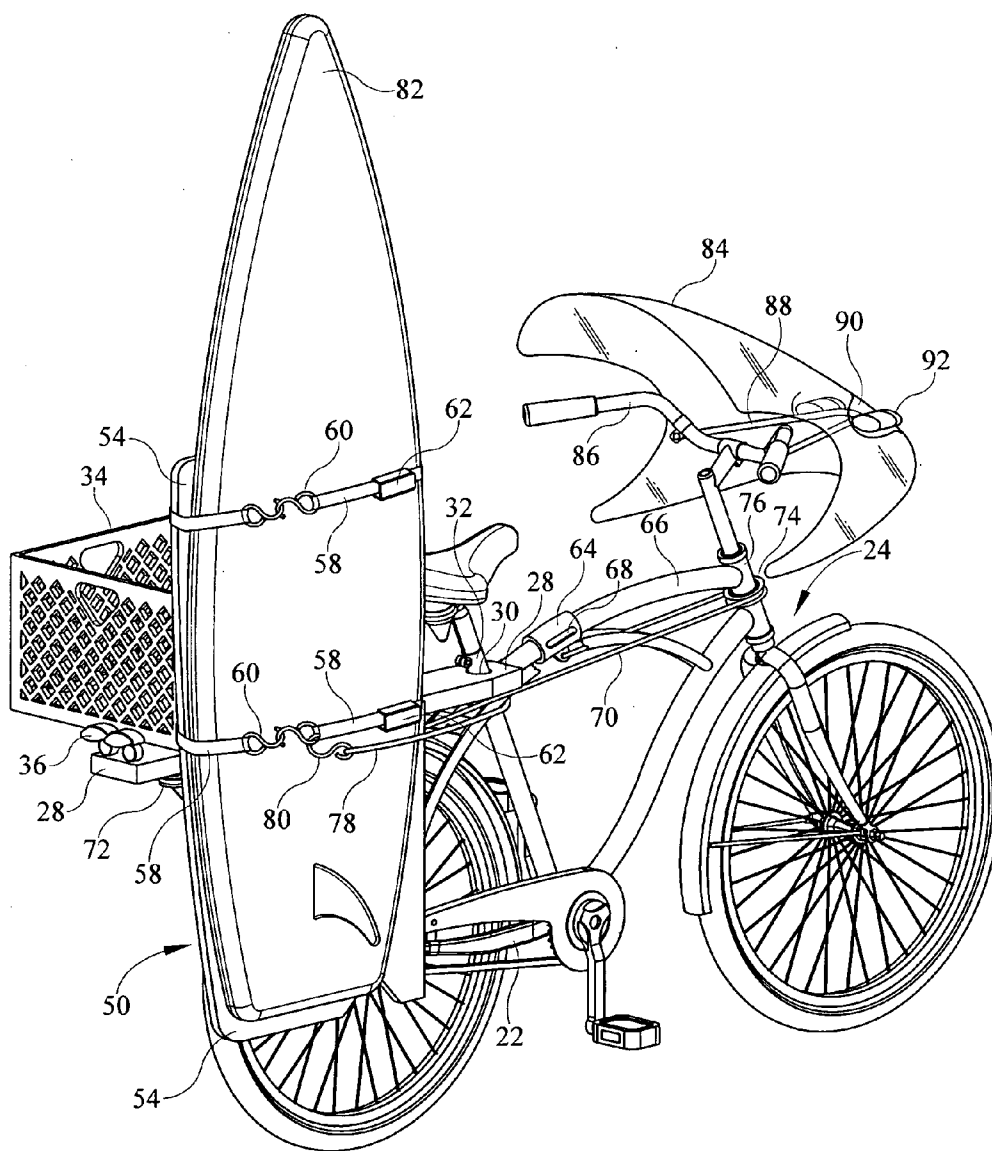


FIG. 3

**WIND SAIL SYSTEM FOR A VELOCIPEDE**

**BACKGROUND OF THE INVENTION**

[0001] 1. Field of the Invention The present invention relates to a board holding implement that attaches to a velocipede so that the board acts as a sail in order to allow wind to help provide locomotive power to the velocipede.

[0002] 2. Background of the Prior Art

[0003] The use of wind power to propel velocipedes is well known. A sail is attached to the velocipede, typically at the front or at the rear of the velocipede, so that the sail can harness the wind and help propel the velocipede, relieving the rider of some or even all of the pedaling effort needed for locomotion. Many varieties of such systems exist, however, they come with drawbacks.

[0004] Many velocipede based sail systems are unduly complex in design, attachment to the velocipede, and use, making such sail systems not only expensive to purchase and maintain, but also difficult to use and control, potentially sacrificing the ability to safely control the velocipede. Other systems, being front attached, prevent the rider from having a good view of the road ahead making driving tricky. Some front-based sails are attached to the handle bars of the velocipede making steering of the handle bars difficult especially in high wind load conditions.

[0005] A large portion of velocipede attached sails, especially rear mounted sails, take up an inordinate amount of real estate on the velocipede crowding the rider and making the rider uncomfortable during use. Additionally, the ability to store other items on the velocipede is compromised.

[0006] Numerous sails that are attached to a velocipede are essentially fixedly attached thereto. The sail is always present on the velocipede and cannot be removed without substantial effort. Replacement of such sails back onto the velocipede after being removed also entails a substantial effort. Accordingly, the rider has the sail present on the velocipede whether or not sail power is desired.

[0007] What is needed is a sail system that attaches to a velocipede in order to provide wind assisted locomotive power to the rider, wherein the sail system overcomes the above stated shortcomings currently found in the art. Specifically, such a sail system should be relatively simple in design and construction so that it is relatively inexpensive to manufacture, is easy to install, and is easy to maintain. Such a sail system should be easy to control while allowing the rider to have good vision of the road. Such a system should not compromise the velocipede's ability to haul cargo. Such a sail system should allow the sail to be readily demountable so that the rider can ride the velocipede without sail power as desired.

**SUMMARY OF THE INVENTION**

[0008] The wind sail system for a velocipede of the present invention addresses the aforementioned needs in the art by providing a relatively simple and effective sail system that quickly attaches a sail to and detaches the sail from a velocipede. The wind sail system for a velocipede is easy to control so that the rider has full control of the device as well as the velocipede to which the present invention is attached. The wind sail system for a velocipede not only provides cargo carrying capacity, but cargo storage is an inherent feature of the overall system. The wind sail system for a velocipede is of relatively simple design and construction being produced using standard manufacturing techniques.

[0009] The wind sail system for a velocipede of the present invention is comprised of a swinging frame member having an attachment board (can act as a minor sail or alternately may be the sport board (described below) which attaches directly to the swinging frame member) attached thereto. The swinging frame member is hingedly attached to the velocipede at an attachment point and is capable of swinging between a closed position with the front surface of the attachment board (and/or sport board) essentially flush against the velocipede and an open position with the front surface of the attachment board (and/or sport board) oriented essentially normal to the velocipede. A first pulley is attached to the velocipede rearward of the attachment point. A control cord has a first end attached to the swinging frame member or attachment board and also has a second end. The control cord passes over the first pulley such that pulling on the second end of the control cord pulls the swinging frame member toward and ultimately into the closed position. A resilient spring cord has a third end that is attached to the swinging frame member or to the attachment board and has a fourth end attached to the velocipede (directly or to a portion of the invention) forward of the attachment point such that the spring cord biases the swinging frame member toward the open position and actually swings the swinging frame member to the open position whenever the swinging frame member is not impeded from so swinging by the control cord. An optional second pulley is impaled by the head tube of the velocipede such that the control cord also passes over the second pulley. A lock slide is slidably disposed on a top tube of the velocipede and can be frictionally held stationary (locked) on the top tube such that the second end of the control cord is attached to the slide. The swinging frame member has an attachment strap thereon such that the sport board (major sail, mentioned previously and may be attached directly to swinging frame member thereby dispensing of the need for the attachment board) is attached to the swinging frame member and secured thereto via the attachment strap. A frame has a pair of attachment frame members, each attachment frame member attached to a respective one of the chains stays of the velocipede. The swinging frame member is attached to the velocipede via one of the attachment frame members. The frame also having a top plate onto which the first pulley is attached (the fourth end of the spring cord may be attached to the velocipede via the top plate). A shield is attached to the handle bar.

**BRIEF DESCRIPTION OF THE DRAWINGS**

[0010] FIG. 1 is a perspective view of the wind sail system for a velocipede of the present invention with the sail mechanism in a deployed configuration.

[0011] FIG. 2 is a perspective view of the wind sail system for a velocipede with the sail mechanism in a stowed configuration.

[0012] FIG. 1 is a perspective view of the wind sail system for a velocipede with the sail mechanism in the stowed configuration with an aerodynamic front shield attached to the velocipede.

[0013] Similar reference numerals refer to similar parts throughout the several views of the drawings.

**DESCRIPTION OF THE PREFERRED EMBODIMENT**

[0014] Referring now to the drawings, it is seen that the wind sail system for a velocipede of the present invention,

generally denoted by reference numeral **10**, is comprised of a frame **12** that has a pair of generally triangular-shaped frame members **14**, each frame member **14** having a vertical stay **16** and a horizontal stay **18**, joined by a diagonal brace **20**. Each frame member **14** is made from generally flat metal (or plastic) stock and each is attached to the chain stay **22** of a velocipede **24**, one frame member **14** on each side of the velocipede **24** so that the two frame members **14** are parallel with one another. Each frame member **14** is attached to its respective chain stay **22** via the illustrated bolts **26** that pass through the vertical stay **16** of the frame member **14** and through the chain stay **22** of the velocipede **24** in the usual way, although the frame members **14** can be welded onto the velocipede **22** (if the frame members **14** are made from the appropriate material) for a more permanent attachment of the device **10** to the velocipede **24**. A top plate **28** is attached to the horizontal stays **18** of the two frame members **14** in appropriate fashion. For added stability of the frame's attachment to the velocipede **24**, the top plate **28** has an opening **30** through which the seat tube **32** of the velocipede **24** passes. Located on an upper surface of the top plate **28** can be various desired equipment such as the illustrated storage basket **34**, lights **36**, reflectors (not illustrated), etc.

**[0015]** A swinging frame member **38**, which is substantially similar to the other two frame members **14** and also has a vertical stay **40** and a horizontal stay **42** joined by a diagonal brace **44**, is hingedly attached to one of the first two frame members **14**. Attachment is accomplished by first attaching an angle iron **46** to the vertical stay **16** of the frame member **14** to which the swinging frame member **38** is to be attached. The angle iron **46** is attached to the vertical stay **16** via the bolts **26** that attach the frame member **14** to the chain stay **22** with additional bolts **26** used at the upper end of the angle iron **36** and the vertical stay **16** of the frame member **14**. Of course, the angle iron **46** can be welded to the frame member **14** or even formed integrally as the vertical stay **16** of the frame member **14**, if desired. Hinges **48** are attached to angle iron **46** and to the vertical stay **40** of the swinging frame member **38**. When hingedly attached to the angle iron **46**, the swinging frame member **38** is located sufficiently close to the angle iron **46** so as to help prevent hinged rotation of the swinging frame member **38** much beyond 90 degrees with respect to the frame member **14** to which it is attached. Alternately, or in addition, appropriate stops (not illustrated) can be used to help prevent the beyond 90 degree rotation of the swinging frame member **38**.

**[0016]** An attachment board **50** that has a first surface **52** and an opposing second surface **54** is provided such that the first surface **52** is attached to the swinging frame member **38** in any appropriate fashion. The attachment board **50** can be made from any appropriate material, however, use of a light-weight sturdy material, such as plastic, etc., is preferred. A kick stand **56** may be attached to a lower outer corner of the first surface **52** of the attachment board **50** (or to the swinging frame member **38** if the attachment board **50** is not used).

**[0017]** At least one, preferably two or more attachment straps **58** are attached to the attachment board **50** (or swinging frame member **38**) in appropriate fashion, each strap **58** having an appropriate attachment mechanism **60** located on the ends thereof. The attachment mechanism **60** can be of any appropriate design known in the art including the illustrated cooperating hooks, a buckle system, cooperating hook and

loop portions on the respective ends of the straps **58**, etc., and can also include sizing means **62** to change the overall length of the straps **58**.

**[0018]** A lock slide **64** is slidably disposed on the top tube **66** of the velocipede **24** such that a lock (not illustrated) frictionally holds the lock slide **64** securely in position on the top tube **66**. Depression of a lock release **68** on the lock slide **64** releases the lock and allows the lock slide **64** to be able to slide up and down the top tube **66**. Release of the lock release **68** once again locks the lock slide **64** and prevents further sliding along the top tube **66**.

**[0019]** A control cord **70** (rope, cable, etc.) is attached to the lock slide **64** and to the swinging frame member **38** proximate the joinder point of the vertical stay **40** and the horizontal stay **42** or to the attachment board **50**. The cord control **70** passes over a first pulley **72** that is rotatably attached to the lower surface of the top plate **28** and optionally over a second pulley **74** that is impaled on the head tube **76**, the use of the second pulley **74** giving a rider additional mechanical advantage when closing the swinging frame member **38** into its stowed position as more fully explained below.

**[0020]** A spring cord **78** (elastic, bungee, etc.) has a first end attached to an appropriate point on the velocipede **24**, such as to the top tube **66**, the seat tube **32**, etc., or to the top plate **28**, and has an opposing second end that has an attachment hook **80** thereon which hooks onto one of the straps **58** or its attachment mechanism **60**.

**[0021]** In order to use the wind sail system for a velocipede **10** of the present invention a sport board **82** (illustrates surf board, body board, wake board, etc.) is positioned onto the second surface **54** of the attachment board **50** (or directly to the swinging frame member **38** if the attachment board **50** is not used) and is secured thereto via the attachment straps **58**. The attachment hook **80** of the spring cord **78** is hooked onto one of the straps **58** or their attachment mechanism **60** as appropriate. The swinging frame member **38** is placed into the closed position wherein the swinging frame member and its attached sport board **82** are essentially flush against the velocipede **24**, as illustrated in FIGS. 2 and 3. In order to assure that the swinging frame member **38** is maintained in this closed position, the control cord **70** pulls onto the swinging frame member **38** and the cord **70** is made taut via the lock slide **64**. In the configuration illustrated (with two pulleys **72** and **74**), the lock slide **64** is pulled rearward toward the seat tube **32** away from the head tube **76**. If a single pulley **72** configuration is used, that is the second pulley **74** is not used and the control cord **70** goes from the first pulley **72** directly to the lock slide **64**, then the lock slide **64** is pulled forward toward the head tube **76** and away from the seat tube **32**. The lock slide **64** is locked as described previously. When the rider desires to harness wind power, the swinging frame member **38** is released into an open position away from being flush with the velocipede **24** up to and including being essentially normal with the velocipede **24** as illustrated in FIG. 1. The wind loads onto the attachment board **50** (if used) and the attached sport board **82**. To release the swinging frame member **38** from its closed position, the control cord **70** is positioned so as to be loose by the reverse process of making the control cord **70** taut as described above. Accordingly, in a two pulley **72** and **74** configuration, the lock slide **64** is pulled forward toward the head tube **76** and in a one pulley **72** configuration, the lock slide **64** is pulled toward the seat tube **32**. With the control cord **70** loose and not holding the swing-

ing frame member 38 in its closed position, the swinging frame member 38 is acted upon by the spring action of the spring cord 78, the spring cord 78 biasing the swinging frame member 38 into its open position. The use of the angle iron 46 assures there is sufficient clearance to allow the swinging frame member 38 and its attached attachment board 50 and sport board 82 to be able to swing back and forth without interference from the velocipede 24. The specific spring constant of the spring cord 78 is dependent on many factors including the size of the attachment board 50 and its anticipated sport board cargo 82, the overall length of the spring cord 78 and the location of the cord's attachment points. The rider controls the relative angle of the "sail" via the control cord 70 by either pulling the control cord 70 to make the cord 70 more taut thereby swinging the swinging frame member 38 toward (less sail) and ultimately into the closed position (no sail), or opening up the sail by making the control cord 70 more loose and letting the spring cord 78 swing the swinging frame member 38 toward and into its full open position. The spring cord 78 gives the sail, in its open position, some spring and resilience in changing wind loads. Of course the wind sail system for a velocipede 10 can be used without an attached sport board 82 with only the attachment board 50 acting as the main sail body. In such a configuration, the device 10 works as previously described with the wind acting on the attachment board 50 only. This still gives the velocipede 24 wind assisted locomotive power albeit less than with the sport board 82 attached under similar conditions. Furthermore, the wind sail system for a velocipede 10 can be used without the attachment board 50 so that the sport board 82 is attached directly to the swinging frame member 38.

[0022] In order to allow the velocipede 24 to travel even faster under a given set of conditions, an aerodynamic shield 84 is attached to the front of the velocipede 24 such as by attaching the shield 84 to the handle bars 86 via the illustrated attachment rods 88. As seen, the shield 84 has a pair of opposing detents 90 which each hold headlights 92.

[0023] While the invention has been particularly shown and described with reference to an embodiment thereof, it will be appreciated by those skilled in the art that various changes in form and detail may be made without departing from the spirit and scope of the invention.

I claim:

1. A sail system for a velocipede, the velocipede having a top tube, a head tube, a pair of chain stays, and a handle bar, the sail system comprising:
  - a swinging frame member having a relatively flat attachment board attached thereto, the board member having a front surface and an opposing rear surface, the swinging frame member adapted to be hingedly attached to the velocipede at an attachment point and capable of swinging between a closed position with the front surface essentially flush against the velocipede and an open position with the front surface oriented essentially normal to the velocipede;
  - a first pulley adapted to be attached to the velocipede rearward of attachment point;
  - a control cord having a first end attached to the swinging frame member or to the attachment board and having a second end, the control cord passing over the first pulley such that pulling on the second end of the control cord pulls the swinging frame member toward and ultimately into the closed position; and

a resilient spring cord having a third end attached to the swinging frame member or to the attachment board and a fourth end attached to the velocipede forward of the attachment point such that the spring cord biases the swinging frame member toward the open position.

2. The sail system as in claim 1 further comprising a second pulley adapted to be impaled by the head tube of the velocipede such that the control cord also passes over the second pulley.

3. The sail system as in claim 2 further comprising a slide adapted to be slidably disposed on a top tube of the velocipede and be capable of being frictionally held stationary on the top tube such that the second end of the control cord is attached to the slide.

4. The sail system as in claim 1 further comprising a slide adapted to be slidably disposed on a top tube of the velocipede and be capable of being frictionally held stationary on the top tube such that the second end of the control cord is attached to the slide.

5. The sail system as in claim 3 wherein the swinging frame member has an attachment strap thereon such that a sport board is adapted to be attached to the swinging frame member and secured thereto via the attachment strap.

6. The sail system as in claim 1 wherein the swinging frame member has an attachment strap thereon such that a sport board is adapted to be attached to the swinging frame member and secured thereto via the attachment strap.

7. The sail system as in claim 5 further comprising a frame having a pair of attachment frame members, each attachment frame member adapted to be attached to a respective one of the chains stays and the swinging frame member being attached to the velocipede via one of the attachment frame members, the frame also having a top plate onto which the first pulley is attached.

8. The sail system as in claim 1 further comprising a frame having a pair of attachment frame members, each attachment frame member adapted to be attached to a respective one of the chains stays and the swinging frame member being attached to the velocipede via one of the attachment frame members, the frame also having a top plate onto which the first pulley is attached.

9. The sail system as in claim 7 further comprising a shield adapted to be attached to the handle bar.

10. The sail system as in claim 1 further comprising a shield adapted to be attached to the handle bar.

11. The sail system as in claim 1 in combination with the velocipede.

12. The sail system as in claim 11 further comprising a second pulley impaled by the head tube of the velocipede such that the control cord also passes over the second pulley.

13. The sail system as in claim 12 further comprising a slide slidably disposed on a top tube of the velocipede and capable of being frictionally held stationary on the top tube such that the second end of the control cord is attached to the slide.

14. The sail system as in claim 1 further comprising a slide slidably disposed on a top tube of the velocipede and capable of being frictionally held stationary on the top tube such that the second end of the control cord is attached to the slide.

15. The sail system as in claim 13 wherein the swinging frame member has an attachment strap thereon such that a sport board is adapted to be attached to the swinging frame member and secured thereto via the attachment strap.

16. The sail system as in claim 11 wherein the swinging frame member has an attachment strap thereon such that a

sport board is adapted to be attached to the swinging frame member and secured thereto via the attachment strap.

**17.** The sail system as in claim **15** further comprising a frame having a pair of attachment frame members, each attachment frame member attached to a respective one of the chains stays and the swinging frame member being attached to the velocipede via one of the attachment frame members, the frame also having a top plate onto which the first pulley is attached.

**18.** The sail system as in claim **11** further comprising a frame having a pair of attachment frame members, each

attachment frame member attached to a respective one of the chains stays and the swinging frame member being attached to the velocipede via one of the attachment frame members, the frame also having a top plate onto which the first pulley is attached.

**19.** The sail system as in claim **17** further comprising a shield adapted to be attached to the handle bar.

**20.** The sail system as in claim **11** further comprising a shield adapted to be attached to the handle bar.

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