

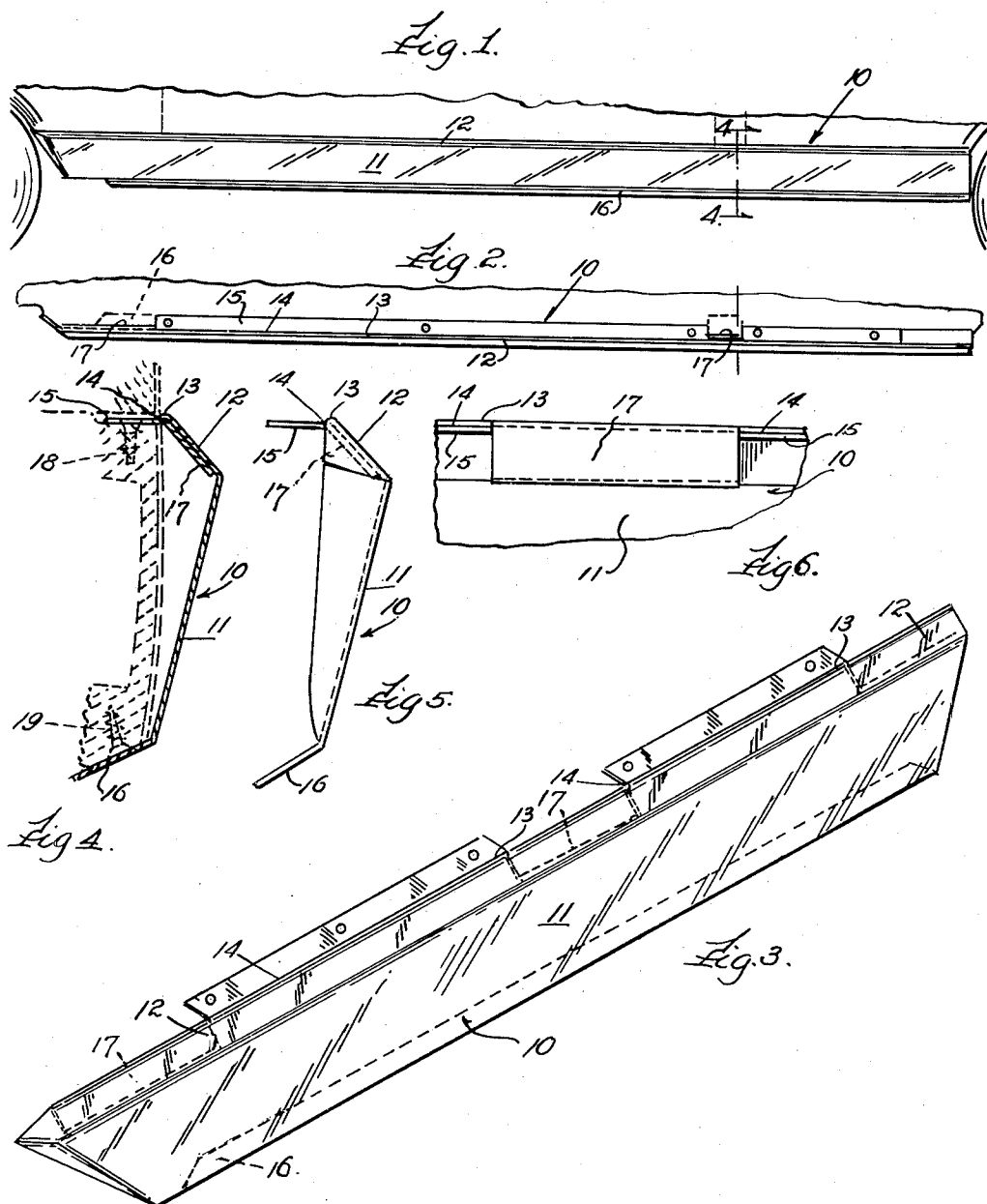
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ROCKER PANEL AND BODY SILL MOULDING

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ROCKER PANEL AND BODY SILL MOULDING
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My invention relates to a moulding for ready attachment to and the protective covering of the rocker panel of a car substantially from wheel opening to wheel opening.

The rocker panel of a car tends to rust and become full of holes and if replaced it involves substantial expense and time. Merely covering the exposed outer area of the rocker panel has not solved the problem. Sometimes the panel has become so rusted that it is difficult to attach a covering thereto. Such attachment frequently rattles or even falls off. It is among the objects of my invention to solve these problems.

An object of my invention is to provide a moulding that will extend substantially from front wheel opening to rear wheel opening.

Another object is to supply a moulding that extends within the opening of each door of the car and is attached to the top portion of the rocker panel. This top portion is usually not rusted, or less rusted than the exposed panel on the side of the car and therefore provides a more secure attachment out of sight so that the attaching screws are not visible when the door is normally closed.

To create a moulding having a rolled edge for better and more pleasing contact with the car body sill and/or fenders.

To provide a bottom flange at an angle for accommodation and better adjustment to varying widths of cars and for easy attachment to the bottom portion of the rocker panel of the car, should this be considered desirable.

To provide an undercut in the moulding, so that portions of the upper lip may be bent back evenly for accommodation of the door pillar and sides of the car before and after the door opening and the car fenders.

My invention also contemplates ease of installation and attachment of my mouldings by any one without special skill and such other objects, advantages and capabilities as will later more fully appear, and which are inherently possessed by my invention.

While I have shown in the accompanying drawings preferred embodiments of my invention, yet it is to be understood that the same is susceptible of modification and change without departing from the spirit of my invention.

Referring to the drawings, FIG. 1 is a side elevational view of my rocker panel and body sill moulding; FIG. 2 is a top plan view; FIG. 3 is an enlarged perspective view; FIG. 4 is a detailed sectional view on line 4—4 of FIG. 1; FIG. 5 is an end view; and FIG. 6 is an elevational detailed view of the bent back portion.

The embodiment selected to illustrate my invention comprises a moulding 10 preferably of aluminum or stainless steel, having a body portion 11. At the upper end of body portion 11, moulding 10 is bent inwardly at substantially a 45 degree angle to form upper flange 12. At its upper end upper flange 12 has an inwardly extending roll portion 13, at the upper end of which is undercut 14, defining the inner extent of outer lip portion 15.

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Lip portion 15 is bent inwardly substantially at an angle of 45 degrees from upper flange 12.

At the lower end of body portion 11, moulding 10 is bent inwardly at substantially a 30 degree angle to form lower flange 16.

When my moulding is to be used on a car having one door on each side, my outer lip 15 is sized to and extends within the opening of the door of the car. For those portions of the car body sill or fenders located before and after the door, my outer lip 15 is cut inwardly to undercut 14 and bent back inwardly on itself to form bent back portions 17. In this position, roll 13 bears against the body sill or fenders of the car substantially from wheel opening to wheel opening and outer lip 15 lies on the top portion of the rocker panel of the car. Spaced screws 18 extending through outer lip 15 into the top portion of the rocker panel attach and hold the moulding in position. In this position, lower flange 16 contacts or is slightly spaced from the bottom edge portion of the rocker panel and may be attached thereto by spaced screws 19. Screws 19 may be omitted, if desired.

When my moulding 10 is used with a car having two doors on each side, I also provide another bent back portion 17 between portions of outer lip 15 to accommodate the door pillar of the car.

My moulding provides a more secure attachment and will not rattle or fall off. It substantially covers the rocker panel and the attaching means are not apparent during normal use of the car. My moulding acts to prevent any further rusting by complete protection of the covered parts. My moulding is readily attachable and economically solves an expensive problem.

My moulding substantially covers the rocker panel of a car and extends beyond the rocker panel on the body sill of the car, substantially from front wheel opening to rear wheel opening. In some cars, the body sill portion covered by my moulding may be considered the lower portion of a fender rather than the body sill.

Having thus described my invention, I claim:

A rocker panel and body sill moulding comprising a central body portion, a lower flange portion bent inwardly from said body portion, an upper flange bent inwardly from said body portion, an outer lip portion bent inwardly from said upper flange portion, said upper flange portion having an outer roll portion, said outer lip portion having an undercut defining its inner extent, said outer lip portion on either side of the door of a car to which attachment is to be made cut to said undercut and bent back on itself, the uncut portion of said outer lip portion sized to fit and extend within the opening of the door of the car and lie on the top portion of the rocker panel of the car, a plurality of spaced screws attaching said outer lip to the top portion of the rocker panel of the car, and said outer roll portion of said upper flange contacting the body sill or fender of the car on either side of the door substantially from front wheel opening to rear wheel opening of the car.

References Cited in the file of this patent

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