W. L. BESSOLO.

SHADE FOR AUTOMOBILES.

APPLICATION FILED JAN. 9, 1917.

1,305,515.

Patented June 3, 1919.

Fig. 1.

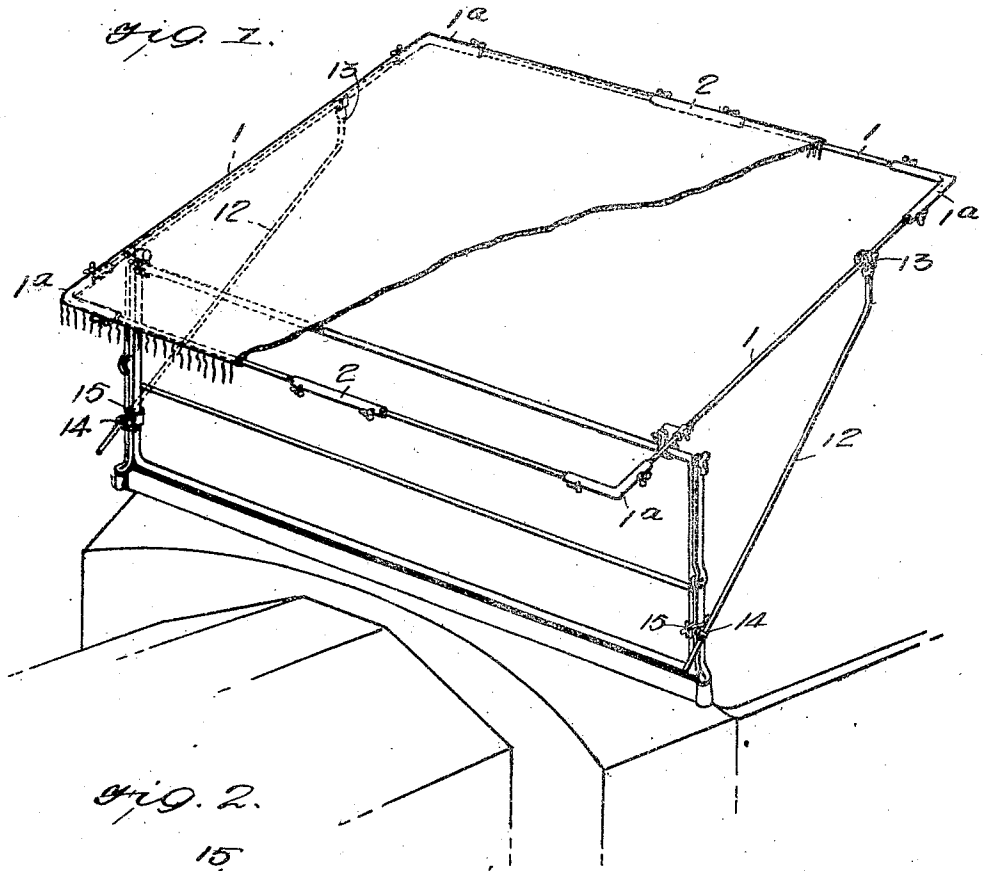


Fig. 2.

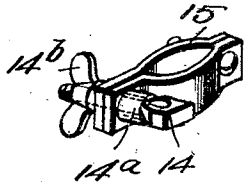


Fig. 3.



Fig. 4.

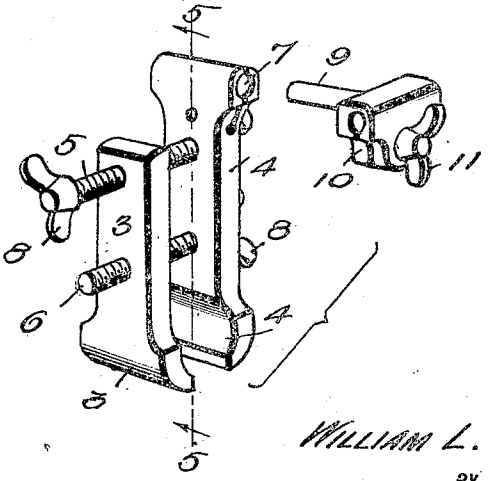
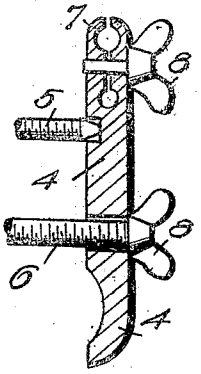


Fig. 5.



WITNESSES

H. C. Barry

W. E. Beck

INVENTOR

WILLIAM L. BESSOLO

BY Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

WILLIAM LOUIS BESSOLO, OF SAN DIEGO, CALIFORNIA.

SHADE FOR AUTOMOBILES.

1,305,515. Specification of Letters Patent. Patented June 3, 1919.

Application filed January 9, 1917. Serial No. 141,419.

To all whom it may concern:

Be it known that I, WILLIAM L. BESSOLO, a citizen of the United States, and a resident of San Diego, in the county of San Diego and State of California, have made an Improvement in Shades for Automobiles, of which the following is a specification.

My invention relates to a simple and inexpensive auxiliary shade or awning which is particularly adapted for the front seats of auto vehicles. The shade is intended for use in a case where it is not desired to raise the ordinary auto top, and it is adapted for attachment to the ordinary wind-shield frame and does not interfere with the ordinary top. It may be quickly put up and secured at different inclinations, and as quickly removed, folded and packed when required.

The details of construction, arrangement and operation are as hereinafter described, reference being had to the accompanying drawings, in which,

Figure 1 is a perspective view showing one form of my invention applied to and supported upon an ordinary wind-shield frame of an automobile.

Figs. 2, 3, 4, 5, are views showing details of the clamps employed for attaching and adjusting the shade frame.

Referring particularly to the device as illustrated in Figs. 1 to 5 inclusive the shade is formed of rods 1, tubular corner pieces 1^a, and straight tubular connections 2, which parts (1^a and 2) are adapted to receive the alined ends of the rods 1 and are provided with clamp-screws for securing the rods therein. This construction enables the frame to be adjusted, *i. e.*, extended or contracted to suit the widths of different automobiles. To such frame is secured a sheet of canvas or other suitable flexible material as shown. The shade thus formed is attached to a wind-shield frame and post by means now to be described.

The chief means of attachment are clamps shown in Figs. 1, 4, 5. These are formed of two parallel bars 3 and 4 whose lower ends are curved and thus suitably formed for clamping upon the upper bar *a* of a wind-shield frame, see Fig. 1. These bars are connected by screws 5 and 6, the same being provided with winged heads to facilitate turning. The screws pass through threaded holes in the shorter bar 3 and work in unthreaded holes in the longer bar 4—see Fig. 5. By rotating the lower screw 6, the bars 3—4 are adjusted toward or from each other and thus adapted to clamp or release the top bar of the wind-shield. In clamping them in this manner the top screw 5 serves as a set-screw or practically performs the same function as a jam nut ordinarily does. The upper end of the longer bar 4 is provided with spring jaws 7 and a screw having a winged head 8 for adjusting them. The sockets 7 thus formed are adapted to receive pintles 9—see Fig. 4, the same projecting inward from a clamp head 10 and having a screw 11 for operating it. This clamp head is applied to the end portions of the awning frame as shown in Fig. 1, and it is obvious that the frame may be adjusted in the sockets 10 and the awning frame thus caused to project more or less over the front seat of the vehicle.

For supporting the ends of the shade frame at a greater or less inclination, I employ brace rods 12 which are attached to the ends of the frame by clamps 13 and they are adapted to slide in clamps 14 which are applied to the post of the wind-shield or to the post of a lamp as may be most convenient. The clamps 13 are shown in detail in Fig. 3.

The clamps 14 comprise a screw having a head provided with a hole adapted to receive the brace rod 12, and a sleeve 14^a is applied to the screw in such manner that its outer end is in contact with the brace rod 12 and thus when the nut 14^b of the screw 14 is rotated the sleeve may be adjusted to clamp the brace 12. This clamp screw performs a double function in that it passes through the ends of a clamp 15 which is adapted to be applied to the post of a wind shield or lamp, as will be readily understood from Fig. 1. It will be seen that as thus constructed the shade or awning may be adjusted at various inclinations to the horizontal, and may be set forward or back relatively to the wind-shield so as to project rearwardly therefrom to a greater or less degree.

The modified frame shown in Fig. 6 is formed like the one first described of duplicate frame 1^a, whose opposing ends are adjustably connected by tubular clamps 2^a. Thus the clamps in this case are applied to the sides of the frame instead of the ends as in Fig. 1. The pivots 9^a corresponding to the pivots 9 in Figs. 1 and 4 are applied to

rods 16 which are arranged near and parallel to the sides of the frame, and one end of the rod 16 enters a socket 17 having a screw 18 which permits adjustment of the rods corresponding to any adjustment that may be effected by means of the side clamps 2^a. As a means for supporting the awning at different heights and inclinations, I employ a standard 19, see Fig. 7, the same consisting of a rod which is secured to the rear end bar of the frame by means of a screw clamp 20 and is secured to the back of the front seat of an auto by a screw clamp 21. These means permit the vertical adjustment of the shade and also its adjustment at different inclinations.

In the drawing only one supporting rod is illustrated, but it is apparent that two or more may be employed if required. The parts 1, 12 and 2 comprising the frame may be readily detached from each other so that they may be conveniently assembled in a compact bundle for storage or transportation.

I claim:

1. The combination with a vertical automobile wind shield frame, including a horizontal top bar, of a rectangular seat shade frame consisting of rods and detachable tubular connecting members, clamp means carried by said wind shield frame, means carried by said last mentioned clamp means providing sliding engagement with the shade frame, whereby the shade frame may be adjusted forwardly and rearwardly, and means pivotally connecting the shade frame with the last mentioned clamp means whereby the shade frame may be adjusted angularly.

2. The combination with a vertical wind shield frame, including a horizontal top cross bar, of clamp members adjustably mounted on said cross bar, clamp members pivotally connected with the first mentioned clamp members, an expansible seat shade frame slidably engaging and held by pivotally mounted clamp members, whereby the seat shade frame may be adjustable forwardly and rearwardly and also through varying angles from the horizontal.

WILLIAM LOUIS BESSOLO.