

April 12, 1932.

J. L. OWÉN ET AL

1,853,742

RAIN GUARD FOR MOTOR CYCLES OR THE LIKE

Filed Nov. 3, 1930 2 Sheets-Sheet 1

Fig: 1.

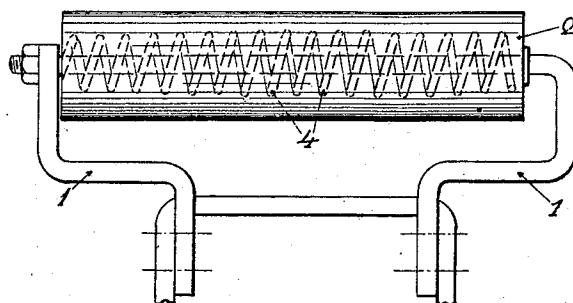


Fig: 2.

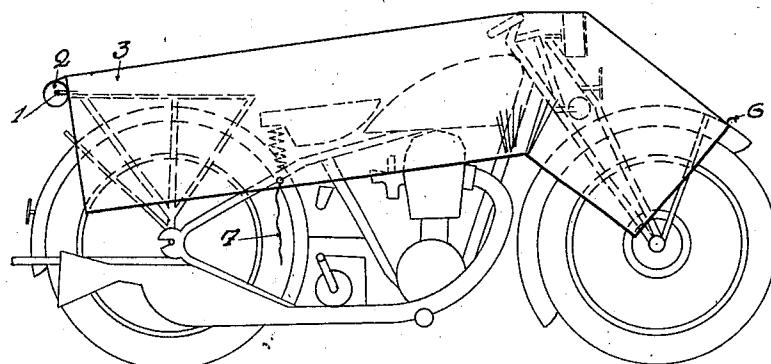
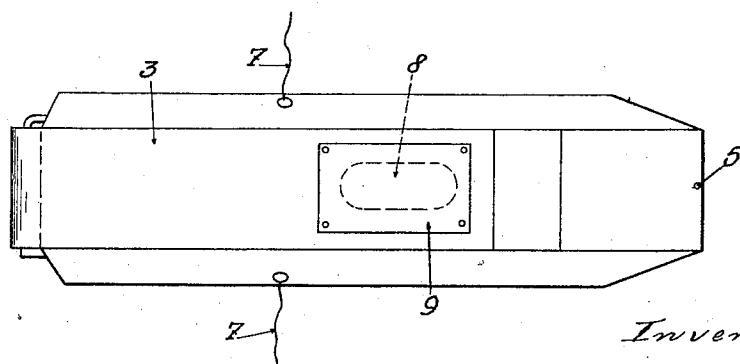


Fig: 3.



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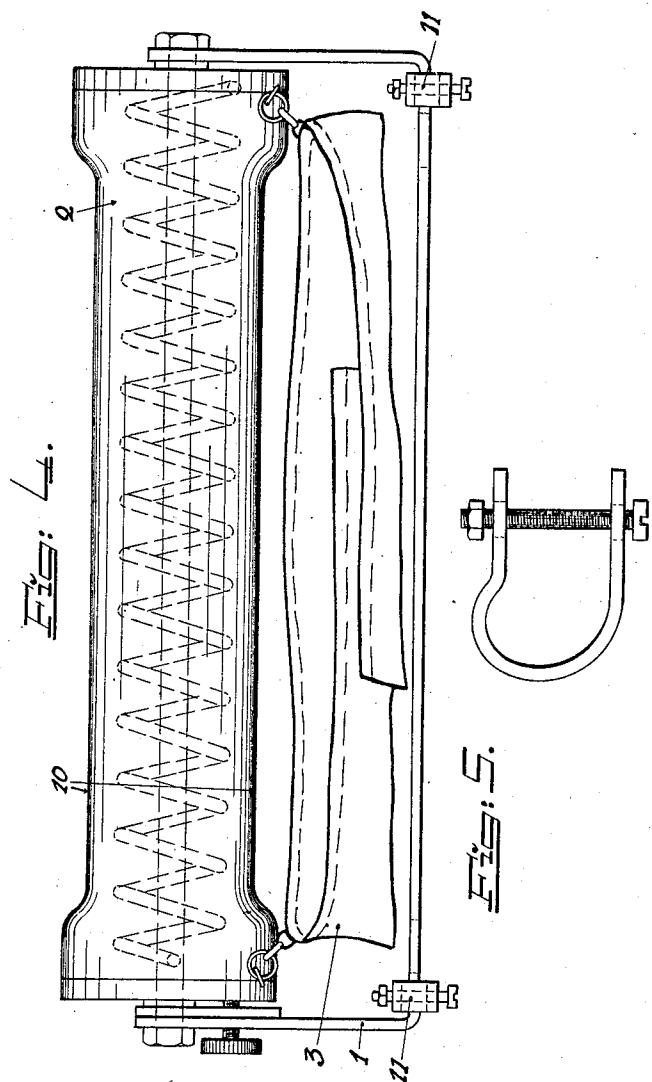
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RAIN GUARD FOR MOTOR CYCLES OR THE LIKE

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UNITED STATES PATENT OFFICE

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RAIN GUARD FOR MOTOR CYCLES OR THE LIKE

Application filed November 3, 1930, Serial No. 493,084, and in Sweden November 8, 1929.

This invention relates to a simple, practical, and inexpensive rain guard for motor cycles or the like. According to the invention the rain guard comprises a spring actuated roller or the like rotatably mounted on the rear (or front) part of the cycle, a guarding cloth being wound on the said roller and adapted to be wound off the same and be drawn over the cycle against the tension of the spring, the free end of the guarding cloth being then secured to the front (or back) part of the cycle. The guarding-cloth may, preferably, be provided with an opening for the head of the rider for enabling the rain guard to be used during the driving also, said opening being adapted to be closed, if desired.

A rain guard device according to this invention is shown in the accompanying drawings.

Fig. 1 is a side elevation of the roller on which the guarding cloth is wound.

Fig. 2 shows the guard in an operative position mounted on the cycle.

Fig. 3 shows a guarding cloth with an opening for the head of the driver.

Fig. 4 is an end view on a larger scale of a roller according to a somewhat altered embodiment.

Fig. 5 is a view of a securing member also on a larger scale.

A bow 1 is secured to the back of the motor cycle, preferably to the luggage carrier, a spring actuated roller 2 or the like being rotatably mounted on said bow. A guarding cloth 3 wound on the roller, may be wound off the roller against the tension of the spring 4 and be drawn over the cycle. The free end of the guarding cloth is adapted to be secured to the front part of the cycle. Thus, it is provided with a perforation 5 (Fig. 3) to be engaged by a hook or the like 6 (Fig. 2) of the front part of the cycle. The guarding cloth is provided with two side parts adapted to be turned down and to be tied by strings 7.

According to Fig. 3 the guarding cloth is provided with an opening 8 for the head of the driver, so that the guarding cloth may rest on the shoulders of the driver and be used to protect the driver. The opening 8 may be closed by a flap 9 of the same material as the guarding cloth. The flap may be fastened to close the opening by press-buttons or the like.

If desired one can, of course, mount the roller on the front of the cycle and secure the free end of the guarding cloth to the back of the same.

According to Fig. 4 the spring actuated roller 2 is provided round its circumference with a turned recess 10 beginning a little distance from one end of the roller and ending a little distance from the other end of the same, so that the end parts of the roller have larger diameter than the intermediate part 65 of the roller. When the cloth 3 is wound on, the turning in of the cloth owing to the recess will take place along the original turning lines between the middle part and the side parts, so that no sliding of the cloth laterally takes place. The experience has proved that, if this turned recess is not made, the guarding cloth when wound on to the roller, is slid laterally, so that the turning in will not take place along the original turning lines.

The bow 1 on which the roller 2 is mounted, is adapted to be secured to the motor cycle, preferably to the luggage carrier, by means of securing members 11 (Fig. 5) which are so formed as to allow the securing of the bow to a supporting member whether the latter is round, half-round or oval.

Having now described our invention, what we claim as new and desire to secure by Letters Patent is:

1. A cover for vehicles comprising a spring-actuated roller mounted at one end of the vehicle, and a protecting web wound on the roller and adapted to be unwound over

the vehicle against the tension of the spring, the free end of the web being adapted to be secured to the other end of the vehicle, the web being provided with an opening for the head of the driver.

5 2. A cover as set forth in claim 1, including means adapted to close said opening.

In witness whereof we have hereunto signed our names.

10 JONAS LEANDER OWÉN.
ARVID EDVARD ERIKSSON.

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