

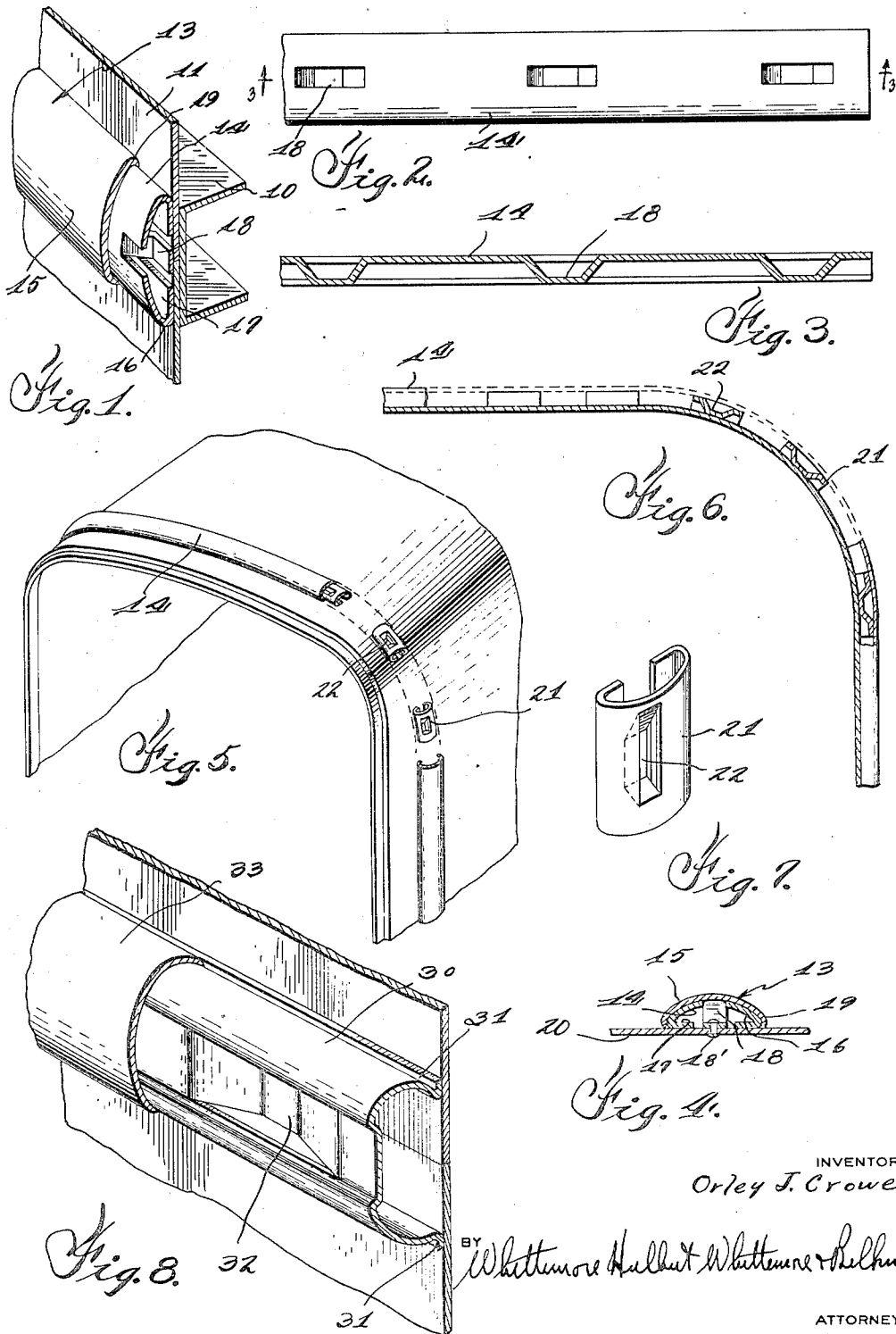
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MOLDING OR FINISH STRIP ASSEMBLY

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MOLDING OR FINISH-STRIP ASSEMBLY

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This invention relates to moldings or finish strip assemblies, particularly designed for use in connection with motor vehicle bodies and the like.

5 The invention has as its objects to simplify, render more efficient, and improve generally devices of this character.

More specifically an object of the invention is to provide a molding or finish strip assembly having retainer or anchorage means of novel construction and so designed as to facilitate the attachment thereof to the frames, bodies, or other parts of motor vehicles and the like.

15 Another object of the invention is to provide a retainer or anchorage strip having three laterally spaced surfaces in substantial alignment for engagement with a vehicle body whereby the intermediate surface may be employed for securing the anchorage strip to the vehicle body.

Another object of the invention consists in providing a retainer or anchorage strip or member having means whereby the same may be spotwelded, riveted, bolted, screwed, nailed or otherwise secured with equal facility in any desired or preferred manner to the vehicle body or other support.

Another object of the invention is to provide a finish strip assembly having retainer means so designed as to permit the use thereof in short lengths or pieces as distinguished from continuous or long strips which customarily extend throughout the greater part or entire length of the molding. Thus with this invention, it is possible to secure short lengths of the retainer or anchorage member at spaced points along the body to which the cover strip is to be attached, and with this construction it is convenient to attach the retainer members after the cowl, or body, or other support has been painted.

Another object of the invention is to provide a retainer or anchorage strip or member which may be constructed with equal facility, of either a stamping, a rolled product or a screw machine product.

Another object of the invention is to provide an anchorage strip provided with means such, for instance, as abutments or ribs for

limiting the engagement of the cover strip with the anchorage strip and eliminating the possibility of contact between the cover strip and the finished surface of the vehicle body or other support to which the molding is attached.

This application comprises in part a continuation of my co-pending application, Serial No. 318,843 and in part a continuation of co-pending application, Serial No. 302,293.

The several objects, advantages and novelty of details of construction of this invention will be more apparent as the description proceeds, especially when considered in connection with the accompanying drawings wherein,

Figure 1 is a perspective view of the molding or finish strip applied to a portion of a vehicle body;

Figure 2 is a view of the anchorage strip with the cover strip omitted;

Figure 3 is a section taken substantially on the plane indicated by line 3—3 of Figure 2;

Figure 4 is a transverse sectional view through the finish strip assembly showing the retainer secured in place by riveting;

Figure 5 is a fragmentary perspective view of a portion of a vehicle body showing the retainer strip or anchorage means formed in short sections;

Figure 6 is a longitudinal sectional view through the structure illustrated in Figure 5;

Figure 7 is a perspective view of one of the retainer members, and

Figure 8 is a fragmentary perspective view of a slightly modified form of construction.

In the manufacture of certain types of automobile bodies, the metallic plates which form the outer shell are separately attached to the frame and the joint between these plates is concealed by a molding or finish strip assembly comprising an anchorage strip secured to the body usually by means of nails and a cover strip adapted for snap-on engagement over the anchorage strip and concealing the securing means from view. In applying such a finish strip assembly to all metal bodies, it is of course impractical to

use ordinary nails or analogous fastening means for securing the anchorage strip to the body, and it is therefore the primary object of the present invention to provide means for overcoming this obstacle. This object is accomplished by providing a retainer strip or anchorage means having struck-in portions by means of which the retainer strips may be secured to the vehicle body either by welding, or riveting, or by bolts, screws or the like. Obviously if the finish strip assembly is employed in connection with composite bodies having wooden pillars or filler members, then the anchorage strips may be secured by ordinary nails or analogous fastening means which as hereinbefore mentioned would be impossible with all metallic bodies.

While the invention herein illustrated is shown as attached to an all metal body, it will be understood that the invention is not necessarily limited by the disclosure and contemplates the use of this finish strip assembly on any type of vehicle body or the like.

Referring now particularly to Figures 1 to 3 of the drawings, it will be seen that 10 is a metallic pillar of any desired formation to which the end portions of two adjacent panels 11 and 12 are suitably secured. The finish strip assembly is designated by the numeral 13 and comprises an anchorage strip 14 and a cover strip 15, the former being formed with a curved or bowed body portion 16 terminating in angularly bent flanges or edge portions 17 constituting panel engaging portions. Preferably the curved body portion 16 is provided with a plurality of longitudinally spaced struck-in portions forming integral straps 18 which project inwardly between the edges of the anchorage strip and present flat surfaces which are adapted to be spotwelded to the panels as shown in Figure 1.

The cover strip 15 has a body similar in configuration to that of the anchorage strip and is provided with opposed inwardly extending open return-bent edges 19 capable of snap engagement with the edges of the anchorage strip 14. It is apparent that the finish strip need not necessarily be utilized to conceal the joint between adjacent panels and that the same may be used to advantage in various other ways and can be secured wherever found desirable upon an all metal vehicle body. In Figure 4 is shown a finish strip applied intermediate the edges of a metal panel 20. The anchorage strip 14 is shown as secured by riveting the straps 18 to the panel 20 by means of rivets 18' and then snapping the cover in place in the usual manner.

By reference to Figures 5 to 7 inclusive, it will be noted that the retainer strip or anchorage means is shown as formed in short

pieces or lengths 21 each of which is provided with a struck-in portion forming integral strap 22 which projects inwardly between the edges of the anchorage strip and presents a flat surface by means of which the anchorage member may be secured to the vehicle body or to the support in any well known or preferred manner. The anchorage members 21 are shown as secured to the body at intervals or spaced from one another, and it will be obvious to those skilled in this art that after these anchorage strips have been secured in place, the cover strip 14 may be secured thereto in the same manner as previously pointed out.

In Figure 8 a slightly modified form of construction is illustrated. In this figure an anchorage strip 30 is provided at its longitudinal edges with outwardly extending flanges 31 seating upon the vehicle body or other support and provided intermediate its edges with a depression 32 arranged substantially in the plane of the flanges 30 and adapted for attachment to the vehicle body. The reference character 33 indicates the cover strip which is adapted for snap-on engagement with the anchorage strip, the outwardly extending flanges 31 acting to prevent engagement of the edges of the cover strip with the vehicle body or other support. Thus, the scratching or marring of the finished surface of the vehicle body is prevented. It will thus be seen that the flanges 31 serve the dual purpose of providing support engaging surfaces and also serve as abutments for limiting the engagement of the cover strip with the anchorage strip. In other respects, the cover strip and anchorage strip are constructed in substantially the same manner as in the previously described forms of construction.

By providing the retainers or anchorage strips in short lengths a saving of material is effected and the cowl of the vehicle or other portion of the body may be painted and the retainer applied subsequently.

Obvious modifications will suggest themselves to those skilled in this art and to this end reservation is made to make such changes in any of the essential and all of the non-essential details of construction as may come within the purview of the accompanying claims.

What I claim as my invention is:

1. A finish strip assembly for all metal vehicle bodies including an anchorage strip having flanged edge portions, said strip also being provided with centrally disposed struck-in portions forming straps projecting inwardly between the aforesaid edge portions and adapted to be welded to said metal body, and a cover strip having snap-on engagement with said anchorage strip and concealing said securing means.

2. In a finish strip assembly, an anchorage

strip of substantially channel formation provided at the longitudinal edges of the channel with flanges for seating upon a portion of a vehicle body, and provided in the base of the channel with a substantially channel-shaped depression with the base of the channel depression extending longitudinally of the strip between and substantially in the plane of the flanges aforesaid, means for securing the base of the channel depression to the vehicle body and a cover strip having a snap-on engagement with said anchorage strip to conceal said securing means.

3. In a finish strip assembly, an anchorage strip having three laterally spaced surfaces in substantial alignment for engagement with a vehicle body, means for attaching the intermediate surface to a vehicle body, and a cover strip having a snap-on engagement with said anchorage strip for concealing said intermediate attaching surface.

4. In a finish strip assembly, an anchorage strip provided at its longitudinal edges with angularly extending flanges seating upon a portion of a vehicle body, said strip being provided with a centrally disposed depression lying in the plane of the flanges aforesaid and also seating on the vehicle body and providing an attaching portion, means for securing the said attaching portion to the vehicle body, and a cover strip adapted for snap-on engagement with said anchorage strip to conceal said attaching portion.

5. A finish strip assembly for vehicle bodies including an anchorage strip of substantially channel formation having flanged edge portions for engagement with a portion of a vehicle body, said strip also being provided with a centrally disposed struck-in portion forming a strap projecting inwardly between the aforesaid edge portions and means for securing said struck-in portion to a vehicle body.

6. In a finish strip assembly, an anchorage strip provided at its longitudinal edges with outwardly extending flanges seating upon a portion of a vehicle body, and provided intermediate said flanges with a depression substantially in the plane of the flanges aforesaid for attachment to a portion of a vehicle body, and a cover strip adapted for snap-on engagement with said anchorage strip, said outwardly extending flanges also preventing engagement of the edges of said cover strip with said vehicle body.

In testimony whereof I affix my signature.
ORLEY J. CROWE.