

J. SCHRODER.
CRANK HOLDER FOR AUTOMOBILES.
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1,431,691.

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FIG. 1

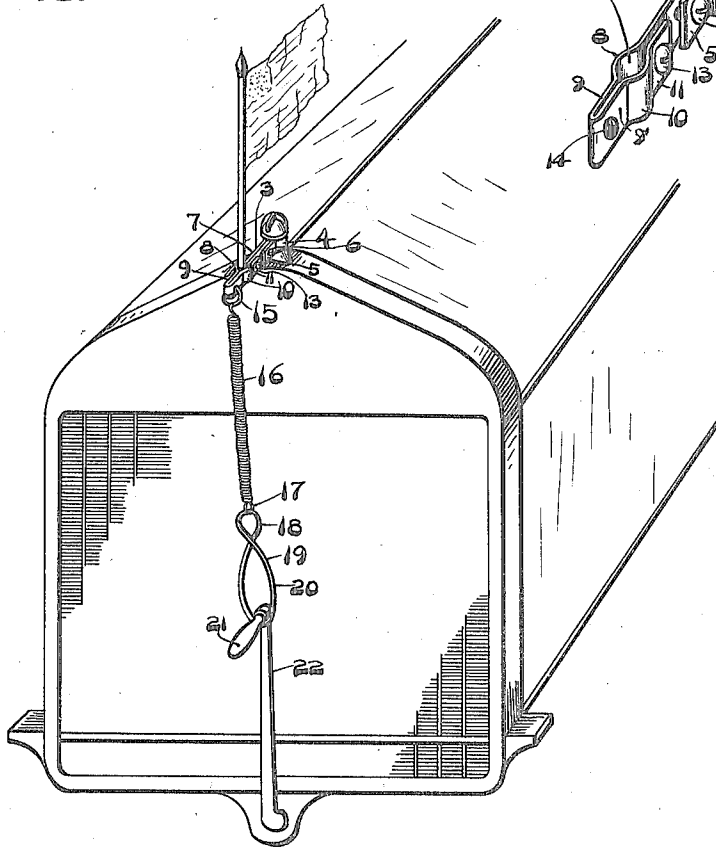
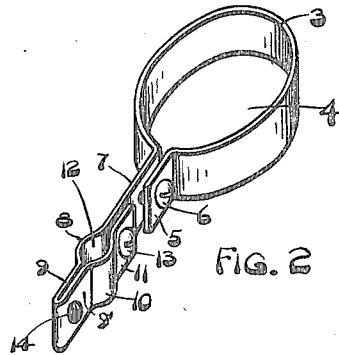


FIG. 2

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CRANK HOLDER FOR AUTOMOBILES.

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To all whom it may concern:

Be it known that I, JOHN SCHRODER, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Crank Holders for Automobiles, of which the following is a specification.

The object of my invention is to produce a device possessing the advantage of supporting the crank of an automobile with greater security while combining the function of permitting easier and, therefore, more rapid removal and replacement of the crank with relation thereto.

This and other objects are attained in the device set forth and claimed.

In the drawing:

Fig. 1 is a perspective view of a device embodying my invention mounted in position with relation to an automobile;

Fig. 2 is a perspective detail view of part of my invention.

My improved device consists of a flag holder element which is shown in detail in Fig. 2, and a crank holder element which is shown in conjunction with the flag holder, in Fig. 1. The flag holder preferably consists of a single strip of metal 3 which is bent to form a hoop 4 adapted to encircle the neck of the radiator below the cap, one end 5 thereof terminating adjacent to the hoop and having a screw 6 which, cooperating with the opposite end 7 of the hoop, acts to draw the hoop into clamping engagement with the radiator neck, as shown in Fig. 1. End 7 of the hoop extends forwardly and is provided with a semi-circular portion 8, the forward part 9 of which is bent back to form a return part 9' which in turn is provided with a semi-circular portion 10 which terminates in an end 11 of the strip, which is spaced away from straight portion 7, to adapt it to varying sizes of necks and to permit it to be clamped tightly on the neck. The two semi-circular portions cooperate to produce a circular recess 12 for the reception of a flag staff, a screw 13 being employed to bind the semi-circular portions upon the staff.

The action of the flag holder is to grip the flag staff with a yielding tension by reason of the spring-like action of end 9 of the

holder, the portions of which will spring apart to accommodate themselves to the diameter of the flag staff upon binding movement of screw 13.

The return part 9 of the flag holder is provided with a hole 14 in which a ring 15 is mounted and to which a coil spring 16 is attached. The lower end of spring 16 is provided with a loop 17 which is attached to the small upper loop 18 of the crank-receiving member 19 which is preferably formed in the shape of the numeral 8. The lower loop 20 is preferably considerably larger and longer than the upper loop 18 to permit ready insertion and removal of handle 21 of the crank 22. In placing the crank-receiving member in holding position with relation to the crank or removing it therefrom loop 18 will be found convenient for placing the finger therethrough to facilitate the operation. The spring 16 serves to maintain a yielding pull upon the crank, thereby preventing rattling and holding the crank upright in convenient position for use and out of the way of obstacles which might be encountered if allowed to assume a lower position.

When it is desired to attach my device to an automobile, place the hoop upon the radiator neck and clamp it thereon by screw 6. The flag staff is inserted in opening 12 and secured therein by screw 13. The spring and crank-holding member will then hang downwardly in front of the radiator ready for use. When it is desired to crank the car simply pull the crank-holding member out of engagement with the crank, then turn the crank until the engine has been started and then replace the loop 20 in the position shown in Fig. 1.

Having thus described my invention what I claim is:

1. A holder for automobiles comprising a horizontally mounted support, a coil spring attached thereto and depending therefrom, a double wire loop attached at its upper end to the lower end of said coil spring, the lower loop being oblong and narrow and adapted to engage and hold an automobile crank, substantially as set forth and for the purposes specified.

2. A crank holder for automobiles comprising a clamp support adapted to encircle

and detachably engage a radiator neck and to project forward of the radiator and having a hole in its forward end, a coil spring pivotally engaging said hole, a double wire
5 loop pivotally attached to said coil spring, the upper loop being small and the lower loop being long and narrow and adapted to engage a crank and support it in upright firm position, substantially as set forth and for the purposes specified.

JOHN SCHRODER.

Witnesses:

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