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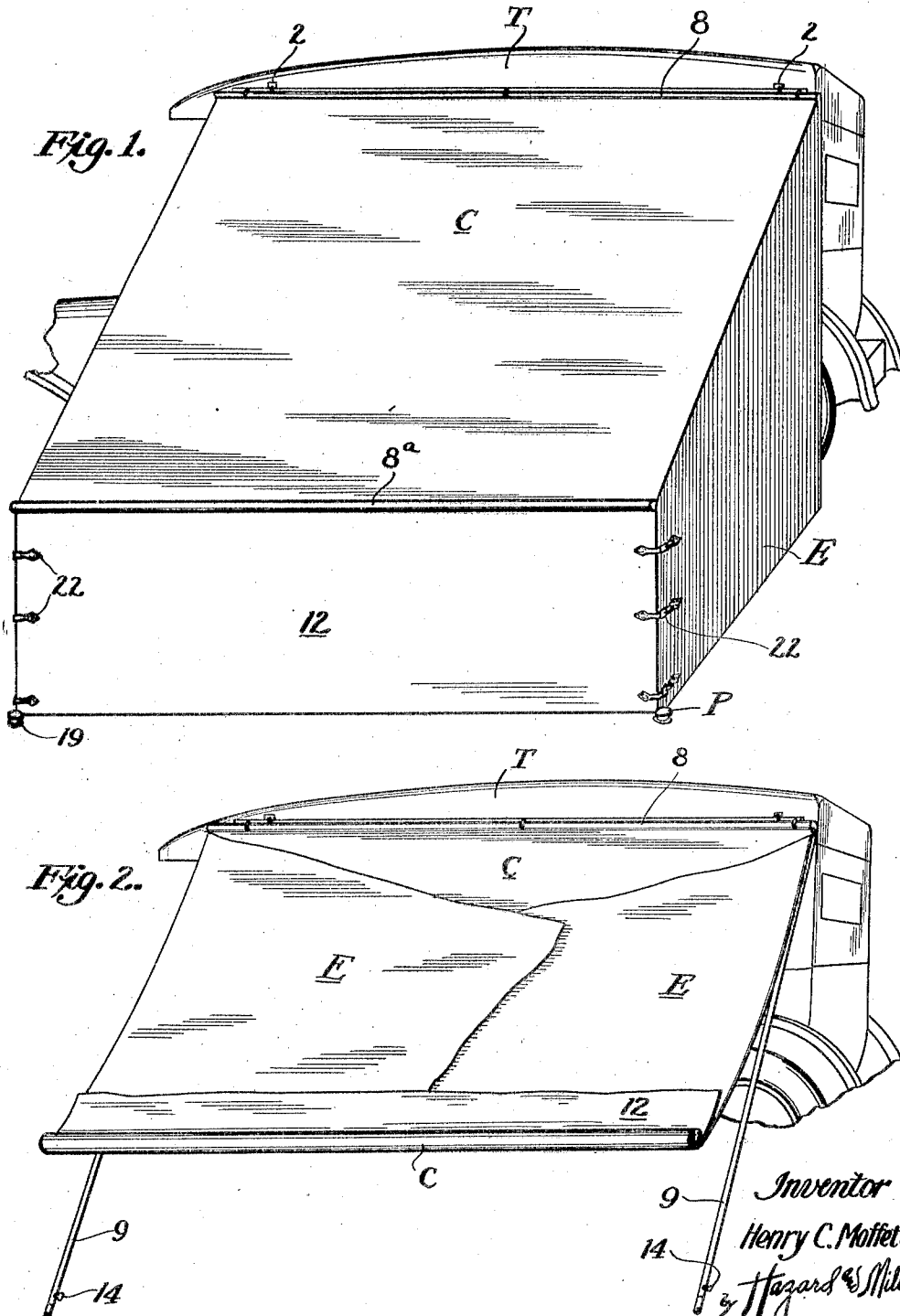
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H. C. MOFFETT

AUTOMOBILE CAMP TENT

Filed April 12, 1923

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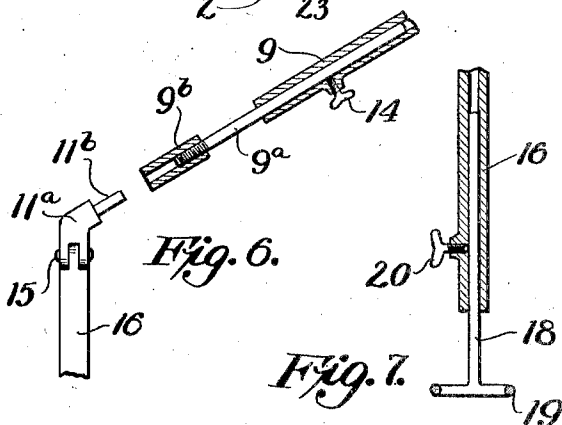
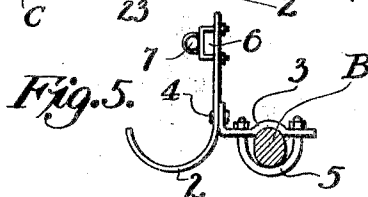
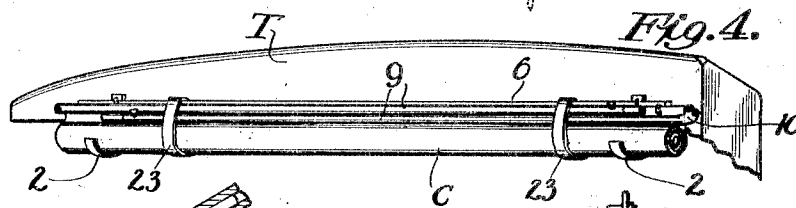
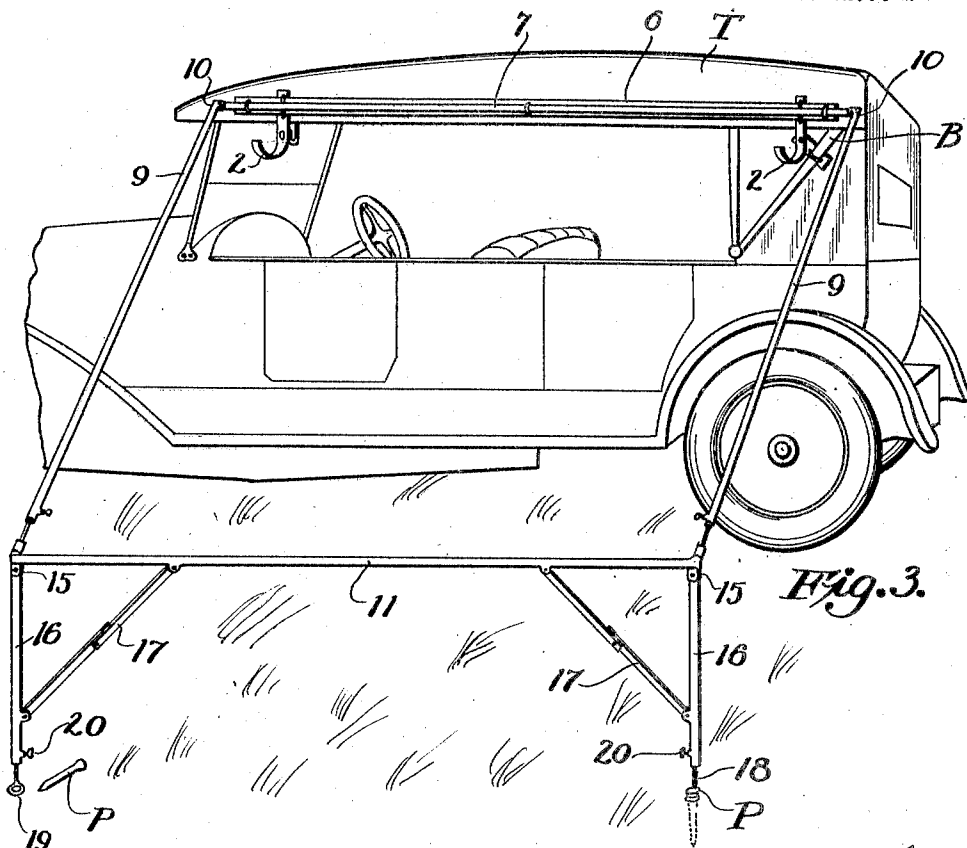
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AUTOMOBILE CAMP TENT

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2 Sheets-Sheet 2



Inventor
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Attys

UNITED STATES PATENT OFFICE.

HENRY C. MOFFETT, OF HANFORD, CALIFORNIA, ASSIGNOR OF ONE-THIRD TO J. L. MOFFETT, OF VISALIA, CALIFORNIA, AND ONE-THIRD TO HARRY V. BRENTON, OF HANFORD, CALIFORNIA.

AUTOMOBILE CAMP TENT.

Application filed April 12, 1923. Serial No. 631,653.

To all whom it may concern:

Be it known that I, HENRY C. MOFFETT, a citizen of the United States, residing at Hanford, in the county of Kings and State of California, have invented new and useful Improvements in Automobile Camp Tents, of which the following is a specification.

This invention relates to camp paraphernalia, and has for an object to provide a camp tent outfit that may be readily rolled up into a compact form and adapted to be stored in brackets forming carrying means. It is an object to provide carrying means adapted to be readily secured to elements of a vehicle top, such, for instance, as the bows or bow braces of an automobile, and which brackets are designed to be left installed for such a length of time as may be desired for touring and camping purposes.

Another object is to provide tent supporting means that may be readily attached to an automobile top and upon which a collapsible tent can be compactly hung and fastened to be carried during travel with an automobile. Another object is to provide an auto top tent which may be readily unrolled and set up laterally from the side of the vehicle.

Other objects and advantages will be made manifest in the following specification of an embodiment of the invention illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective showing the tent as set up at one side of the vehicle.

Fig. 2 is a perspective showing the partially folded tent cover.

Fig. 3 is a perspective showing the tent frame or skeleton, the tent top being omitted to clearly illustrate the frame.

Fig. 4 is a perspective of the furled tent fastened in its supporting brackets on the auto top.

Fig. 5 is a detail view of one of the brackets.

Fig. 6 is a sectional detail of one of the tent side bars and legs.

Fig. 7 is a sectional detail of one of the legs and its foot.

In its illustrated embodiment, the invention includes a plurality of substantially J-shaped brackets 2, adapted to be fastened

in outwardly extending manner, as shown in Figure 3, to a contiguous top bow or top brace, this being facilitated by means of appropriately shaped clamp members 3, of which one is pivoted at 4 to each bracket 2. The clamp members 3 have concaved side faces to receive bow members B, around which may be fastened U-bolts 5, which, when drawn up tight, firmly clinch the clamp members 3 in place. The single pivotal connection 4 between the bracket and its clamp members 3 provides for suitable pivotal adjustment of the bracket to bring it to a vertical position, irrespective of the angular position of the bow member B.

Preferably, the brackets are connected longitudinally to the automobile top T, as by a strip 6, and along this strip there is extended and secured a top rod or tent frame member 7, which may be in the form of a length of tube or pipe, around which is hemmed at 8 the upper edge of a tent top or cover C. The tent top is provided with end walls E, and these are adapted to be drooped down over end frame members 9. To provide for collapsibility, the frame members 9 are hingedly connected at 10 to the ends of the top rail 7 of the frame. The lower portion of the tent top or cover C is hemmed at 8^a around a lower frame member 11, and drooping downwardly from this is a side wall 12.

To provide for drawing the tent top or cover C taut, as the frame is set up, the side members 9 have tubular lower ends, or may be of tubular material, and in these lower ends is telescopic an extension rod 9^a, on the extended end of which is secured or provided a socket 9^b. The socket is adapted to receive a pin 11^b carried by the contiguous end fitting 11^a of the lower rail 11. It will be seen that, as the frame is set up, the cover C can be drawn taut after the pin 11^b has been inserted in the socket 9^b by sliding the extension rods 9^a downwardly in the end pieces 9, and then fastening the same as by set screws 14.

The ends of the lower rail 11 are provided with pivots or hinges 15, upon which are mounted corner legs 16, which are adapted

to be unfolded from a parallel position along the lower rail 11 to the vertical position shown in Figure 3, and then locked by knuckle jointed braces 17, connecting them with the rail 11. After the legs have been set up, they may be securely fastened by means of foot portions 18, having eyes or loops 19, through which may be driven pins or pegs P. The foot members 18 include forwardly extending shanks telescopic in the legs 16. This provides for the levelling of the tent frame rails irrespective of possible curvature or irregularity in that portion of the ground engaged by the set up legs. After the foot members 18 have been adjusted in proper position on the ground, they are fastened as by set screws 20 provided in the lower portions of the legs 16.

From the above it will be seen that I have provided an automobile tent including bracket elements adapted to be readily attached to an automobile top to remain installed for any desired length of time and upon which are adapted to be secured a knocked down, furled tent and its frame. Further, the present invention provides a tent structure of extremely simple and inexpensive parts, and which are light in weight and can be readily handled by a single individual for the quick erection and collapsing of the outfit, all without requiring any material changes or alterations of or upon the vehicle to which the outfit is to be attached to be transferred and erected in association therewith.

Since the upper end of the tent is firmly fastened to the elements attaching it to the tent, the furled tent is carried in a compact manner out of the way along one side of the top and, when the tent is set up, the desired elevation is furnished for the top of the tent by the top of the automobile, which forms the primary support for the head of the tent, which latter, when erected, leans off to one side and requires but two prop or leg elements to give it the desired outboard support.

The end walls and the side wall are adapted to be fastened by any suitable device, such, for instance, as buckles and straps 22.

In the collapsing of the tent, the end walls and side wall are released from each other and the side wall is thrown up over the cover C, and then the end walls are thrown over upon these, as shown in Figure 2. After this, the leg sticks are pulled and their braces broken in and the legs folded along side of the bottom rail, and these parts are all rolled in together and up to and placed on the brackets, where they may be fastened as by straps 23. Before the parts are collapsed, the set screws 14 are released to permit the disconnection of the frame members 9 from the bottom

rail 11, and allowing the swinging of the frame members 9 around to position along the top rail 7.

Further embodiments, modifications and variations may be resorted to within the principle of the invention.

What is claimed is:

1. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets, and collapsible tent frame forming members attached to the top rail and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame.

2. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets and collapsible tent frame forming members attached to the top rail and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame, said frame forming members including frame ends and sides detachably connected.

3. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets and collapsible tent frame forming members attached to the top rail and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame, said frame forming members including frame ends and sides detachably connected, the end members being extensible to draw a cover spread thereon taut.

4. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets, and collapsible tent frame forming members attached to the top rail and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame, said frame members including collapsible legs forming the outboard support of the tent frame.

5. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets, and collapsible tent frame forming members attached to the top rail and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame, said frame members including collapsible legs forming the outboard support of the tent frame, said legs having extensible portions adjustable to conform to contour of the ground and support the frame in a horizontal position.

6. A collapsible tent outfit including brackets adapted to be fastened to automobile top elements, a tent top rail frame member secured to the brackets, and collapsible
5 tent frame forming members attached to the top rail by a pivotal connection, and adapted to be set up in lateral, extended position from the automobile top, which latter forms the primary support for the top of the frame. 10

In testimony whereof I have signed my name to this specification.

HENRY C. MOFFETT.