Nov. 2, 1926. 1,605,200

C. BACON

AWNING FOR AUTOMOBILES

Filed August 20, 1926 2 Sheets-Sheet 1

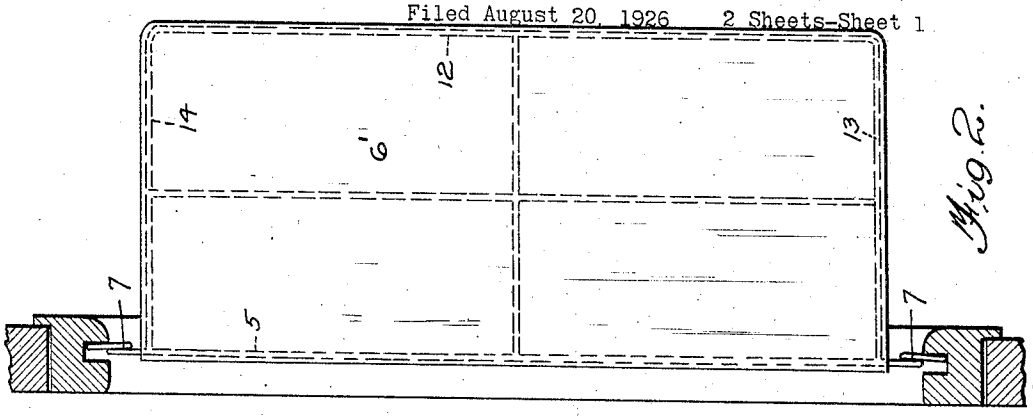


Fig. 2.

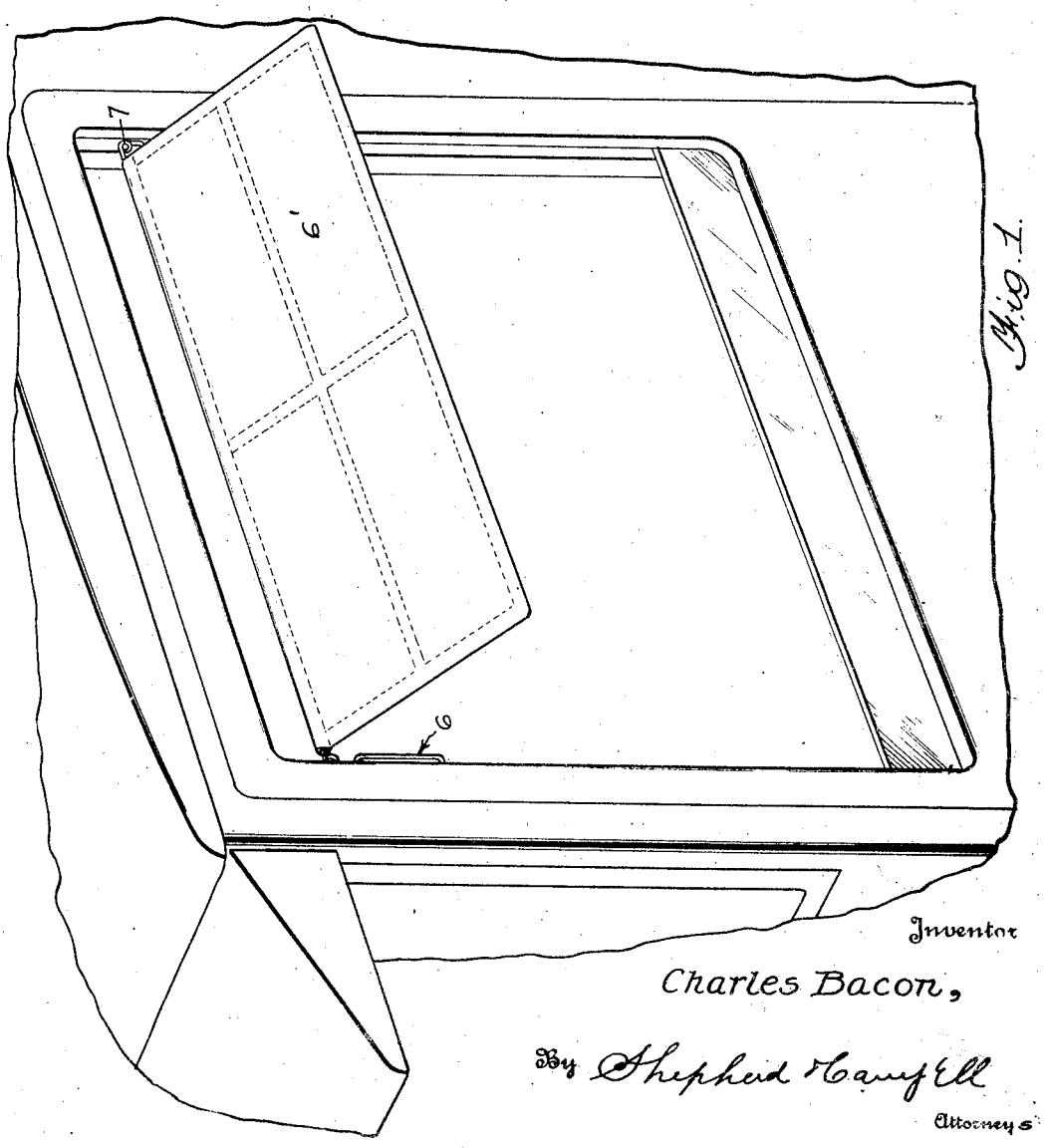


Fig. 1.

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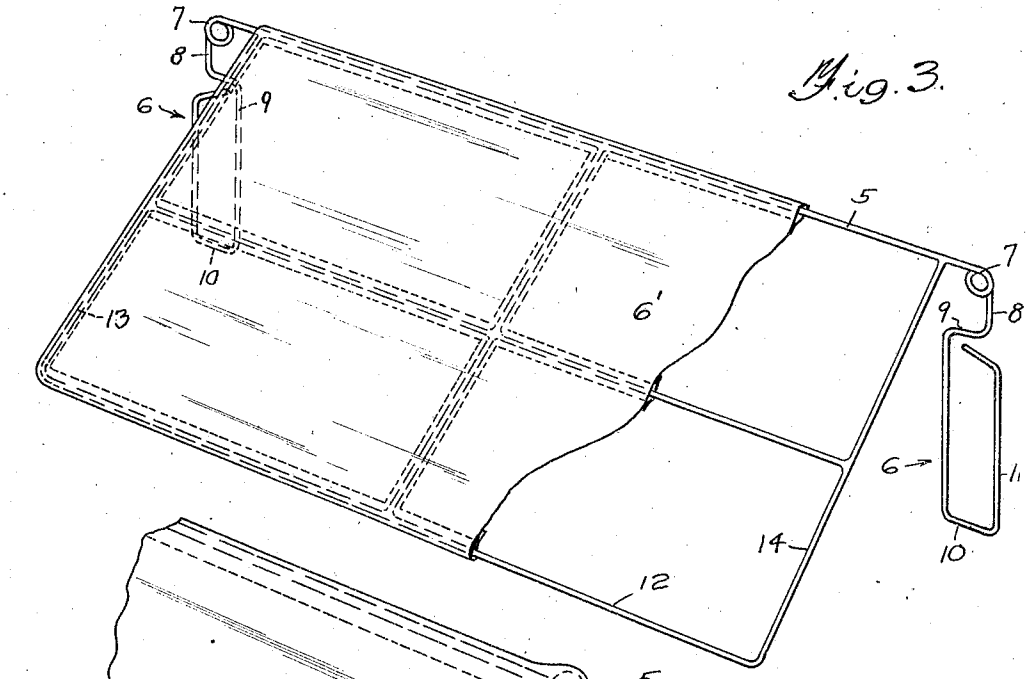
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Fig. 3.



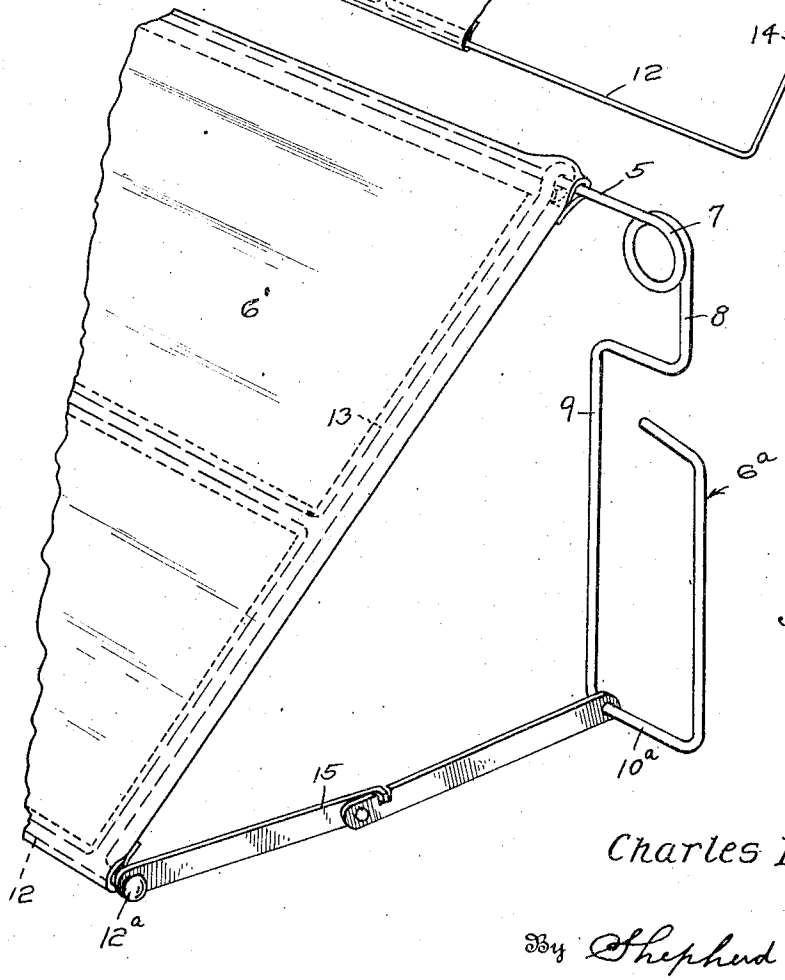


Fig. 4.

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Patented Nov. 2, 1926. 1,605,200

UNITED STATES PATENT OFFICE.

CHARLES BACON, OF KANSAS CITY, MISSOURI.

AWNING FOR AUTOMOBILES.

Application filed August 20, 1926. Serial No. 130,508.

This invention relates to awnings for automobiles of the character of that shown in my copending application Serial No. 129,751, filed on the 17th day of August, 1926, and it has for its object to further simplify and cheapen the cost of manufacture of awnings of this character.

Broadly stated, the invention resides in providing an awning frame made of a single piece of resilient, wirelike material, shaped to comprise a horizontal awning supporting element, having downwardly extending legs at its opposite ends, which are shaped and dimensioned to enter the glass grooves of an automobile, said material being so bent, and shaped as to cause said legs to have a tendency to spring apart and thereby be frictionally held in said glass grooves.

Further objects and advantages of the invention will be set forth in the detailed description which follows.

In the accompanying drawing—

Fig. 1 is a perspective view of the awning of the present invention illustrating the same in place upon an automobile door.

Fig. 2 is a horizontal sectional view through said door illustrating the awning in place therein.

Fig. 3 is a perspective view of the complete awning with the fabric of the same partly broken away.

Fig. 4 is a perspective view of an awning illustrating a slightly modified form of the invention.

Like numerals designate corresponding parts in all of the figures of the drawing.

The awning of the present invention comprises a frame having a horizontal member 5 and downwardly bent end portions 6. In the particular form of the invention that I have chosen for purposes of illustration, the metal is bent to form spring convolutions or loops 7 at the juncture of the leg portions 6 with the horizontal portions 5, said spring convolutions being such as to tend to cause said leg portions to spring outwardly or away from each other. It will be noted that from these spring convolutions the metal is bent downwardly at 8, inwardly at 9, outwardly at 10 and upwardly at 11, said upwardly bent portions constituting in themselves free spring members which add to the lateral yieldability of the structure. This is of importance since it renders it possible to make a given structure fit windows of varying widths.

The awning proper may comprise a rigid frame 12, rigidly fixed by the end members 13 and 14, to the horizontal member 5 and all of these elements may be made of resilient metal. An awning web 6′ covers the frame constituted by the elements 5, 12, 13 and 14.

In Fig. 4, I have illustrated a construction substantially like that shown in Fig. 3, though in this case the end members 13 are mounted to swing from the horizontal member 5 and the awning is held in its extended position by collapsible braces such as are commonly used to hold the lids of trunks in elevated position, said braces being indicated at 15 and being connected at their outer ends to the member 12^a of the awning frame and at their inner ends being hinged to the lower horizontal members 10^a of the leg sections 6^a. This provides an awning which is collapsible and which may be folded into small compass. Since these awnings are held in place wholly by friction, I preferably roughen, or knurl, the outer faces of the terminal members 11 to cause them to more securely engage the felt of the glass grooves so that the awning will maintain its position under the jolt and jar of the vehicle.

It is clear that the mere bending of the metal at 7 would give spring effect; that this spring effect is enhanced by the provision of the spring convolutions at 7 and that a further spring effect is provided by the provision of the free spring ends 11. Clearly any of these may be omitted without effecting the operation of the others.

Therefore it is to be understood that the invention is not limited to a structure including all of these spring elements but that it includes within its purview such modifications as fairly come within either the terms or the spirit of the appended claims.

Having described my invention what I claim is:

1. An awning frame made of a single and continuous piece of resilient material forming a horizontal member and downwardly extended vertical legs shaped and dimensioned to engage snugly, as to width, in the glass grooves of an automobile and bent to constitute spring elements which un-

der the resilience of the metal, project said legs laterally into said glass grooves.

2. An awning frame comprising a horizontal member and downwardly extending leg portions at the opposite ends thereof, the connection between said leg portions and said horizontal portions being of a spring nature and acting to move said legs outwardly, said legs being free to spring outwardly from the top to the bottom thereof and into the glass grooves of an automobile and being of such cross sectional dimensions as to substantially fill said grooves laterally and fit snugly therein.

3. An awning frame comprising a horizontal member and downwardly extending leg portions at the outer ends thereof, the material from which said member and leg portions are formed being of a resilient nature and being bent at the juncture of said member and leg portions to form spring convolutions which act to move said legs outwardly from top to bottom thereof.

4. A structure as recited in claim 2 wherein said leg portions terminate in free spring ends.

5. A structure as recited in claim 3 wherein said leg portions terminate in free spring ends.

6. A structure as recited in claim 2 in combination with awning web carrying members extending from said horizontal member and braces extending between the awning web carrying members and the lower ends of the leg portions.

7. A structure as recited in claim 2, in combination with awning web carrying members swung from said horizontal member and collapsible two part braces the ends of which are pivotally connected to the said leg portions and to the awning web carrying members respectively.

8. An awning frame made of spring material and comprising a horizontal member, integral spring convolutions at the opposite ends of said member and integral vertical leg portions depending from said convolutions, each of said leg portions comprising two vertical runs, connected at the bottom by a horizontal part, an awning web, the upper edge of which is connected to the horizontal member, braces for supporting the lower portion of said web, said braces being pivoted to said horizontal part a sufficient distance outwardly of the outermost of said vertical runs to permit of said outer runs being projected into the glass grooves of an automobile under the action of said spring convolutions.

9. An awning frame made of spring material comprising a horizontal member and vertical leg portions at the opposite ends of said horizontal member which tend to spring outwardly under the inherent resiliency of the material of the frame, each of said vertical leg portions comprising two vertical runs connected at the bottom by a horizontal part, an awning web the upper edge of which is connected to the horizontal member and braces for supporting the lower edge of said awning web, said braces being pivoted to said horizontal part a sufficient distance inwardly of the outermost of said vertical runs to permit of said outer runs being projected into the glass grooves of an automobile under the action of the spring material of the frame.

In testimony whereof I affix my signature.

CHARLES BACON.