

Jan. 30, 1934.

W. H. FARR

1,945,348

HUB CAP CONSTRUCTION

Filed Aug. 12, 1931

FIG. 1

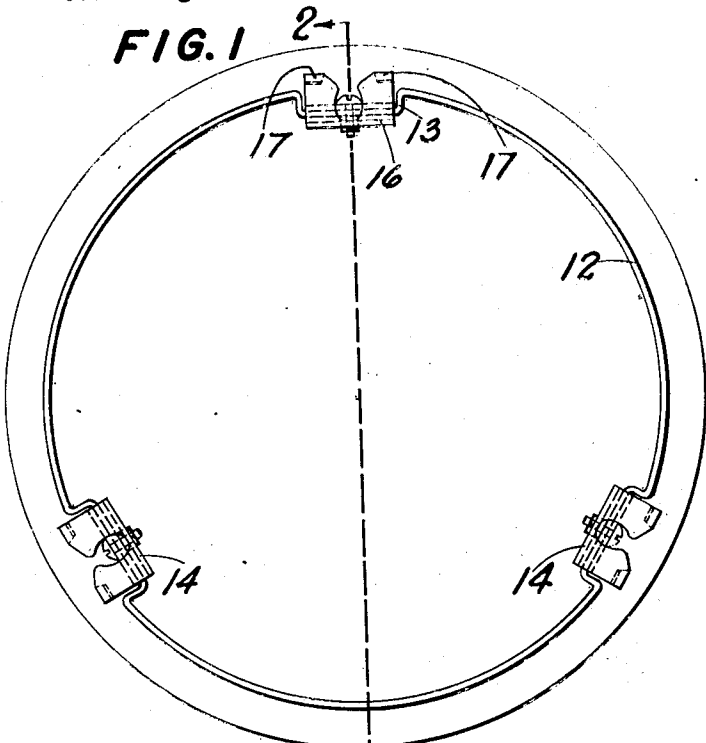


FIG. 3

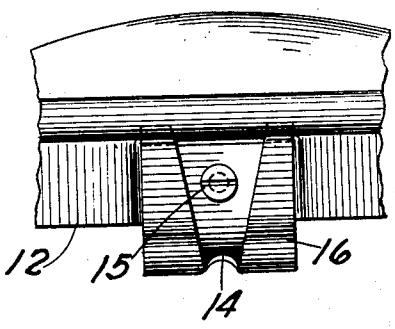
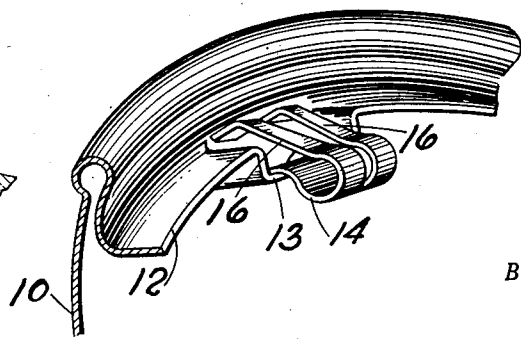


FIG. 4



INVENTOR.
WARREN H. FARR
BY John P. Jarboe
ATTORNEY.

UNITED STATES PATENT OFFICE

1,945,348

HUB CAP CONSTRUCTION

Warren H. Farr, Detroit, Mich., assignor to Budd
Wheel Company, Philadelphia, Pa., a corpora-
tion of Pennsylvania

Application August 12, 1931. Serial No. 556,489

7 Claims. (Cl. 301—108)

My invention relates to the art of hub caps and it has been my particular object to provide a simple, attractive and inexpensive hub cap which would avoid the tendency to stick so commonly observed in connection with the application of hub caps of the prior art to vehicle wheels.

Further objects and advantages of my invention will be apparent from a reading of the sub-joined specification in the light of the attached drawing, in which—

Figure 1 is an inside elevation of my improved hub cap;

Figure 2 is a central axial section on line 2—2 of Fig. 1;

Figure 3 is a detail view of one of my improved clips in its application to the cap; and

Figure 4 is an enlarged perspective view of the same feature.

The manner in which I have attained the foregoing objects of my invention will now be obvious from a reading of the sub-joined description and claims and a study of the attached drawing. My improved clip type fasteners, with their enlarged U-shaped bights, have effectively solved the problem of sticking so commonly observed in connection with hub cap attachment means, by reason of their improved axial and radial yieldability. The clips of the present invention are further very inexpensive to produce and may be readily replaced if damaged by their removal, through the detachment of the threaded securing means 15.

Referring to the drawing by reference characters, the numeral 10 indicates the main body portion of my improved hub cap which is in the form of a radially extending closure plate. This closure plate is turned inwardly and reversely against itself as indicated at 11 and terminates in an axially inwardly extending flange 12. This flange is provided at spaced points about its periphery with inwardly offset seats 13 adapted to demountably receive attaching clips 14 which are secured thereto by means of threaded connections 15.

The attaching clips are of U shaped form having one arm of the U detachably secured to the hub cap flange seats at 15 and the other end formed adjacent its extremity with a projecting portion 18 adapted to snap into and out of yieldable locking engagement with respect to a depending annular flange 19 of the hub barrel upon direct axial approach of the parts. The fastening portion 18 of the clips is formed with bifurcations adjacent the end 16 thereof. It will be noted that the bights of the U shaped clips are

of gradually rounded shape and are substantially large. The clips may thus yield both radially and axially upon the application of the hub cap to the hub flange and this arrangement effectively precludes the possibility of the clips sticking when it is desired to attach or withdraw the cap from the flange. The main body of the hub flange is provided with a plurality of notches 17 adapted to register with the clips and receive them. The main body of the flange 12 of the hub cap fits snugly within the inturned edge 19 of the hub barrel, and with the aid of the natural resilience of the spring clips, effectively prevents rattling of the hub caps in use.

What I claim as new and useful and desire to protect by Letters Patent is:—

1. A hub cap comprising a radially extending closure plate and a series of U shaped spring clips secured to said closure plate and having their bights extending axially inwardly, an arm of each of said clips being adapted to snap behind a hub portion of a wheel to effect the securement of the plate to the wheel.

2. A hub cap comprising a radially extending closure plate and a series of U shaped spring clips secured to said closure plate through one of their arms and having their bights extending axially inwardly, the free arms of said spring clips being bifurcated and adapted to snap behind the hub portion of a wheel to effect the securement of the plate to the wheel.

3. A hub cap comprising a radially extending closure plate and a series of U shaped spring clips secured to said closure plate through one of their arms and having their bights extending axially inwardly, the free arms of said spring clips being formed with divergent bifurcations and adapted to snap behind the hub portion of a wheel to effect the securement of the plate to the wheel.

4. A hub cap comprising a radially extending closure plate having an axially inwardly extending flange projecting therefrom having a plurality of radially offset portions therein and a series of U shaped spring clips secured to said offset portions to effect the securement of the plate to a hub flange.

5. A hub cap comprising a radially extending closure plate and a series of U shaped spring clips secured to said closure plate and having their bights extending axially inwardly, an arm of each of said clips being adapted to snap behind a hub portion of a wheel to effect the securement of the plate to the wheel, the free arms of said U shaped clips being yieldable both radially and axially.

6. A hub cap comprising a radially extending closure plate and a series of U shaped spring clips secured to said closure plate and having their bights extending axially inwardly, an arm of each of said clips being adapted to snap behind a hub portion of a wheel to effect the securement of the plate to the wheel, said U shaped clips being formed with enlarged bights to enable their free ends to yield both radially and axially in the securement of the hub cap to the wheel.

7. A hub cap comprising a radially extending closure plate and a series of individually removable U shaped spring clips secured to said closure plate and having their bights extending axially inwardly, an arm of each of said clips being adapted to snap behind the hub portion of a wheel to effect the securement of the plate to the wheel.

WARREN H. FARR.

15
20
25
30
35
40
45
50
55
60
65
70
75

10
10
11
11
120
125
130
135
140
145
150