April 19, 1932. H. G. KELLOGG 1,855,022

ANNULAR FINISH STRIP AND METHOD OF CONSTRUCTING THE SAME

Filed Aug. 10, 1931 2 Sheets-Sheet 1

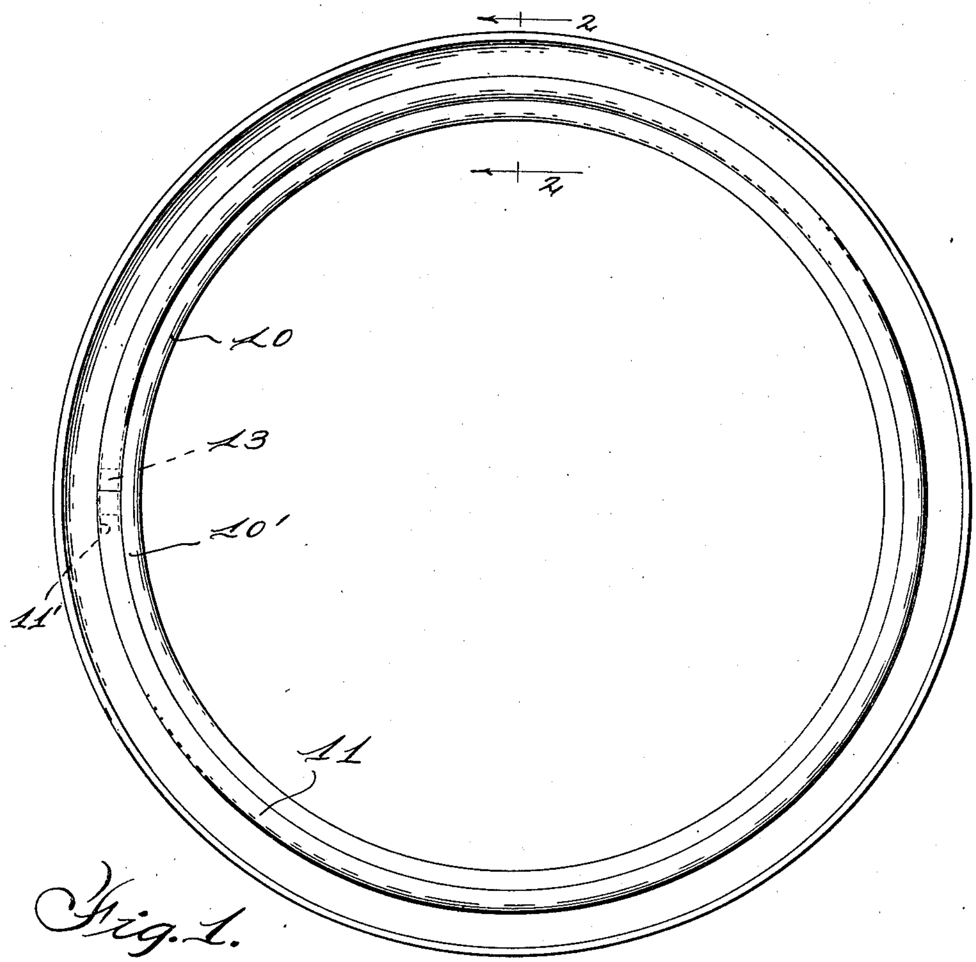

Fig. 1.

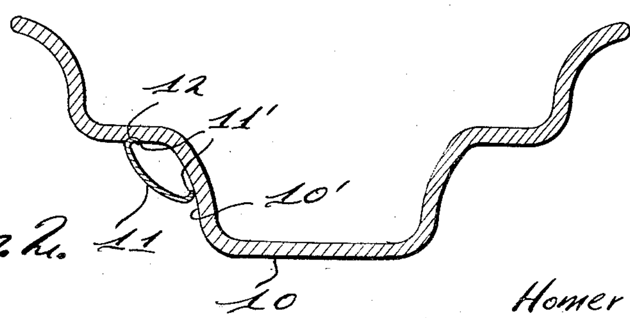

Fig. 2.

INVENTOR

Homer G. Kellogg

BY

Whittemore Hulbert Whittemore & Belknap

ATTORNEYS

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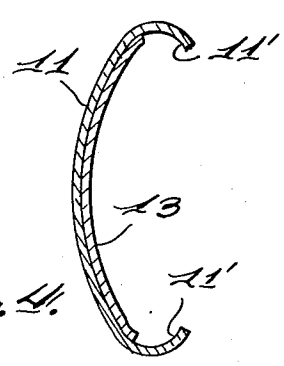

Fig. 4.

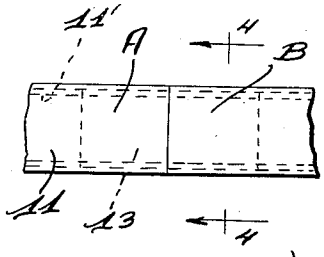

Fig. 3.

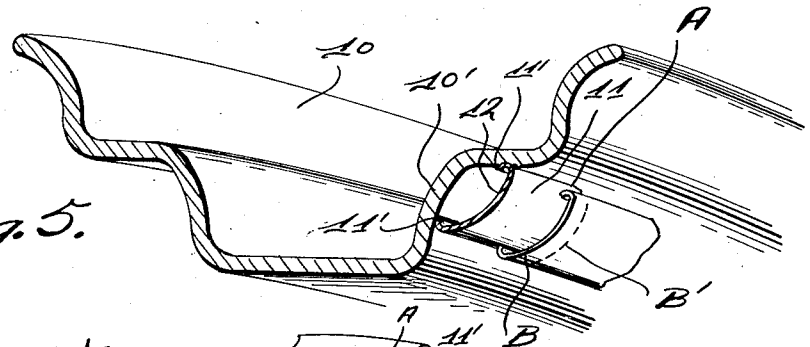

Fig. 5.

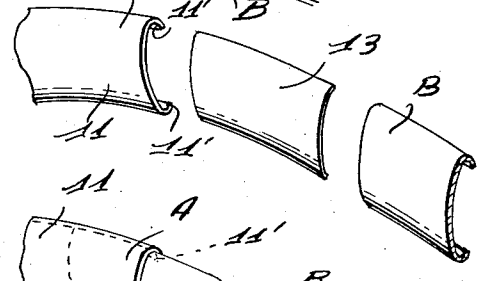

Fig. 6.

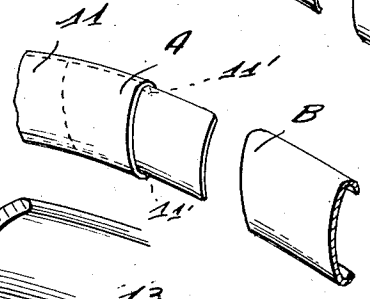

Fig. 7.

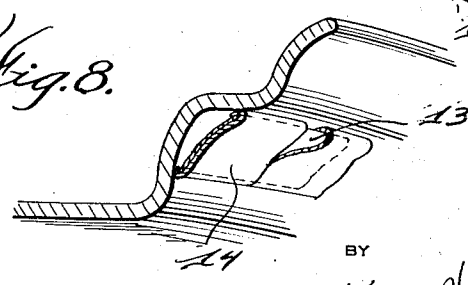

Fig. 8.

INVENTOR
Homer G. Kellogg

BY

Pattenson Hulbert & Pattenson & Belknap

ATTORNEYS

Patented Apr. 19, 1932 1,855,022

UNITED STATES PATENT OFFICE

HOMER G. KELLOGG, OF DETROIT, MICHIGAN, ASSIGNOR TO MOTOR PRODUCTS CORPORATION, OF DETROIT, MICHIGAN, A CORPORATION OF NEW YORK

ANNULAR FINISH STRIP AND METHOD OF CONSTRUCTING THE SAME

Application filed August 10, 1931. Serial No. 556,262.

This invention relates to an annular finish or trim strip or rail and to the method of fitting the same to a support such as vehicle wheel rims, hubs and the like.

The present vogue in motor vehicles demands the application to the wheel rims, hubs and the like, of a finish or trim strip or rail usually of a contrasting color for the purpose of imparting an ornamental appearance thereto and to enhance generally the appearance of the wheel, hub or the like. As a general rule it has been customary to make this finish strip in the form of a complete annulus and to thereafter secure the same to the rim, hub or the like, either by means of anchorage means attached to the supporting surface or by means of beads, grooves or the like formed therein.

However, it has been found that in production the diameter of vehicle wheel rims, for instance, vary somewhat and likewise in production the finished diameter of annular finish members of this type will also vary in diameter so that much difficulty is experienced in assembling the finish strip with the rim or other supporting surface and in many instances where the discrepancies in size are too great it is impossible to attach the finish strip.

It is, therefore, the primary object of this invention to provide a finish or trim strip or rail of this character which may be quickly and easily fitted to its supporting surface such as a wheel rim, hub or other surface of fixed dimensions.

To this end the invention contemplates forming the finish strip in the form of a split ring member of slightly greater length than the required finished size, whereupon the finish strip may be placed against the wheel rim or other supporting surface and the correct length or diameter accurately gauged, whereupon the split ring member may be severed to length.

The invention also contemplates a coupling member readily engageable with the ends of the split ring member whereby the ends may be connected to form a complete annulus which thereafter may be secured to the supporting surface such as the wheel rim in the customary manner.

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

Figure 1 is a side elevational view of a vehicle wheel rim or the like, having attached thereto a finished strip or trim rail constructed in accordance with my invention;

Figure 2 is a transverse sectional view taken substantially on the line 2—2 in Figure 1;

Figure 3 is an enlarged fragmentary elevational view of the connected ends to the split ring member;

Figure 4 is a sectional view taken substantially on the line indicated as 4—4 in Figure 3;

Figure 5 is a fragmentary cross sectional perspective view through a vehicle rim showing the manner in which the finish strip is gauged to obtain the correct diameter of the finished annulus;

Figure 6 is a perspective view of the ends of the split ring member showing the coupling element ready to be attached to the ends of the split ring;

Figure 7 is a view somewhat similar to Figure 6 showing the coupling member associated with one end of the split ring and just prior to the joining of the two split ring ends, and

Figure 8 is a fragmentary cross sectional perspective view through a wheel rim showing the end of a split ring finish strip of slightly different form.

By reference particularly to Figures 1 and 2 it will be noted that there is illustrated a vehicle wheel rim 10 of the drop-center type to which it is the present custom to attach in any one of a various number of ways a finish strip or trim rail 11. In the present illustration the trim strip 11 is shown as secured to the rim by engaging the inner periphery thereof with the wall portion 10′ of the rim and engaging the outer periphery with beads 12 formed circumferentially of the rim.

However, the finish strip 11 may be secured to its supporting surface in any other preferred or desired manner, insofar as this invention is concerned, as will become more apparent as this description proceeds.

In accordance with this invention, I propose forming the finish strip or trim rail in the form of a split ring which will be furnished to the wheel rim manufacturer or automobile manufacturer in diameters or lengths slightly in excess of the desired finished diameter of the complete annular finish strip. Thereafter, as illustrated in Figure 5, the finish strip may be matched with the wheel rim by placing the same in position and permitting the ends A and B thereof to overlap. In this manner the proper diameter for the finished annulus may be readily determined and may be marked as, for instance, illustrated by the dotted line B'. Thereafter the split ring can be removed from the rim and the excess material between the line B' and the adjacent end severed in any preferred or desired manner. At this time there is produced a split ring of the desired diameter for the complete annulus and of a size which will accurately fit the rim against which the split ring has been matched or measured.

As will be obvious, the finish strip or trim rail is of a substantial channel shape in cross section and as a consequence comprises return-bent edges 11', the channel, when the finish strip is applied, facing inwardly against the opposed surface of the wheel rim.

In accordance with my invention I propose, after the split ring has been severed to the proper diameter, to connect the ends by means of a coupling member or element 13, which in the simplest form of the invention, is attachable with the opposed ends A and B of the finish strip by being inserted in the channels thereof. Thus, as shown in Figure 7, the coupling element 13 has been inserted in the end A of the split ring member 11 and the end B of the split ring member, is about to be engaged with the projecting end of the coupling element so as to connect the ends of the split ring and form the complete annulus.

Obviously, the coupling member, in this form of the invention, will engage the opposite ends of the split ring member tightly so as to be secured thereto by friction and the abutting ends of the split ring member match one another sufficiently and abut so closely that the joint formed by the abutting ends is but slightly noticeable, particularly when the finish strip is applied to its supporting surface.

Obviously, it falls within the scope of this invention to provide other types of means for coupling or uniting the ends of the split ring member, the form herein specifically illustrated, however, being a very simple one which may be economically manufactured and assembled. Obviously, the coupling element may be permanently fixed to one end of the split ring member, the other end being severed to obtain the proper diameter and the two ends then united.

It is also obvious as will be observed from Figure 8 that finish strips or trim rails having other cross sectional contours are capable of use in connection with this invention. In this form, the finish strip 14 instead of being outwardly bowed as in the other figures of the drawings, is bowed inwardly. Furthermore, it will be apparent that the finish strips need not necessarily be channeled in cross section, other means thereupon being provided for connecting the coupling element to the ends of the split ring member.

In view, therefore, of the obvious modifications which may be resorted to in connection with this invention, reservation is made to make such changes as may come within the purview of the accompanying claims.

What I claim as my invention is:

1. A ring-like finish strip comprising, a split ring member, and a coupling member engaging the opposed ends of said split ring member to connect the same.

2. An annular finish strip or trim rail comprising, a split ring member, and a separate coupling member engageable with the opposed ends of said split ring member to connect the same to form a complete annulus.

3. A ring-like finish strip or trim rail adapted for attachment to a vehicle wheel rim comprising, a split ring member, and a coupling member engaging the opposed ends of said split ring member to connect the same to form a complete annulus.

4. An annular finish strip of the class described comprising, a split ring member, and a coupling element engaging the opposed ends of the split ring member to unite the same to form a complete annulus.

5. An ornamental finish ring for a vehicle wheel rim comprising, a split ring member of substantial channel cross section, and a coupling member engaging the channel portions of the opposed ends of said ring member to connect the same to form a complete annulus.

6. An ornamental finish ring for a vehicle rim comprising, a split ring member of substantial channel cross section at the ends thereof, and a coupling member engaging the said channel portions of the opposed ends of said ring member to connect the same, the said coupling member being concealed from view when the said ends are connected and the finish ring applied to the vehicle rim, the said finish ring being capable of attachment to the vehicle rim as a complete annulus.

7. The method of attaching an annular finish strip member to a supporting surface of fixed dimensions which consist in shap-

ing the finish strip into a split ring of excess diameter, severing the strip to length, and uniting the ends of the split ring by a coupling member to produce a complete annulus of the desired diameter.

In testimony whereof I affix my signature.

HOMER G. KELLOGG.