

Feb. 21, 1933.

W. C. VAN DRESSER

1,898,276

VISOR

Filed Sept. 8, 1931

4 Sheets-Sheet 1

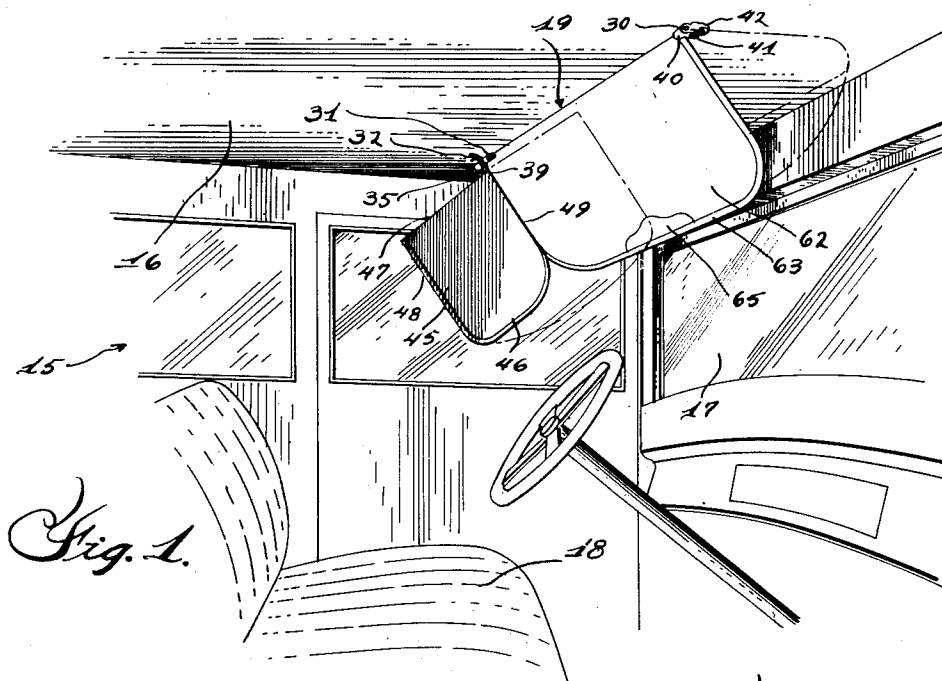
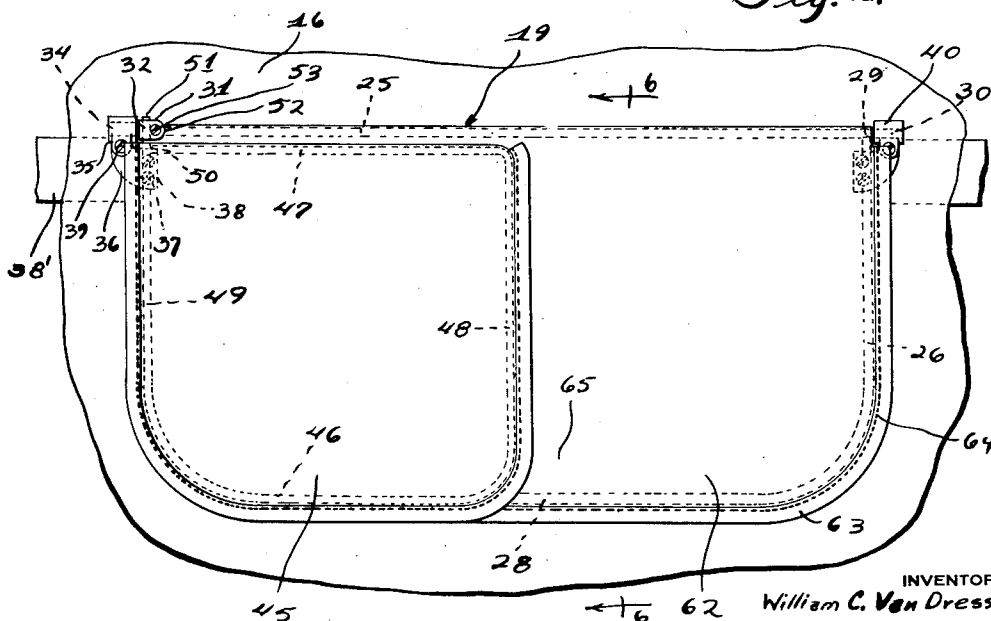


Fig. 2.



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Fig. 3.

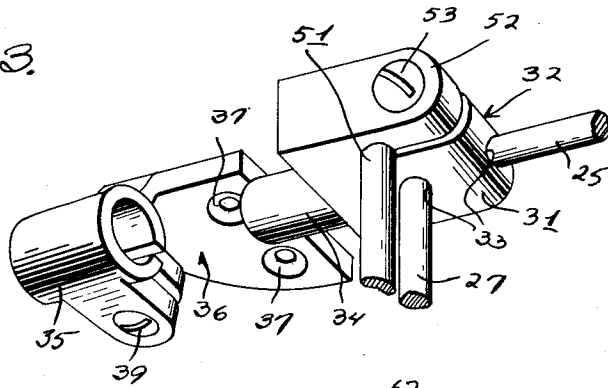


Fig. 4.

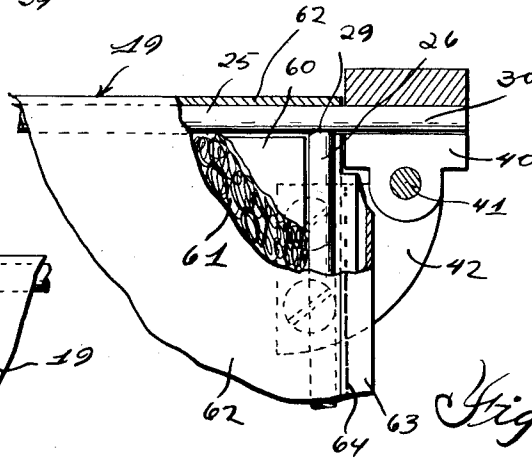
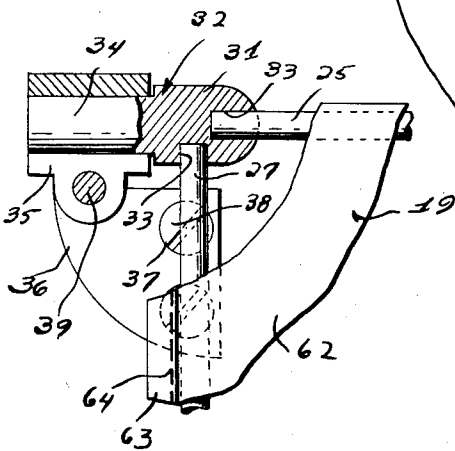
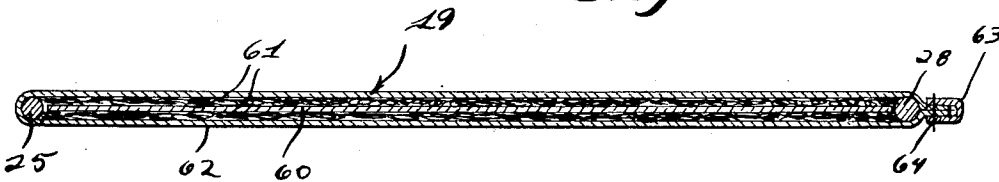


Fig. 5.

Fig. 6.



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4 Sheets-Sheet 3

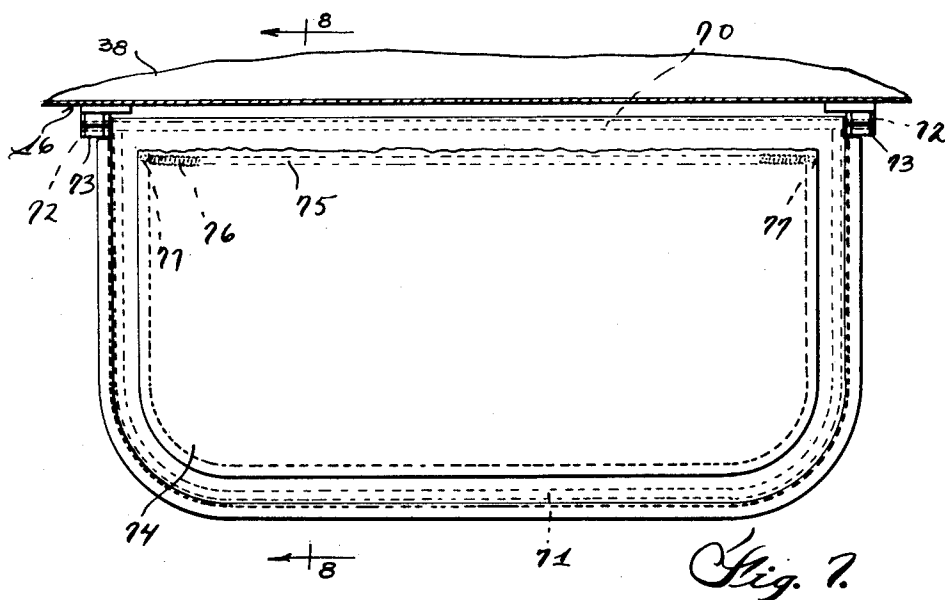


Fig. 7.

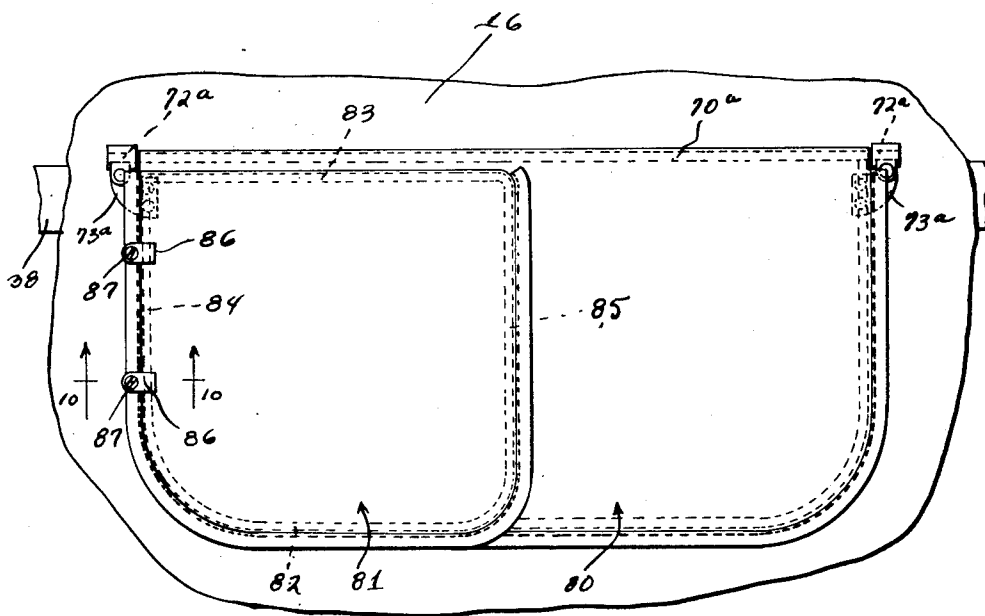


Fig. 9.

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4 Sheets-Sheet 4

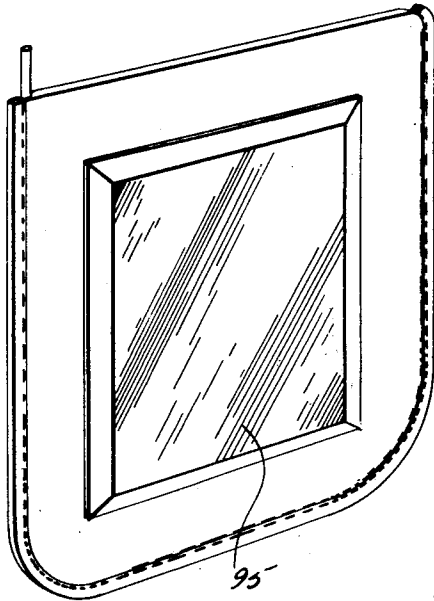


Fig. 11.

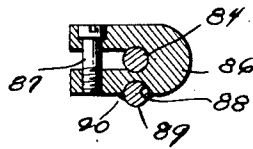


Fig. 10.

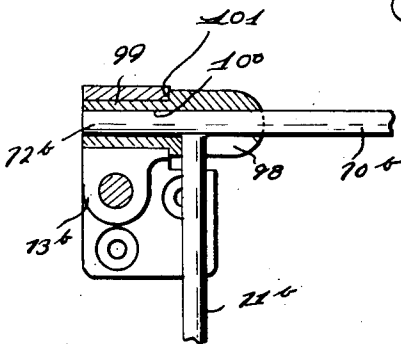


Fig. 12.

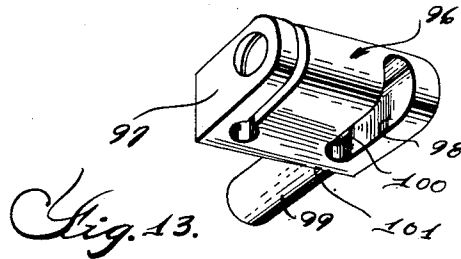


Fig. 13.

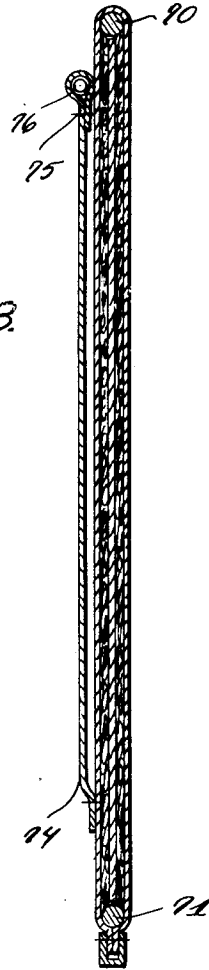


Fig. 8.

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VISOR

Application filed September 8, 1931. Serial No. 561,773.

This invention relates to visors of the type adapted more particularly for mounting on the interiors of vehicles.

One of the primary objects of this invention is to provide a visor which will be simple in construction and which may therefore be economically manufactured on a commercial scale.

A further object of this invention is to provide a visor which will be adjustably mounted and to provide means for holding the visor firmly in adjusted position.

Still further the invention contemplates the provision of a visor which will have a side or wing portion which will be adjustable with the visor and also relative thereto.

Numerous other objects and advantages of this invention will become more apparent as the following description proceeds, particularly when reference is had to the accompanying drawings, wherein:

Fig. 1 is a perspective view of a portion of a motor vehicle showing a visor constructed in accordance with the teachings of this invention mounted in the same;

Fig. 2 is a plan view of the visor shown in Fig. 1;

Fig. 3 is a perspective view of a portion of the mounting for the visor shown in Fig. 1, the several parts of the mounting being shown in spaced relation to each other for the sake of clearness;

Fig. 4 is a sectional view through the fitting shown in Fig. 3;

Fig. 5 is a fragmentary elevational view of a portion of the structure shown in Fig. 2;

Fig. 6 is a sectional view taken substantially on the line 6—6 of Fig. 2;

Fig. 7 is a rear elevational view of a slightly modified form of visor;

Fig. 8 is a sectional view taken substantially on the line 8—8 of Fig. 7;

Fig. 9 is an elevational view of a further modified form of visor;

Fig. 10 is a sectional view taken substantially on the line 10—10 of Fig. 9;

Fig. 11 is a semi-diagrammatic perspective view of the wing portion of the visor showing an attachment for the same;

Fig. 12 is a fragmentary sectional view

through a further modified form of construction; and

Fig. 13 is a detail perspective view of a portion of the structure shown in Fig. 12.

Referring then particularly to the drawings wherein like reference characters designate corresponding parts throughout all views, the reference character 15 designates generally the interior of a motor vehicle having a top 16, a windshield 17 and a front seat 18. Modern practice, in the manufacture of motor vehicles, is to provide a visor designated generally by the reference character 19, this visor being mounted interiorly of the motor vehicle slightly in the rear of the windshield and above and in advance of the front seat. This visor is mounted for adjustment relative to the top or roof of the vehicle so that the same may be properly adjusted angularly to shield the eyes of the driver from the sun.

According to the teachings of this invention the visor comprises a frame formed of heavy wire or the like. Thus, one strip of wire, designated by the reference character 25, constitutes the rear edge of the frame, and this wire may be either straight, as illustrated in Fig. 2 of the drawings, or bowed to conform to the curvature of the inner surface of the roof of the car if the latter is curved. A second piece of wire is bent to form the sides 26 and 27 and the front edge 28 of the frame, it being understood that this piece of wire may be bent to any shape desired, dependent upon the shape of visor desired. The free end of the side 26 is butt-welded as at 29 to the base or rear edge 25 of the frame and in spaced relation to the end thereof to provide the projecting portion 30 for a purpose which will hereinafter be more fully described.

The adjacent ends of the rear edge 25 and side edge 27 are imbedded in the body 31 of a fitting 32, the body of this fitting being provided with bores 33 for snugly receiving the adjacent ends of these edges of the frame, as clearly illustrated in Fig. 4 of the drawings. The fitting 32 is provided with the pintle portion 34 which is frictionally clamped in a split bearing 35 formed integral with a sup-

porting bracket 36. The supporting bracket is provided with bores 37 for receiving screws or the like 38 by which this supporting bracket may be rigidly fixed to the roof of the vehicle, as by connection to one of the cross bows 38' thereof or, if the cross bow is not properly located, then to a suitable block or the like (not shown) mounted in the roof structure of the vehicle. A bolt 39 provides means for adjusting the split bearing 35 to cause the same to frictionally clamp the pintle 34, as will be readily apparent.

At its opposite end the main frame of the visor is adjustably supported by mounting the projecting portion 30 of the rear edge 25 in a split bearing 40 adapted to be adjustably clamped in engagement with the end 30 of the wire by a bolt or the like 41. The split bearing 40 is formed integral with a supporting bracket 42 which is similar to the supporting bracket 36 with the exception that the split bearing thereof is smaller to conform to the cross sectional size of the end of the rear edge of the frame.

As thus far described, it will be apparent that the frame of the main visor will be adjustably mounted in the supporting brackets 36 and 42. Thus the visor may be swung from a position in which it lies flush against the surface of the roof of the vehicle, as shown in dotted lines in Fig. 1 of the drawings, to any desired angular position with respect to the roof of the car, one of these positions being shown in full lines in Fig. 1 of the drawings. Thus the main visor may be suitably angularly adjusted to shield the eyes of the driver from the rays of the sun.

According to the teachings of this invention there is provided an auxiliary visor or wing 45 mounted for adjustment with the main visor and also for adjustment relative thereto. This auxiliary visor comprises a frame formed by bending a single piece of wire to the shape desired, in the embodiment illustrated this wire being bent to form the front and rear edges 46 and 47 and the side edges 48 and 49 of a suitably shaped frame. The free end of the rear edge 47 is butt-welded as at 50 to the adjacent portion of the side 49 in spaced relation to the free end thereof to provide a projecting portion 51 on the side 49, this projecting portion constituting the hinge pintle of the auxiliary visor. This pintle is engaged in a split bearing 52 formed in the body 31 of the fitting 32, and this bearing is adapted to be adjustably clamped in engagement with this pintle by a bolt or the like 53.

The auxiliary visor is thus mounted for pivotal movement about the axis of the side 49 and may be moved from a position in which it is superposed on the main visor, as shown in Fig. 1 of the drawings, to any position of angular adjustment with respect to this main visor. The auxiliary visor be-

ing adjustably mounted on one side of the main visor, provides means for shielding the eyes of the driver from light coming in through the side of the vehicle and serves also as a wind deflector to shield the driver from air blowing in from the normally open side window of the vehicle. The split bearings provide means for clamping the hinge pintles of the main and auxiliary visors so that these visors will be frictionally held in their adjusted positions. In the event that these frictional mountings of the pintles become loose, the several bolts may be suitably adjusted to adjust the engagement of the bearings with the pintles.

The frames of both the main and auxiliary visors will be suitably covered to prevent the passage of light therethrough and since the method of covering both of these frames is identical, the covering of the main frame only will be described. By reference to Fig. 6 of the drawings it will be noted that a piece of opaque material such as cardboard or the like, designated by the reference character 60, is cut to such a size and shape as to be loosely received within the frame of the visor. Cotton packing, designated by the reference character 61, is then arranged on opposite sides of this sheet of opaque material, and a single piece of upholstery material designated by the reference character 62 is then looped around the rear edge 25 of the frame and drawn downwardly over both sides of the frame, the free edges of this piece of material being brought together beyond the front and side edges of the frame. A suitable beading 63 may be provided for enclosing the free edges of the cover 62, this beading being stitched to the free edges, as designated by the reference character 64.

The hinges being positioned as they are beyond the edges of the frame, permit a complete covering of the frame so that only the hinge pintles thereof will be exposed. The cardboard or the like arranged within the frame and the cotton packing between the surfaces of this cardboard and the inner surface of the cloth covering tends to hold the cloth smooth by taking out all of the looseness of the cloth. Further, the cotton packing prevents to a considerable extent vibration of the cloth and prevents stretching of the covering during adjustment of the visor. If desired, a suitable piece of leather or the like, designated by the reference character 65, may be mounted on the surface of the visor to provide a grip for the purpose of adjusting the visor.

In Figs. 7 and 8 of the drawings a slightly modified form of construction is disclosed. In this form of construction the frame of the main visor is formed of two pieces of wire designated by the reference characters 70 and 71. The strip 70 constitutes the base of the frame, and the strip 71 is suitably bent to

form the sides and front edge of the frame, the free ends of this strip of wire being butt-welded to the base 70 and in spaced relation to the ends thereof to form the hinge pintles 72. These hinge pintles project beyond the edges of the frame and may be mounted in suitable supporting brackets 73 which are similar to the supporting bracket 42.

It will be noted that only the front surface of the main visor will be visible to the occupants of the car and that the rear surface of the visor will be in juxtaposition to the inner surface of the roof of the car when the visor is in inoperative position. The rear surface of the visor thus constitutes an admirable mounting for a pocket for receiving flat articles such as maps or the like. Such a pocket may be conveniently formed on the rear face of the main visor by fixing a patch of material such as designated by the reference character 74 to the cloth cover of the frame, as clearly illustrated in Figs. 7 and 8 of the drawings. The upper edge of this piece of material which constitutes the front wall of the pocket may be provided with a hem 75 in which a longitudinally extensible member 76 is mounted, this member being secured at its ends to the body of the visor, as designated by the reference character 77.

Thus it will be apparent that a patch pocket may be formed on the rear face or surface of the main visor, this patch pocket being normally held closed by the longitudinally extensible member in the upper hem thereof. The pocket will be always concealed from the view of the occupants of the vehicle and will interfere in no way with the adjustment of the visor. It is to be understood that the pocket shown in Figs. 7 and 8 of the drawings or a similar pocket may be mounted on the visor shown in Figs. 1 and 2 of the drawings or on the visor shown in Figs. 9 and 10 and about to be described.

In Figs. 9 and 10 of the drawings a further modified form of construction is shown as comprising a main visor 80 and an auxiliary visor 81. The main visor may be similar to the visor shown in Fig. 7 of the drawings, being provided with a rear edge 70^a formed of a single strip of wire to which are welded the ends of a second strip of wire which forms the sides and front edge of the frame. The projecting ends 72^a of the rear edge of the frame may be suitably mounted in brackets 73^a as in the previously described form of construction.

In this modified form of construction, however, the auxiliary visor comprises a frame having no projecting pintle portion, this frame being formed of a single piece of wire bent to a suitable shape and forming the front and rear edges 82 and 83 and the side edges 84 and 85 of the frame. This frame

may be suitably covered as in the previously described forms of construction.

The auxiliary visor is adjustably mounted on the main visor by providing a pair of split bearings 86 which clampingly engage the side 84 of the frame. Bolts 87 are provided for adjusting the clamping engagement of the bearings with the side 84, as will be readily apparent. These bearings are provided with recesses 88 in their under faces for receiving the wire 89 which forms the adjacent side of the main visor frame. This wire 89 is welded in the recesses as designated by the reference character 90 with the result that the split bearings are rigidly fixed to the side of the main frame.

In actual practice it is customary to mount a pair of visors in each motor vehicle, one visor being in front of the driver's seat and the other visor being in front of the other front seat of the vehicle. For the sake of uniformity in appearance, the second visor should be provided with an auxiliary wing portion or visor adjustably fixed to the right side thereof rather than to the left side, as illustrated in the drawings. This auxiliary visor on the second visor will not be utilized to a great extent as a sunshield or windshield for the occupant of the vehicle in the seat beside the driver and may therefore be provided with a mirror, as designated by the reference character 95 in Fig. 11 of the drawings. This mirror may be mounted on the rear face of this auxiliary visor in any desired manner so as to be normally concealed when the auxiliary visor is folded to a position where it lies flush against the main visor. This mirror may be used as a vanity mirror, and when it is to be used in this way the auxiliary visor may be swung away from the main visor to the desired angular position, as will be readily apparent.

In Figs. 12 and 13 a further modified form of construction is disclosed in which an auxiliary visor may be associated with a visor of the character illustrated in Fig. 7 of the drawings by means of a fitting similar to the fitting shown in Fig. 3 of the drawings. In this modified form of construction a portion of the main visor frame is disclosed as comprising the rear edge frame member 70^b and the side edge frame member 71^b, the formed being provided with the projecting end 72^b.

The reference character 96 designates generally a fitting similar to the fitting 31 in that it is provided with a split bearing portion 97 adapted to receive the projecting end of an auxiliary visor frame (not shown). The fitting 96, however, is provided with a slot 98 and is provided further with a tubular extension 99. Formed within this tubular extension is a bore 100 which communicates with the slot 98.

In use, the fitting 96 may be slipped on to

the projecting end 72^b of the wire 70^b, the end of the wire 71^b and the adjacent portion of the wire 70^b being located in the slot 98, as clearly illustrated in Fig. 12 of the drawings. A bracket 73^b, similar to the bracket 73, may then be associated with the fitting 96 with its split bearing engaging the tubular projection 99 of the fitting. It will be apparent that the fitting 96 will be prevented from turning on the main visor frame by virtue of the engagement of the end of the edge 71^b and the adjacent portion of the edge 70^b in the slot 98. It will be apparent further, that the fitting will be prevented from moving longitudinally off of the pintle 72^b by virtue of the engagement of the bracket 73^b with the shoulder 101 formed on the fitting adjacent the inner end of the tubular extension 99. The fitting may turn with the main frame within the split bearing of the bracket 73^b, while the auxiliary visor will be adjustably supported by the fitting in the same manner as is the auxiliary visor in the first described form of construction. It will be apparent that by providing a fitting which may be engaged with a main visor frame and held thereon without welding or the like, the auxiliary visor may be associated with the main visor or removed therefrom at the will of the user, it being understood that when the auxiliary visor is removed, the main visor may be supported in the same manner as is the visor disclosed in Fig. 7 of the drawings.

From the above it will be apparent that the invention provides a visor comprising a frame of simple construction and a suitable covering for this frame. The frame may be adjustably mounted in the vehicle so that it may be angularly moved to the desired position. The main visor will be provided with an auxiliary wing or visor which will be adjustable with the main visor and also relative thereto, and this auxiliary visor will function as both a glare and wind shield.

While the invention has been described with some detail, it is to be understood that the description is for the purposes of illustration only and is not definitive of the limits of the inventive idea. The right is therefore reserved to make such changes in the details of construction and arrangement of parts as will fall within the purview of the attached claims.

What I claim as my invention is:

1. In a visor construction, a frame, a sheet of opaque material loosely mounted within said frame, packing on opposite sides of said sheet of opaque material, and a cover for said frame comprising a single piece of material looped around one side of said frame and having its free edges secured to each other beyond the remaining edges of said frame.

2. In a visor construction, an open frame, a sheet of substantially rigid material asso-

ciated with said frame to close the opening through the same, and a covering enclosing the frame and sheet of material.

3. A visor including in combination an open frame, a flexible covering enclosing said frame and closing the opening through the same, a substantially rigid filler enclosed by said covering for imparting rigidity to the portion of said covering which closes the opening through the frame, and means connected to a portion of said frame mounting said visor for angular adjustment.

4. A visor including in combination an open frame, means mounting said frame for angular adjustment, a flexible covering enclosing said frame and closing the opening through the same, a sheet of substantially rigid material enclosed by said covering, and packing disposed between said covering and said sheet of substantially rigid material.

5. A visor including in combination a substantially rigid border frame, a substantially rigid filler closing the opening through the frame, a covering enclosing the frame and filler, a portion of said frame being exposed, and means for hingedly mounting said visor including a bracket connected to the exposed portion of said frame.

In testimony whereof I affix my signature.

WILLIAM C. VAN DRESSER.