

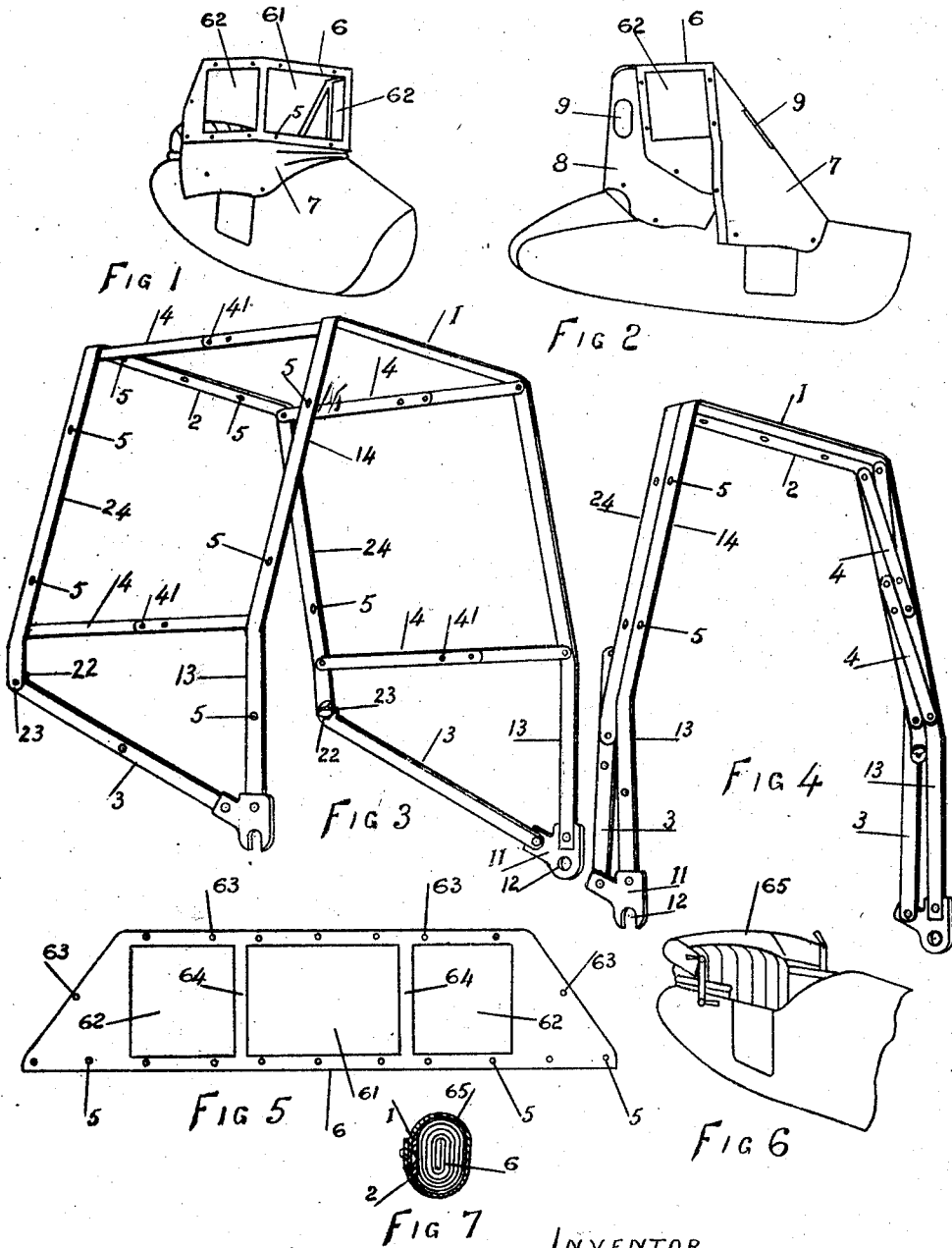
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COLLAPSIBLE COVER AND WIND SCREEN FOR SIDE CARS

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COLLAPSIBLE COVER AND WINDSCREEN FOR SIDE CARS.

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To all whom it may concern:

Be it known that I, MANUEL LOPEZ, a subject of the King of Spain, residing at the city of Montreal, in the Province of Quebec, Dominion of Canada, have invented new and useful Improvements in Collapsible Covers and Windscreens for Side Cars, of which the following is a specification.

My invention relates to motor cycle side cars and particularly to wind screens and storm covers thereon.

Its object is to provide a combined wind screen and storm cover of an improved design that is readily put up and taken down by means of a collapsible frame and certain details to be explained fully hereinafter.

A further object is to provide a wind screen and storm cover which, when taken down, occupies the minimum of space and presents a neat and compact appearance.

Reference is made to the annexed drawings in which:

Figure 1 shows the device in position as a wind screen;

Figure 2 shows the closed storm cover;

Figure 3 is a view of the screen frame when opened;

Figure 4 is a view of the frame when collapsed;

Figure 5 is a top view of the frame cover when spread out flat;

Figure 6 shows the device taken down, tilted behind the seat and covered by a removable casing;

Figure 7 shows a section of centre of collapsed frame with cover rolled up and casing on.

The frame consists of two U shaped rigid frame-members 1 and 2.

The front frame-member 1 has inclined side portions 14, 14, and parallel vertical portions 13, 13, which terminate in the pivot castings 12, 12. The rear frame-member 2 has inclined side portions 24, 24, and short parallel vertical portions 23, 23.

These bars 1 and 2 are connected by four cross frame-members 4, 4, 4, 4, which are

centrally hinged at 41 to collapse inwardly between the inclined portions 14 and 24, and are pivoted at either end to the front and rear frame-members 1 and 2.

Means are provided to retain the bars 4 in an extended position, whereby the frame-members 1 and 2, are held securely and are parallel to each other.

The means shown in the drawings consist of extending one half of the bar 4 beyond the central hinge 41 punching the extension to form a knob which sits in a punched cavity in the other half of the bar. Other forms of securing the bars 4 in an extended position may be substituted.

Rigid stay bars 3, 3, are pivoted to rearward extensions of the castings 11, 11. The free ends are slotted to fit on the thumb screws 22, 22, on the extensions 23, 23. This provides a central rectangular top frame, inclined rectangular side frames and parallel approximately triangular lower end frames.

A series of press button sockets 5 are fixed on the outside of the front bar 1 and on both outside and inside of the rear bar 2.

A flexible cover 6 of canvas, leather or similar material is provided of the form shown in Figure 5 with a central window 61 and side windows 62, 62, of sheets of translucent material such as celluloid, and triangular ends of the cover material. These windows correspond in size to the top and inclined sides of the extended frame. Between the windows are cross strips of the material 64, 64. The end portions are adapted to close in the lower end frames.

A series of press buttons 63 are secured in position around the edge of the cover 6 to correspond with the sockets 5 on the outside of the frame while on the other side of the long edge of the cover 6 are a series of sockets 5 to secure the front apron 7 to the frame 1 over the edge of the cover 6.

A rear apron 8 has a series of press buttons on its outside edge to correspond with the sockets on the inside of the rear bar 2. Both aprons are also provided with press

buttons to attach to sockets on the car body and they have windows 9 of suitable shape and size.

The frame is adjustably secured to linked standards on the sides of the car body.

A waterproof casing 65 is provided to enclose the collapsed frame and cover.

With this construction the operation of the device is as follows:

10 The frame when extended as shown in Figure 3 and adjusted on the standards in a vertical position with the cover 6 secured thereto and the front and rear aprons attached to their proper sockets provides a complete storm cover, see Figure 2, which is roomy and enables the occupant to see in practically all directions. By removing the rear apron and swinging the frame forward it becomes a wind screen with an extensive field of view therethrough as shown in Figure 1.

If instead of swinging the frame forward, the cover 6 and the front apron are detached, the thumb screws 22, 22, are loosened to free the stay bars 3, 3. This enables the cross bars 4, 4, 4, 4, to be collapsed and the frame takes the form shown in Figure 4. The collapsed frame is then swung rearwardly behind the seat of the car and the cover 6 having been rolled up the casing 65 is slipped over the frame, the cover inserted, and the centre of the casing which is then closed and the device appears as shown in Figure 6. A central cross section is shown in Figure 7.

By dividing the celluloid windows into three sections great economy is obtained as if one section is injured or torn it can readily be replaced by simply removing the cover and ripping out the injured section.

The top cross bars support the cover on the strips of material between the central and side windows and prevents the cover from sagging.

The occupant of the side car can take down or put up the storm cover or wind screen without leaving the car and with ease and rapidity.

What I claim is:

50 1. In a combined wind screen and storm cover for side cars the combination of a collapsible frame having parallel rigid U shaped front and rear members, means to extend the frame, a removable flexible cover adapted to fit the extended frame and having central and side celluloid windows therein, with means to adjust the frame in position for wind screen, for storm cover or for rearward collapse.

60 2. In a combined wind screen and storm cover for side cars, the combination of a collapsible frame having parallel rigid U shaped front and rear members, the lower ends of the front members being adjustably pivoted to the sides of the side car, centrally

hinged cross bars pivoted at their ends to the front and rear members, and rigid stay bars pivoted to the ends of the front members and attachable to the ends of the rear members, with a removable flexible cover adapted to fit the extended frame and having translucent central and side windows.

3. In a device of the class specified a collapsible frame comprising a rigid U shaped front member adjustably pivoted to the side of side car, a rigid U shaped rear member, centrally hinged cross bars pivoted to the members and adapted when extended to hold the front and rear members parallel to each other, rigid stay bars detachably connecting the ends of the front and rear members and adapted to maintain them in extended position, and a cover having a central translucent window and adapted to fit on the frame when extended.

4. In a device of the class specified, a frame comprising a central rectangular top section, outwardly inclined rectangular intermediate sections and parallel triangular side sections, and means to collapse the frame and bring the front and rear edges together.

5. In a device of the class specified the combination of a frame having rectangular top and intermediate sections, and triangular side sections terminating in pivot points, means to collapse the parallel front and rear edges, with a removable flexible cover having translucent windows to correspond in size and shape with the centre and side sections of the frame.

6. In a device of the class specified the combination of a frame having rectangular top and intermediate sections, and triangular side sections terminating in pivot points, means to collapse the parallel front and rear edges, with a removable flexible cover having translucent windows to correspond in size and shape with the centre and side sections of the frame, and a casing adapted to enclose the collapsed frame and cover when rolled up.

7. In a device of the class specified, the combination of a frame having rectangular top and intermediate sections and triangular side sections, rigid front and rear members, and collapsible connecting bars between the members with a removable flexible cover having celluloid windows to correspond with the rectangular sections of the frame, and frame supporting strips between the windows.

8. In a device of the class specified a frame having parallel rigid front and rear members, comprising a central section, outwardly inclined side sections and parallel end sections, centrally hinged cross bars pivotally connecting the corresponding ends of the inclined sections and adapted to col-

lapse inwardly, and stay bars pivoted to the ends of the front member and securable to the ends of the rear member.

9. In a device of the class specified a detachable flexible cover having rectangular central and side windows and triangular ends mounted on a collapsible frame pivoted to the sides of the side car with means to retain the frame opened out, and means to tilt the frame for use as a wind screen, storm cover or for rearward collapse.

10. In a device of the class specified a collapsible frame having rigid front and rear members, collapsible cross bars and notched stay bars, the front member pivoted to the sides of the side car, a flexible cover having rectangular central and side windows, adapted to roll up, and a casing adapted to enclose the frame when collapsed and the cover when rolled up.

MANUEL LOPEZ.