May 9, 1939. L. EISENMAN 2,158,005

FENDER SIGHT

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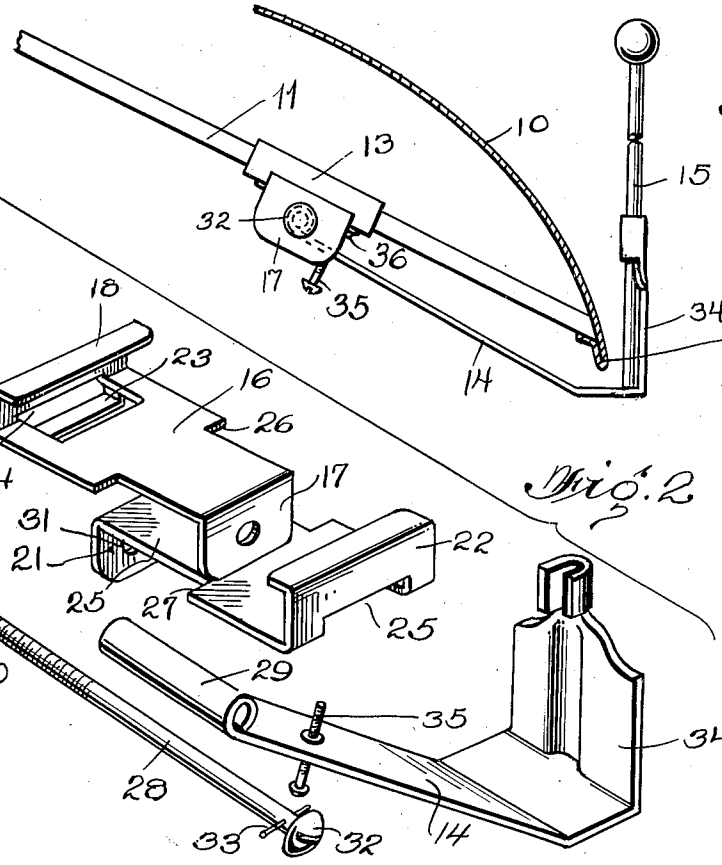


Fig. 1

Fig. 2

Fig. 3

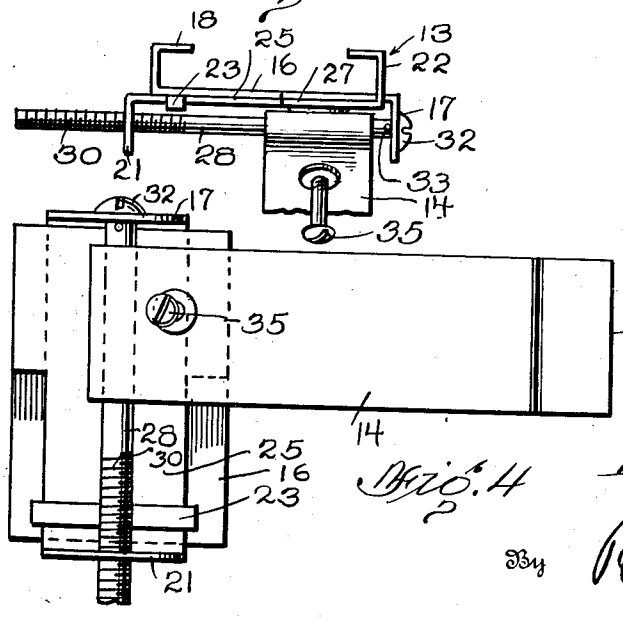
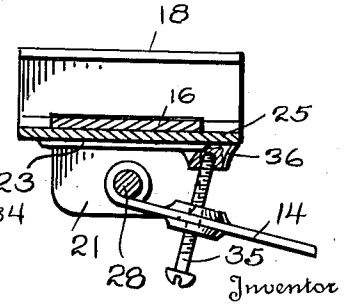


Fig. 4

Fig. 5



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FENDER SIGHT

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5 Claims. (Cl. 248—226)

This invention relates to improvements in fender sights, and more particularly to those devices adapted to be mounted usually upon the front right-hand fender of an automobile to aid the driver in approaching a curb, doorway, or other fixed object without danger of striking the same.

One of the objects of the present invention is to provide an improved fender sight which may be easily and quickly applied to automobiles without the necessity of any special tools other than an ordinary screw driver or wrench.

A further object of the invention is to provide a strong and durable device of the above character, having relatively few parts which may be inexpensively manufactured, assembled and installed.

A further object is to provide a fender sight which may be securely mounted upon the car without marring the same during its application or its subsequent use.

Other objects will be in part obvious from the annexed drawing and in part hereinafter indicated in connection therewith by the following analysis of this invention.

This invention accordingly consists in the features of construction, combination of parts, and in the unique relation of the members and in the relative proportioning and disposition thereof, all as more completely outlined herein.

To enable others skilled in the art fully to comprehend the underlying features of this invention, that they may embody the same by the numerous modifications in structure and relation contemplated by the invention, a drawing depicting the invention has been annexed as part of this disclosure, and in such drawing like characters of reference denote corresponding parts throughout the views, in which—

Fig. 1 is a detail sectional view showing the device as installed on a car fender;

Fig. 2 is a disassembled perspective view showing many of the various parts;

Fig. 3 is an elevational view, partly in section;

Fig. 4 is a detail plan view, partly in section;

Fig. 5 is a detail sectional view.

Referring now to the drawing in detail, and more particularly to Figs. 1 and 2, 10 indicates in section a portion of an automobile fender. Most automobiles have their fenders provided with transverse braces or struts such as indicated at 11 to provide strength and rigidity to the fender and to prevent lateral movement of the lower outside edge 12 of the fender. This strut 11 is usually channel-shaped in cross-section having its ends riveted or otherwise secured to the fenders at their points of engagement.

The fender sight as herein disclosed comprises broadly a clamping member 13 adapted to embrace this strut, a laterally extending arm 14, and an upwardly projecting sight member 15 which is usually provided with an ornamental knob or bead at its upper end which, as is well known to those familiar with the subject, is the element adapted to act as a sight in the line of vision between the driver and the fixed object sought to be approached without actual engagement.

Referring to Fig. 2, wherein the clamping member is shown in disassembled position, this comprises two relatively flat sheet metal stamps, one end of one of which (16) is provided with a downwardly turned perforated ear 17 and its opposite end with an upwardly turned L-shaped member 18, which latter is adapted to engage one side of the strut or brace 11. The other flat stamping 20 is provided with a downwardly turned ear 21 and an upwardly turned L-shaped clamping member 22.

It will be noted that both the members 16 and 20 are narrower at one end than at the other, and are provided with shoulders 26 and 27 adapted to limit the inward telescopic movement of the parts 18 and 22 towards each other. The downwardly turned ears 17 and 21 limit the movement in the opposite direction. In other words, the shoulders 27 will when the clamping member is contracted engage the upturned end 18 substantially simultaneously with the engagement of the shoulders 26 with the upturned portion 22.

These members 18 and 22 are moved relatively towards and from each other by means of a screw 28 having a threaded portion 30 engaging the threaded opening 31 in the downwardly extending ear 17. The head 32 of this screw 28 is slotted to receive a screw driver or is made angular to receive a wrench, as desired. A pin 33 or the like normally keeps the head 32 substantially in engagement with the part 21. Thus by rotating the screw the parts 21 and 17 are moved towards or from each other in telescopic relation, thereby to exert or relieve the pressure of the clamping members 18 and 22 on the strut 11.

This screw 28 acts as a pivotal support for one end 29 of the member 14 as shown in Fig. 2; that is, the left-hand end as herein shown is curved around to form a sleeve embracing the bolt or screw 28. The opposite end 34 of the member 14 is bent over upon itself at the top as shown in

Fig. 2 to provide a clamping or gripping member for the lower end of the rod 15.

The strut 11 in various makes of cars may vary somewhat as to its angularity with respect to the horizontal and, in order that approximate vertical alignment of the rod 15 may be obtained, there is provided a screw 35 threaded through the member 14 having its upper end engaging a threaded recess 36 on the under side of the lower of the clamping members. This member 35 also provides against pivotal movement of the member 14 about the stud or bolt 28. The rod 15 is preferably made of a material which will permit slight bending, thereby to bring the sight at the top of the rod 15 into its properly aligned position.

It is of course to be understood that the inner surfaces of the gripping members 18 and 22 may be lined with felt or rubber, if desired, or the strut 11 may be wound with corresponding material, thereby to prevent rattling of the device or marring of the equipment. It will be noted that this clamp provides the only point of support for the sighting member and is concealed beneath the fender. Inasmuch as the sighting member 15 does not in any way engage the fender but is free and clear thereof at all times, there is no danger of rattling. If desired, the sighting member and its improved support may be insulated from the strut and clamping member and connected to a suitable source of electric current such, for example, as the battery of the car and provided with an intermediate transformer for the purpose of preventing mischievous children from tampering or bending the sighting rod itself.

The manner of using a device of this character is of course well known to those familiar with the subject. It may be easily installed by any mechanic merely by turning the threaded bolt 28 to release or separate the clamping jaws 18 and 22 a sufficient distance to embrace the strut 11, after which the bolt is rotated in the opposite direction to bring the clamping members 18 and 22 into engagement with the strut or its protecting cover if that is desired. When securely tightened the member 14, which is already upon the bolt 28, is swung up to its approximate position whereupon the screw 33 is engaged with the tapped out member 36 to hold the member 14 in its proper angular position with respect to the fender.

From the above it will be seen that the present invention comprises a simple and practical fender sight having an improved clamping member for engaging the strut of an automobile fender and at all times free and clear of the fender, thereby preventing rattling or marring of any visible portion of the car in its application. The device itself is strong and durable and made of relatively few parts which may be inexpensively manufactured and assembled. The invention is believed to fully accomplish all of the objects and advantages herein set forth.

Without further analysis the foregoing will so fully reveal the gist of this invention that others can, by applying current knowledge, readily adapt it for various applications without omitting certain features that, from the standpoint of the prior art, fairly constitute essential characteristics of the generic or specific aspects of the invention, and therefore such adaptations should and are intended to be comprehended within the meaning and range of equivalency of the following claims.

I claim:

1. A clamp adapted for use with a fender having an elongated frame portion, comprising telescopic clamping members, a pivot pin holding said members in clamping relation, a bracket member pivotally supported on said pin, and a part carried by the bracket member, said bracket member and part being free and clear of the fender at all points.

2. A clamp adapted for use with a fender having an elongated frame portion, comprising two clamping jaws, a bolt for moving the jaws from and towards each other to engage and disengage the frame portion as desired, a bracket pivotally secured to said bolt adapted to pass under and outside of the fender, and a part carried by the bracket, said bracket and part being free and clear of the fender at all points.

3. A clamp adapted for use with a fender having an elongated frame member, comprising a two-part clamp adjustably embracing said member, including a threaded pin, a part supported by the pin, and means connecting the part with the clamp free and clear of the fender at all points.

4. A clamp particularly adapted for use with a fender having an elongated frame portion, comprising an adjustably and pivotally mounted bracket member adapted to carry a part to be supported clear of the fender at all times, a pivot pin upon which said bracket member is mounted, and two L-shaped sheet metal stampings superimposed in telescopic relation and having U-shaped ends adapted to engage the elongated member associated with the fender and to be held in clamping relation thereto by said pivot pin upon which the bracket member is supported.

5. A clamp particularly adapted for use with a fender having an elongated frame portion, comprising an adjustably and pivotally mounted bracket member adapted to carry a part to be supported clear of the fender at all times, a pivot pin upon which said bracket member is mounted, and two L-shaped sheet metal stampings superimposed in telescopic relation and having U-shaped ends adapted to engage the elongated member associated with the fender and to be held in clamping relation thereto by said pivot pin upon which the bracket member is supported, said pivot pin being in the form of a threaded bolt adapted to have a threaded relation with one of the clamping members whereby as the bolt is turned the clamping members move towards or from each other.

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