April 5, 1927. 1,623,507

F. E. THURTLE

FOLDING TENT

Filed July 16, 1926 4 Sheets-Sheet 1

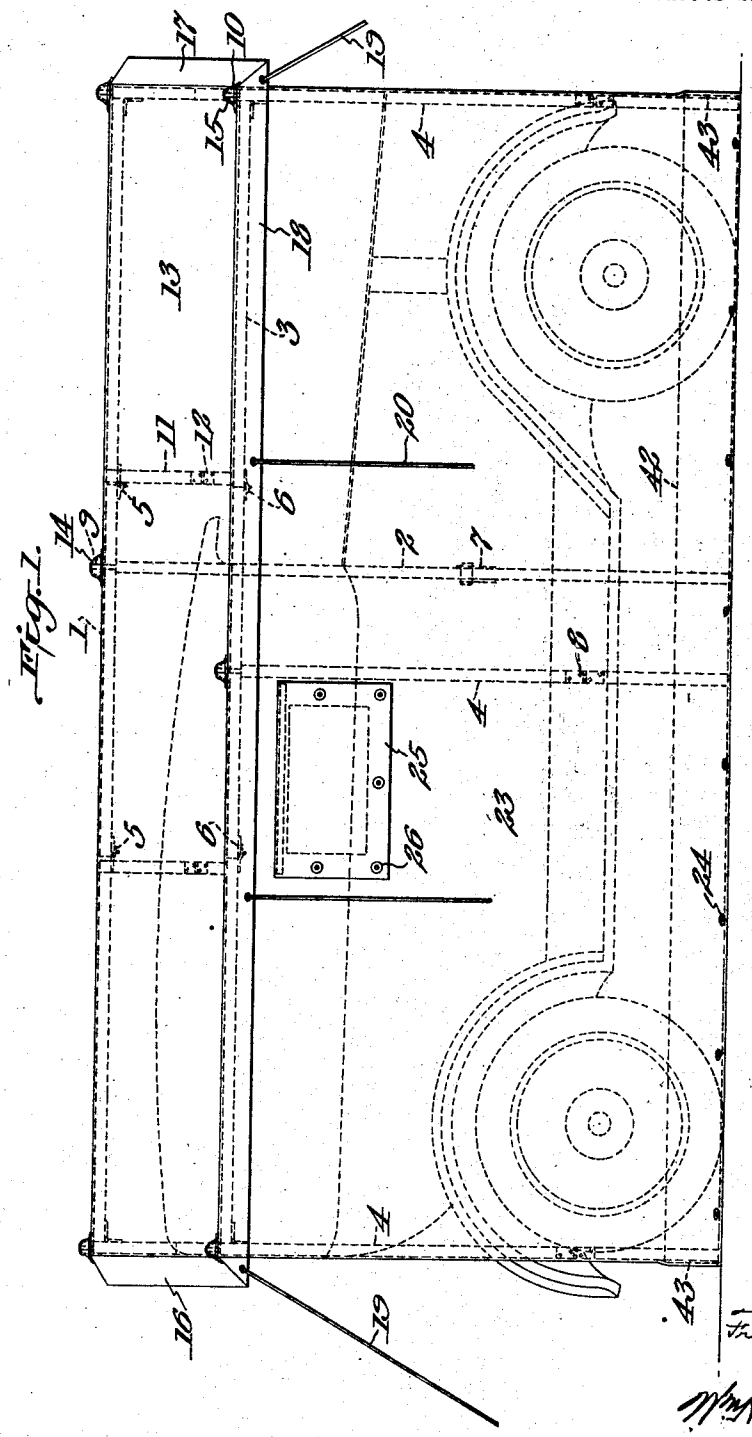


Fig. 1.

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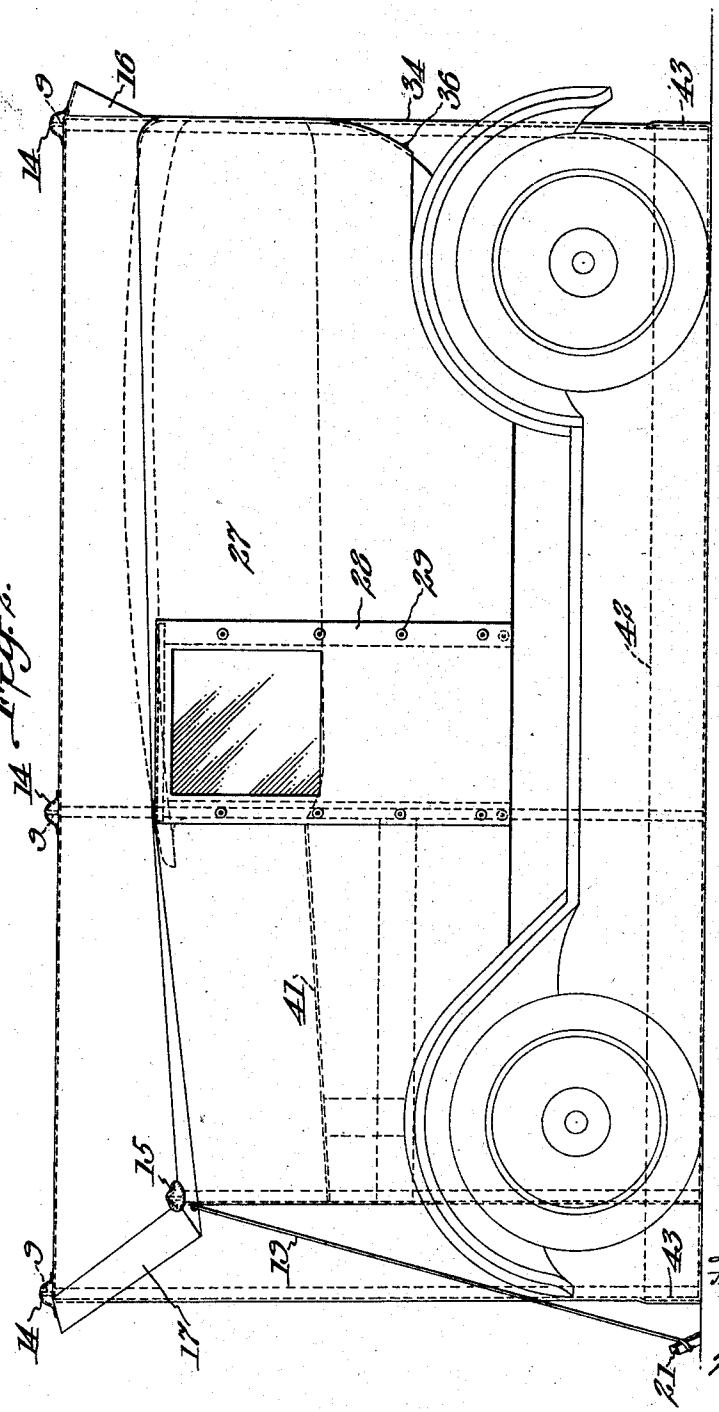


Fig. 2.

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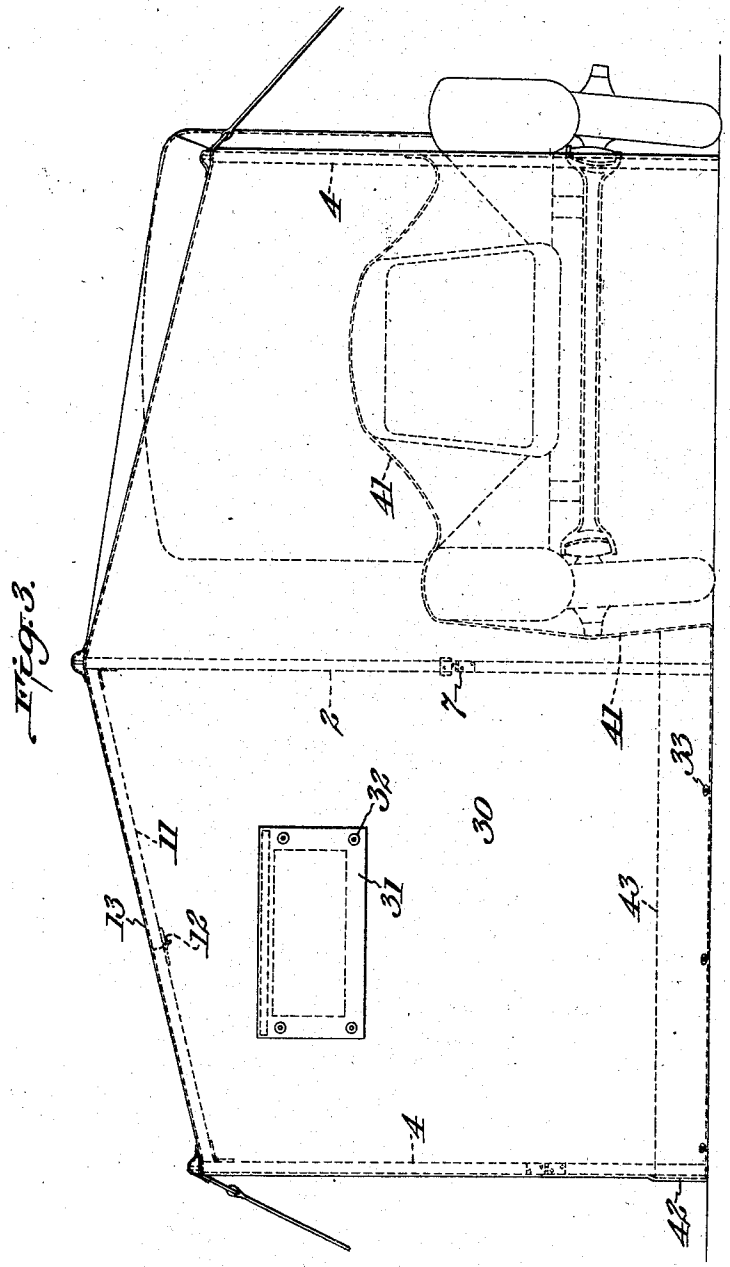


Fig. 3.

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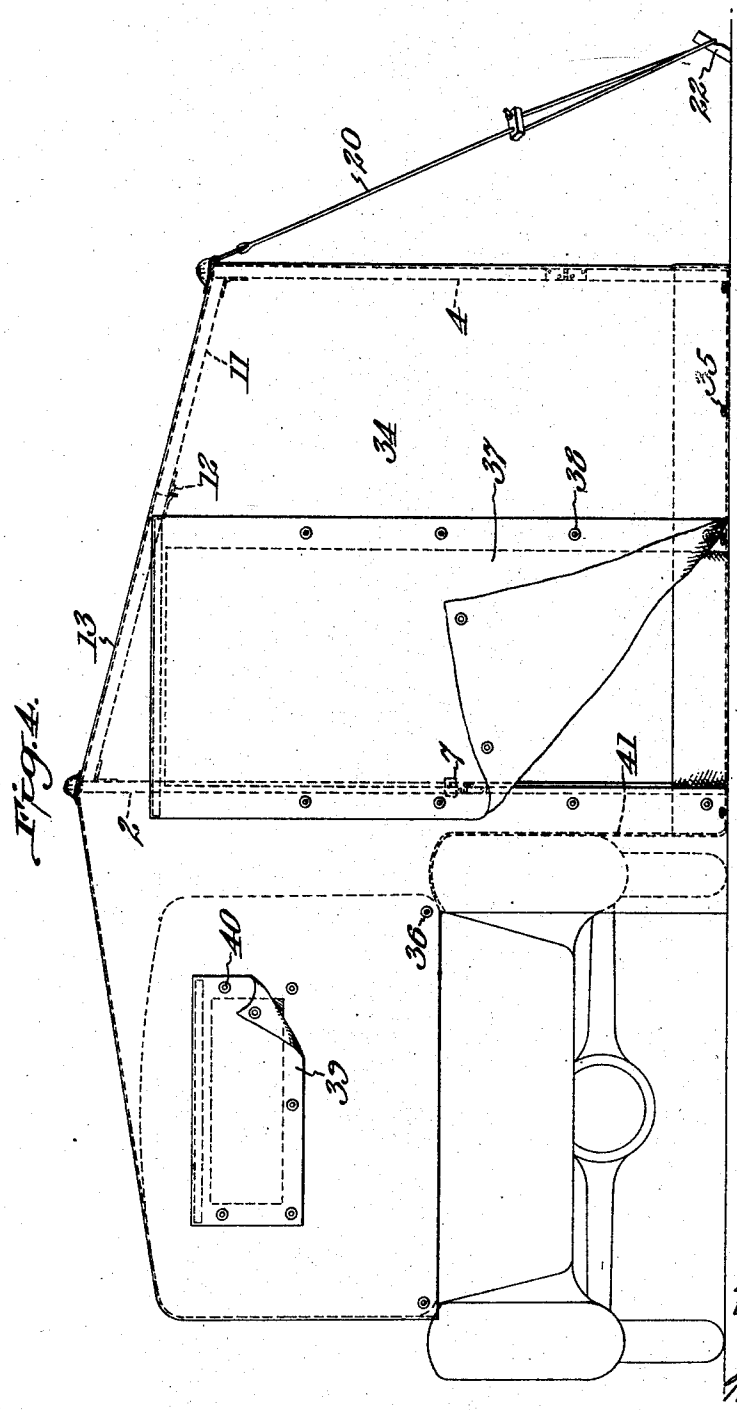


Fig. 4.

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Patented Apr. 5, 1927. 1,623,507

UNITED STATES PATENT OFFICE.

FRED E. THURTLE, OF BUTTE, MONTANA.

FOLDING TENT.

Application filed July 16, 1926. Serial No. 122,897.

The object of this invention is to provide a folding tent, especially useful for motor car tourists or campers and as a side car tent, the frame being composed of jointed members, capable of being folded compactly for transportation and storage purposes and readily set up and taken down, and a cover that will substantially enclose the car, and that may be secured in place by suitable fastenings, and afford living quarters, and provided with a foldable floor which extends from three sides of the tent and against the car and over the running gear and hood of the car, so as to protect the occupants from the weather and ground contact and exclude from the tent the odors coming from the car, as I will proceed now more fully to explain and finally claim.

In the accompanying drawings illustrating the invention, in the several figures of which like parts are similarly designated, Figure 1 is a side elevation looking at the full length closed side. Fig. 2 is a side elevation of the opposite side. Fig. 3 is a front end elevation. Fig. 4 is a rear end elevation with the door flap or curtain and the window flap or curtain partly open.

The tent is shown in connection with an ordinary automobile, which it encloses.

The frame comprises a ridge pole 1, supported by three, more or less, uprights 2, and there are eaves poles 3 supported by the uprights 4. The ridge pole and the eaves poles may be composed of sections of equal length, hinged together as at 5 and 6 respectively, or otherwise jointed, so as to be capable of being folded when not in use and for transportation purposes. The uprights 2 may be in sections connected by sleeve or slip joints 7, and the uprights 4 also may be in sections and connected by any suitable joints, such as hinges 8.

The uprights 2 and 4 may be provided with pins 9 and 10, respectively, at their upper ends to engage with the ridge pole and eaves poles respectively. and they may be similarly or otherwise equipped, if desired, at their lower ends, to be driven into the earth.

The rafters 11 are composed of sections, hinged together at 12, and provided with any suitable means for separable connection with the ridge pole and eaves poles.

The cover is composed of a roof section 13 provided with any suitable caps 14 and 15 to cover the pins 9 and 10, respectively. This roof section may have the end extensions 16 and 17 and the side extensions 18 for protective purposes, and also to receive the end and side guy ropes 19 and 20, respectively, which may be connected with the stakes or pins 21 and 22. One side 23 extends from the roof to the ground and may be fastened to the ground by any suitable pins or nails 24, as indicated in Fig. 1, so as wholly to enclose one side of the car. This side 23 may be provided with a flap 25 provided with snap or other fasteners 26, by which it may be opened and held closed, as desired. The other side 27 of the tent or cover, Fig. 2, may be shaped to cover the body of the car above the running board and mud guards, and this side may be provided with a flap 28 having separable fasteners 29 for access to the car from that side. This side 27 may be secured to the car in any suitable way desired.

The tent, further, is provided with the end portion 30 extending from roof to ground and provided with a window or ventilating flap 31, having separable fasteners 32 for opening and closing it, and this end of the car may be secured to the ground by any suitable fasteners 33, such as spikes.

The fasteners 24 and 33 may be driven through grommets provided in the bottoms of the respective sections.

The opposite end of the tent as shown at 34, Fig. 4, extends from the roof to the ground, and is provided with fasteners 35 driven in the earth through grommets in the bottom thereof, and that portion of this end which extends across the car may be fastened to the back of the car by separable fasteners 36. The end 34 is provided with a door flap 37 likewise provided with separable fasteners 38 for opening and closing it, and the portion of the section extending across the back of the car may have a flap 39 also provided with separable fasteners 40 for opening and closing it.

In order to provide for the protection of the occupants of the tent from the ground, I provide a floor 41, preferably of the same material as the cover, and also permanently fastened along its side 42 and ends 43 of the tent and adapted to be drawn up over adjacent wheels and mud guards of the automobile and also over the running gear and hood or bonnet, as shown in Fig. 3, and permanently or otherwise attached to the

opposite side of the tent or cover. Thus the occupants are not only protected from the earth, but also from any effluvia from the car, while, at the same time, the car is left accessible from within the tent.

It will be observed that the car may be removed at pleasure without disturbing the tent, by simply unfastening the separable fasteners by which the tent is connected with the car, and the tent may be retained for useful purposes.

It will also be observed that when the car is in position within the tent the users have full access to the car, in which to sleep, sit, or store things, all under the same enclosure.

The floor is safe to keep out the wind, dirt, insects and animals which are often a great annoyance to campers. As the floor covers the engine hood or bonnet, which is always warm after running, it makes a good place on which to lay clothes or bedding to keep them dry.

The ridge pole and the eaves poles may be utilized by means of S hooks for hanging clothes, etc.

As will be observed the eaves poles are duplicated and interchangeable so as to minimize the labor of setting up the tent.

The tent is applicable alike to closed and open cars, and it is high enough for the occupants to stand erect in any part.

Variations in the details of construction and arrangement of parts are permissible within the spirit of the invention and the claims following.

What I claim is:—

1. A folding tent, for use as a side car tent for motor cars, comprising a folding frame, and a cover having a roof section, a side section extending from the roof section to the ground on one side of the car and a shorter side section extending partway to the ground for use on the other side of the car, an end section extending from the roof section to the ground, another end section partly covering and enclosing the other end of the car, and a floor attached to the bottom of the longer side section and the end sections and adapted to be carried over the running gear and hood or bonnet of the car and attached to the shorter side section.

2. A folding tent for use as a side car tent for motor cars comprising a folding frame composed of a jointed ridge pole, jointed eaves poles, jointed rafters connecting the ridge poles and eaves poles, and jointed uprights for supporting the several poles, and a cover having a roof section, a side section extending from the roof section to the ground on one side of the car and a shorter side section extending partway to the ground for use on the other side of the car, an end section extending from the roof section to the ground, another end section partly covering and enclosing the other end of the car, and a floor attached to the bottom of the longer side section and the end sections and adapted to be carried over the running gear and hood or bonnet of the car and attached to the shorter side section.

In testimony whereof I have hereunto set my hand this 12th day of July A. D. 1926.

FRED E. THURTLE.