Nov. 24, 1964 L. D. GUTHRIE 3,158,132

PENNANT HOLDER

Filed Oct. 24, 1961 2 Sheets-Sheet 1

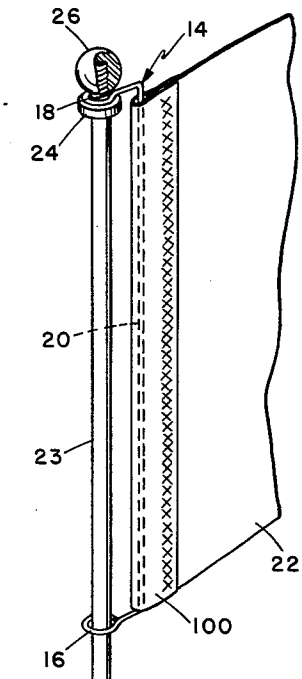


Fig. 2

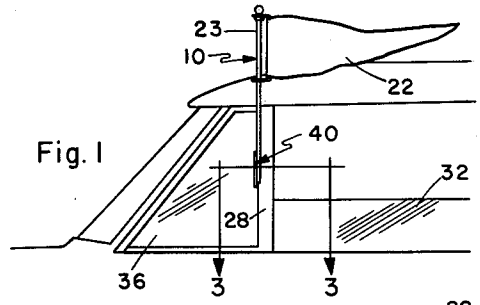


Fig. 1

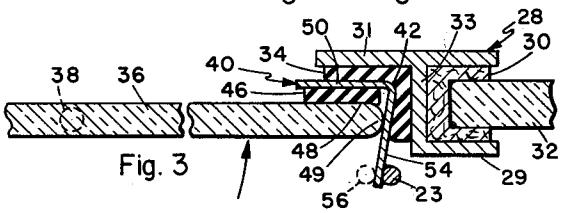


Fig. 3

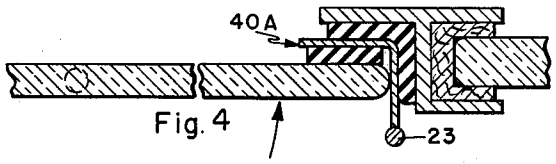


Fig. 4

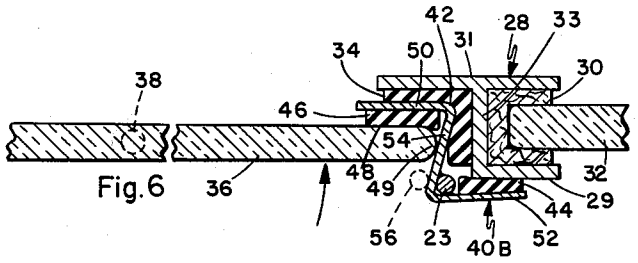


Fig. 6

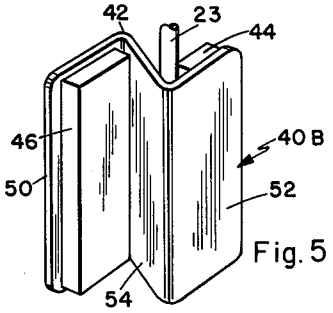


Fig. 5

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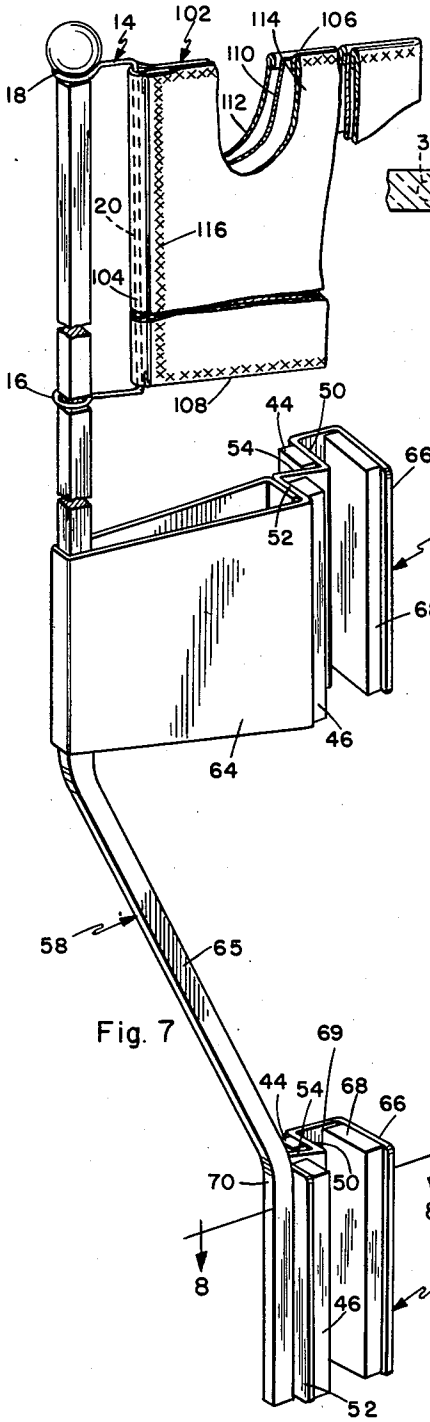


Fig. 7

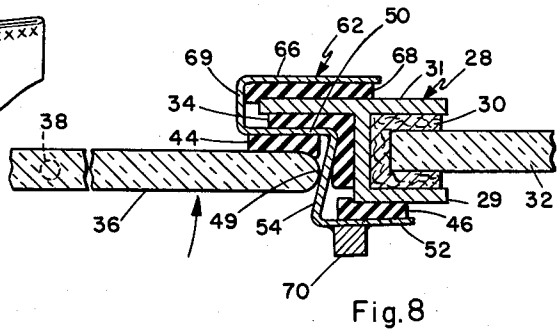


Fig. 8

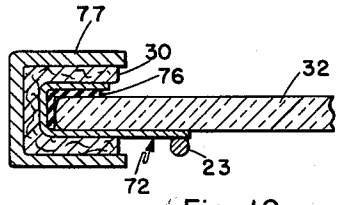


Fig. 10

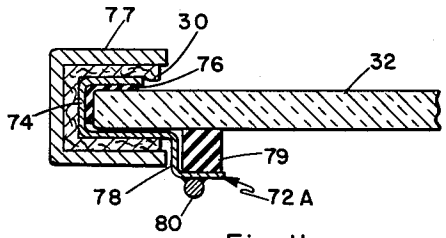


Fig. 11

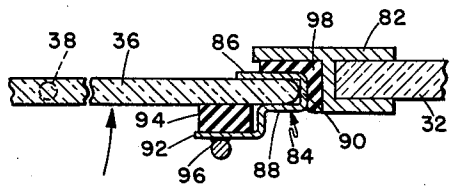


Fig. 9

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United States Patent Office 3,158,132 Patented Nov. 24, 1964

3,158,132

PENNANT HOLDER

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Filed Oct. 24, 1961, Ser. No. 147,371
13 Claims. (Cl. 116—173)

This invention relates to a pennant holder, which may be attached to an automobile; and more particularly, to a pennant holder having a base which permits the device to be easily, quickly and securely attached to an automobile, and to a revolving pennant holding attachment which prevents the pennant from furling on the staff irrespective of directional change of air flow.

Background

There are many times when it is desirable that a single automobile or a plurality of them, be identifiable. They may be part of a funeral or a political procession, or may be related to a sports event such as an inter-scholastic game, a school, a club, a team, or some other type of organization. Generally speaking, the identification device should be visible above the roof of the car, so it would never obstruct the vision of the driver or other occupants, and yet be publicly displayed and visible from all angles irrespective of intervening traffic.

One of the best identifying devices is a wind-blown unit, such as a pennant or a flag, particularly if it has an inscription emblazoned thereon in color. However, in the past, pennants of established sizes and proportions had a tendency to wind themselves around the pennant staff; and after driving and stopping in traffic and being subjected to different cross-currents of air flow the pennants became so furled on the staff the insignia or name was no longer identifiable. Another shortcoming of prior-art pennant holders and their attachments is their reliance on mechanical devices such as springs, bolts, clamps and screws to compensate for variations in configuration and measurements, as well as to securely hold pennant base on a car when subjected to severe air resistance and vibrations at fast speeds. Still another shortcoming of prior-art pennant holders has been the limited places and methods of attaching a pennant holder to an automobile. As a result, the mounting frequently had to be bolted or welded and many car owners disliked and objected to drilling holes in the body of the car or otherwise damaging the vehicle so a pennant staff could be attached. In addition, the use of a pennant staff is ordinarily only desired for temporary periods and a permanent attachment is therefore undesirable. All prior-art mounting devices are believed to be insecure or difficult to attach.

It is, therefore, the principal object of my invention to provide an improved pennant holder.

It is another object of my invention to provide a revolving pennant holding attachment which prevents the furling or entanglement of a pennant or flag on, or about, a staff.

It is a further object of my invention to provide an improved pennant mounting base that can be securely attached without the need of drilling holes, welding, or otherwise marring the surface of a car.

It is a further object of my invention to provide a pennant holder that may be quickly and easily mounted or removed from an automobile.

It is a still further object of my invention to provide a pennant holder base or mount which is of one integral unit and non-mechanical in operation, which is so novelly designed that it adjusts and compensates for measurement differentials found in different makes and models of cars, thereby making it equally suitable to use on nearly every automobile.

The attainment of these objects and others will be

realized from the following specifications, taken in conjunction with the drawings, of which:

FIGURE 1 is a side elevation view of the pennant holder mounted on a vehicle;

FIGURE 2 is an enlarged perspective view of the pennant holder shown in FIGURE 1;

FIGURE 3 is an enlarged sectional view taken on the line 3—3 of FIGURE 1;

FIGURE 4 is a sectional view similar to FIGURE 3 of a modified form of pennant holder;

FIGURE 5 is a perspective view of a modified mounting portion;

FIGURE 6 is a sectional view similar to FIGURE 3 showing the use of the bracket of FIGURE 5;

FIGURE 7 is a perspective view of a further modified form of holder;

FIGURE 8 is a sectional view taken on the line 8—8 of FIGURE 7, showing the method of mounting;

FIGURE 9 is a sectional view similar to FIGURE 8 showing a modified form of mounting;

FIGURE 10 is a sectional view similar to FIGURE 8 showing a further modified form of mounting; and

FIGURE 11 is a sectional view similar to FIGURE 8 showing a still further modified form of mounting.

Brief Description of the Invention

Broadly stated, my invention contemplates a pennant holder whereon the pennant proper is positioned on an attachment which is free to pivot around the pennant staff. The pennant staff, in turn, is attached to a mounting base which is engaged between a window and window channel or between the ventilator window and the window post of a car door.

In one case, a single base is held securely in place upon the exterior surface of a post and the interior surface of a ventilator and within the L configuration of a post by the ventilator. In another case, where larger pennants or flags are to be flown when there will be greater air drag occasioned by the extra material exposed to air currents, two similar but separated bases are affixed to a single staff and are securely positioned as in the aforementioned case, and said bases have, in addition, another integral portion which bears upon the interior surface of the post when positioned. In a third case, for cars which do not have stationary posts between window and ventilator, but have instead, a weather stripped metallic seal attached to the leading edge of the window, which is similar in configuration to a post, but smaller, and performs the same function, a modification of the bases specified in the first two instances is used. This base, is held securely positioned on and between ventilator and a closed window seal. In a fourth instance, where a car has no ventilator windows or posts, the above mentioned third modified base is used. In this case, the modified base is held securely in the U channel of a window frame by the edge and surface of the glass of a vertically operated side window.

The various embodiments, principles, structures, and concepts will be more fully explained in the following specifications.

Detailed Description of the Invention

It is of equal importance to describe and pictorially show the configurations of the invention as well as those of the windows, ventilators and posts on cars wherein said invention is securely positioned.

Most current models of automobiles have, as shown in FIGURE 1, a vertical stationary window post 28 between the pivotally operated ventilator 36 and the vertically operated door window. In one form of my invention, the base 40 of my pennant holder 10 is clamped between the trailing edge of ventilator 36 and window

post 28. A pennant staff 23 is fastened to base 40, and a pennant or flag 22 is mounted onto staff 23.

As may be seen from FIGURE 2, pennant holder 10 has a non-furling pennant attachment 14 that comprises a substantially straight section 20 with loops 16 and 18 formed at the top and bottom ends which are at right and left angles to the straight section. Said loops encircle the staff 23, and freely rotate thereon which positions the straight section 20 parallel to the staff 23.

A pennant or flag 22 of any suitable material, such as plastic, exterior nylon or fabric, has a doubled-back end, with or without stiffeners; the fold formed by the doubling back being slipped over the top loop and down on the straight section 20 of pennant attachment 14.

To position the non-furling pennant attachment 14 on the pennant staff 23, the lower loop 16 of attachment 14 is slipped over the threaded end of pennant staff 23; and then a weight-supporting shoulder washer 24 is screwed onto the threaded end as far as it will go. Upper loop 18 is then slipped over the end of staff 23 and rests on shoulder washer 24. Retaining knob 26 is then screwed onto the threaded end of shaft 23, leaving a space between its lower portion and the upper surface of shoulder washer 24.

Thus, the upper loop 18 is positioned loosely between shoulder washer 24 and knob 26; but is still free to rotate about staff 23; while lower loop 16 encircles staff 23 and acts as a guide. In this way, pennant 22 is free to swivel in any direction, and does not furl or entangle itself onto staff 23.

This lack of furling, or entanglement, of the pennant upon or around the pennant staff, eases the air pressure or drag on the staff whereas a pennant furled about the staff would expose much more pennant material to the forces of air, particularly at fast speeds, and create excessive vibration and stresses on staff and base.

It will be noted in FIGURE 2, pennant staff 23 has an offset portion 57 to clear the edge of the metallic weather protection devices at the top of the door and/or on the edge of the car's roof. When necessary, the curvature of the staff may be rectified by hand bending staff 23 before mounting so as to fit a particular car.

Base 40, to which pennant staff 23 is attached, comprises a sheet of metal formed into a configuration similar to a V beam having a flat longitudinal interior surface 50 and a transverse portion 54 that define an internal corner 42. A resilient pad 46 is affixed to the inner face of surface 50.

In use, the ventilator is closed, and its trailing edge engages resilient pad 46, and forces interior corner 42 of base 40 into the internal corner of the weather stripping that lines window post 28.

This relationship may be more clearly seen in the cross sectional view of FIGURE 3, which shows a form of my pennant holder designed to fit between the edge of the ventilator window and the window post.

FIGURE 3 shows that the usual configuration of post 28 provides a substantially flat longitudinal exterior surface 29 and a substantially flat parallel interior surface 31 which is normally of greater breadth than 29. A transverse section 33 joins these two parallel sections, forming an L configuration on the leading edge wherein L-shaped weather stripping 34 is affixed. A U-shaped configuration is formed in the trailing edge of post 28 by the two parallel sections 29, 31, and the transverse section 33. A guide channel 30, of felt or similar material, fits into this U-shaped configuration, and the vertically operated side window 32 is positioned and travels in this guide channel.

When ventilator 36 is closed by pivoting it around pivot axis 38, as indicated by the arrow, its edge 48 presses upon resilient pad 46, and forces the interior corner 42 of V beam 40 into the corner of the weather stripping 34. Thus the closed ventilator 36 holds the base 40, and permits the pennant to be positioned above the roof of the car.

If the pennant staff is positioned on the outer portion of the V beam, as shown at 23, the base 40 may be positioned on the weather stripping 34, and the ventilator closed thereon. Alternatively, if the pennant staff is positioned on the outer portion of the base 40, as shown at 56, there may be just enough room left for the end of the ventilator 36 to fit between the shaft and pad 46. In this case, the base 40 is slipped over the end of ventilator 36, and then the ventilator is closed.

In either case, the ventilator may be locked as usual, protecting the pennant holder and the contents of the car.

It was previously pointed out that the pressure of the ventilator forces the corner 42 of the base into the corner of the weather stripping. For optimum results, the corner 42 should be relatively sharp, and this is achieved by forming base 40 into an angled V configuration. Moreover, when the staff is positioned at 23, the ventilator may be closed onto base 40; and this requires that transverse portion 54 of the base be substantially parallel to the movement of the end of the ventilator window.

An alternative configuration is shown in FIGURE 4. Here base 40A is L-shaped, rather than being angled. The alternative base 40A is a somewhat simpler version, in that the sharp angle has been eliminated. This may be desirable for other considerations, regardless of the fact that optimum seating of the base is not obtained. Staff 23 may be positioned in the outer portion of the base as shown in FIGURE 4, if so desired.

The V and L embodiments of bases shown in FIGURES 2, 3 and 4 may be too weakly held to support relatively large pennants under windy conditions or high speeds.

A stronger embodiment is shown in FIGURE 5. Here my pennant holder comprises a base 40B, which resembles a Z in configuration having two substantially parallel longitudinal external and internal sections 50 and 52, which are equidistant at all points, and a transverse section 54 which is at a decided angle to both parallel sections of base 40B to form internal and external corners. It should be noted that the distance between the two parallel sections is less distant than is the length of the transverse section 54, which connects the two parallel sections.

It will be noted that resilient cushions 44 and 46 are affixed to the interior faces of the two parallel surfaces of base 40B.

In use, as shown in FIGURE 6, ventilator 36 is pivoted about its pivotal axis 38 to the closed position, and its end 49 and edge 48 press against the transverse section 54 of the base and the resilient cushion 46, respectively. This pressure seats the internal corner 42 of the Z section firmly into the weather stripping 34 within the L configuration of the post 28 and with the longitudinal sections 50 and 52 bearing upon and substantially parallel to the interior surface 31 and the exterior surface 29 of post 28.

For the sake of appearance, the pennant staff 23 may be placed in the inner corner of the Z beam, parallel to the axis thereof, as shown by reference character 23. In that case, the base 40 may be positioned in the corner of the L configuration of post 28 upon the weather stripping 34, and the ventilator then closed upon it.

Alternatively, the pennant staff 23 may be placed outside Z base as shown by reference character 56. In the outside embodiment it may be desirable to fit the edge of the slightly opened ventilator 36 into the space between the staff and cushion 44, and then close the ventilator, using the pressure of the ventilator to seat the Z base firmly in place.

On those cars where the ventilator is closed by means of a hand crank or power unit, the gearing results in the base being held firmly in place with or without separate latch means. In other cars where the ventilator is closed by finger pressure, the ventilator latch will probably necessarily be engaged to hold the ventilator closed, and to hold base 40B in position.

In this Z-type embodiment, the pressure is partly absorbed by external surface 29 of the window post 28; thus permitting the Z-type base 40B to carry a relatively large pennant.

Post 28, while maintaining a similarity of structural form and configuration, does vary in measurements between different makes and models of automobiles. The pertinent points wherein vital differentials in measurements may be found in post 28 characteristics is the distance between the exterior and interior parallel surfaces 29 and 31. Another important measurement differential may be found between the exterior surface 29 of post 28 and the exterior metallic surface of the prolongation of the interior section of said post as represented by the L configuration heretofore mentioned.

In addition to the variation in measurements in the metallic structural form of post 28, there is also a differential between different makes and models of automobiles in the measurements and configuration of the weather stripping 34, which is installed in the L section of post 28. It must be noted that the measurement differential here mentioned materially affects the depth at which the ventilator 36 rests when in a closed position in relation to the exterior surface 29 of post 28.

To cope with the variations in measurements and configurations of window posts used by different makes and models of automobiles, I use the two resilient cushions 44 and 46. They are multipurpose. They prevent metal to metal contact between portions 29 and 52 and metal to glass contact between portion 50 and the ventilator 36; thereby preventing any disfiguration of the surfaces of post 28 or ventilator glass 36. The character of the surface of the cushions 44, 46 is such that when compressed they will cleave to the surface to which they are compressed and prevent the base 40B from slipping or being dislodged irrespective of the degree of vibration to which it is subjected. The characteristics of the resilient cushions is such that they are both firm and resilient to compression. Therefore, they will compress and adapt the Z base to various differentials in measurements and configurations found in different makes and models of cars.

When the post 28 structural measurement differential is such that more distance is required between the two parallel surfaces 50 and 52 of the Z base section than has been attained by the full compression of the resilient cushions 44 and 46, then further pressure exerted upon the interior surfaces of the two parallel sections of the Z base causes the metal at the angles of the transverse section 54 to spring and allow a change in the angle of the section. It will be noted that when this angle has been changed from its original Z configuration to an angle of 90 degrees that the distance now between the two parallel surfaces 50 and 52 of the base has been increased considerably, thereby allowing for the gross measurement differential found in posts. We then have a base which will accommodate and fit securely on posts of minimum dimensions as well as on posts of maximum measurements, as well as all intermediate configurations.

It will be noted that when base 40 is positioned in place, ventilator may be locked and pennant holder 10 cannot be accidentally dislodged, removed or stolen from the automobile.

It will be realized that my base unit depends solely on post 28 and ventilator 36 to position and securely hold the unit in place; and therefore, the side window 32 may be open or in a closed position, depending upon the desire of the driver or passengers.

It may also be realized that my base unit may be fabricated for mounting on either left or right hand sides of a car.

Certain classes of vehicles, trucks, etc., in specific fields are required to display large pennants or flags of specified size. The air drag, weight and vibration may be too extreme for the previously described single-based pennant

holder; so another embodiment of my invention comprises the dual-based holder 58 of FIGURE 7.

As shown, it has an upper and a lower mounting base 60 and 62 to co-act in supporting the heavier pennant or flag; the bases being identical to one another in all respects, except that upper base 60 has an extension 64 to allow for the offset portion 65 of pennant staff 70.

Bases 60 and 62 have an additional surface, pressure arm 66, to help support the heavier load; surface 66 hooking over the interior of the window post as shown in FIGURE 8.

FIGURE 8 shows a cross sectional view of the bases 60, 62, the same reference characters being used where applicable to the comparable parts of previous figures. Each base incorporates the previously described Z section, but has the additional parallel section 66 and a resilient cushion 68 which are joined to the Z base by a transverse section 69 which holds said additional parallel section 66 in a spaced apart relation with respect to the external surface of said other longitudinal section 50 of said Z base.

In the embodiment of FIGURES 7 and 8 the pennant staff 70 may be positioned on the outside of the lower base, since appearance is secondary to strength.

It will be evident that the end 49 of ventilator 36, wherein there is great strength, will hold the base mounts 60 and 62 positioned on post 28 more so than the side surface of ventilator glass. Obviously, the forces of resistance to which the pennant or flag will be subjected, will be transferred from staff 70 to the base mountings. Forward and rear pressure will be directed to post 28 and to the end 49 of ventilator glass 36; whereas, transverse pressure, occasioned by cross-current air flow, will be exerted against the interior and exterior parallel surfaces 29 and 31 of post 28 by the cushioned parallel longitudinal sections 50, 52 and 66 of base. In this embodiment, base 60 will be positioned on the staff 70 so as to be positioned near the top of ventilator window and post 28, when installed, whereas base 62 will be positioned at end of staff 70 so as to be positioned near the bottom of ventilator window 36 and post 28 when mounted on car.

Certain makes and/or models of automobiles do not have a stationary window post positioned between the side window and the ventilator window, but have instead, a weather stripped metallic seal attached to the leading edge of the side window. This metallic seal is similar in configuration to previously described post 28, but is smaller, and performs the same functions as does a stationary post. In these instances, a modified embodiment of the base may be used as illustrated in FIGURE 9, wherein the metallic seal is indicated by reference character 82.

In this modified embodiment, my base 84 resembles a U in configuration, having two parallel longitudinal sections 86 and 88 and a transverse section 90 which joins the two longitudinal parallel sections 86 and 88 together forming a U in configuration. It is preferable that longitudinal section 88 is deformed into an outwardly stepped portion 92 which permits a resilient cushion 94 to be attached to the interior surface thereof.

A pennant staff 96 is attached to the exterior surface of the outwardly stepped portion 92 parallel to the axis thereof.

When ventilator 36 is in an open position and side window 32 is closed, the U channel of base 84 may be slipped over the trailing edge of ventilator 36 and with base 84 now positioned in place, ventilator 36 may then be closed, compressing the U base into the weather stripping 98. This compression, in conjunction with the resilient cushion 94 which, by virtue of its composition, will compress and cleave against and to the side of ventilator 36, securely positions U base 84 in the desired position. Said resilient cushion 94 and weather stripping 98 will absorb vibration and thereby protect said ventilator against damage.

Unlike the instances where a stationary post 28 is available and where said mounting bases may be securely positioned on it, this embodiment depends upon side window 32 being in an up and closed position. In the latter case, ventilator 36 and base 84 will have a solid substance, namely the metallic seal 82, to close and position itself upon.

As in all previous instances, this base, when correctly positioned, cannot be accidentally dislodged or stolen from the car.

Like all embodiments, this base 84 may be fabricated for use as right or left hand units for use on either side of an automobile.

In still a few other makes and models of automobiles, no ventilator windows are provided. In these instances, the form of pennant holder illustrated in FIGURE 10 may be used. The U shaped base 72 containing a resilient pad 76 fits into the guide channel 30 of a window frame 77, wherein the vertically operated window 32 is mounted for vertical movement.

Base 72 is fitted into the guide channel 30 and held in position and the vertically operated window 32 is raised and slides through the base 72, thus clamping and securely positioning base 72 between the edge of window 32 and the guide channel 30 of the window frame 77. As above mentioned, the resilient cushion 76, by virtue of its inherent characteristics, compresses and cleaves to the side of window 32 thereby securely positioning said base mount 72 and protecting said window 32 against damage due to vibration.

In order to provide additional support, an additional resilient pad may be incorporated into the base. This arrangement is shown in FIGURE 11. Here base 72A has its external surface extending into a stepped out-jog 78, and a resilient pad 79 is affixed to the inner face thereof: Base 72A is thus fastened to side window 32 by resilient pads 76 and 79, and fits into guide channel 30.

When the pennant holder is used on side windows of cars, they may be used on either side or may be used on the top of said windows and wherever there exists a U-shaped guide channel in the window frame whereby said U-shaped base may be inserted and a window glass inserted within it to position and securely hold said base 72.

When used in side windows as herein described, base 72 cannot be accidentally dislodged, removed or stolen. The window, as with the ventilators, when locked with the base securely positioned, renders the vehicle safe from tampering just as securely as though the base had not been positioned in window or ventilator.

Referring back to FIGURE 2, it will be seen that the fold 100 of the pennant 22 is a relatively loose fit around the straight bar portion 20 of pennant attachment 14. The flapping of the pennant produces a pressure on the fold, and it will eventually tear at this point.

In order to assure a longer useful life for the pennant, it may be made as shown in FIGURE 7. Here the pennant 102 comprises a double thickness of material and a different type of fold 104. As may be seen the double thickness provides two surfaces 112 and 114, and a fold 104 that fits lightly around the straight bar portion 20 of the pennant attachment 14.

Moreover, the top and bottom edges, 106 and 108, of pennant 102 are hemmed, then folded over inwardly, and sewn together. This produces a neat appearing pennant that does not have any raw edges that unravel.

If desired, an opaque sheet 110 may be inserted between the faces 112 and 114 of pennant 102 to improve the legibility of the inscription on the pennant. Fold 104 has its stitching 114 as close as possible to bar 20, so that the fold 104 and bar 20 form a quasi-unitary structure. This quasi-unitary structure tends to pivot around the pennant shaft as a single element. In this way the pressure produced on the pennant by the wind and flapping is removed from the fold and transferred to the loops 16 and 18, which are better able to withstand the pressure. Thus, the tendency to tear the fold portion of the pennant is obviated. Of course, a quasi-unitary structure of the pennant and pennant attachment may be produced in other ways, by other stitching and the like.

It is understood that minor variation from the form of the invention disclosed herein may be made without departure from the spirit and scope of the invention, and that the specification and drawing are to be considered as merely illustrative rather than limiting.

I claim:

1. A pennant holder comprising:
a Z beam having two substantially parallel longitudinal surfaces and a transverse portion;
a resilient pad mounted on the inner face of each said longitudinal portions; and
a pennant shaft mounted on the outer portion of said Z beam adjacent the junction of the transverse portion with one of said longitudinal portions and parallel to the axis of said Z beam.

2. The combination of claim 1 wherein said shaft is mounted adjacent the juncture of said transverse portion with the inner face of one of said longitudinal portions.

3. The combination of claim 1 wherein said shaft is mounted adjacent the external junction of said transverse portion and one of said longitudinal portions.

4. A pennant holder comprising:
a Z-beam having two substantially parallel longitudinal portions and a transverse portion;
a resilient pad mounted on the inner surface of each said longitudinal portion;
a pennant staff mounted on the external surface of one of said longitudinal portions of said Z-beam parallel to the axis of said Z-beam; and
a pressure arm mounted parallel to, and in spaced apart relation, with respect to the external surface of said other longitudinal portion of said Z-beam.

5. Apparatus for mounting a pennant on a car having a window post and a ventilator window, comprising:
a Z-beam having two substantially parallel longitudinal portions and a transverse portion;
a pennant staff mounted on the external surface of one of said longitudinal portions of said Z-beam substantially parallel to the axis thereof, the free end of said shaft being threaded;
a pressure arm mounted on said Z-beam substantially parallel to but spaced apart from the external surface of said other longitudinal portion of said Z-beam;
means for positioning said pressure arm adjacent the inner surface of said window post with an internal corner of said Z-beam adjacent an inner corner of said window post; and
means for causing the edge of said ventilator window to seat said corner of said Z-beam in said corner of said post, whereby said apparatus is securely positioned.

6. Apparatus for mounting a pennant on a car having a window post and a ventilator window, comprising:
a Z-beam having two substantially parallel longitudinal portions and a transverse portion;
a pennant shaft mounted on the external surface of one of said longitudinal portions of said Z-beam substantially parallel to the axis thereof, the free end of said shaft being threaded;
a pressure arm mounted on said Z-beam substantially parallel to but spaced apart from the external surface of said other longitudinal portion of said Z-beam;
means for positioning said pressure arm adjacent the inner surface of said window post with an external corner of said Z-beam adjacent an inner corner of said window post;
means for causing the edge of said wing window to seat said corner of said Z-beam in said corner of said post, whereby said mount is securely positioned;

a shoulder washer positioned at the end of said threaded portion of said shaft;

a U-shaped pennant attachment having its ends formed into loops large enough to encircle said shaft, said loops being connected by a substantially straight portion;

a pennant mounted on said straight portion;

means for positioning said U-shaped attachment with one of said loops on either side of said shoulder washer with said loops encircling said shaft; and

a retaining knob secured tightly on the other end of said threaded portion with sufficient space between said knob and said washer to freely accommodate one of said loops, whereby said Z-beam may be attached to a car and said pennant may freely pivot about said shaft.

7. Apparatus for mounting a pennant on a car, having a window post containing a vertical channel for guiding an edge of a vertically movable side window, comprising:

a structure having a cross section comprising a U-shaped portion and an outjog positioned at one end of said U-shaped portion;

a resilient pad positioned on the inner surface of said outjog;

a resilient pad positioned on the inner surface of the other end of said U-shaped portion; and

a pennant staff mounted on the external surface of said outjog, whereby the outer surface of said U-shaped portion may be fitted into said guide channel, and the edge of said window may be positioned in said U-shaped portion to hold said apparatus firmly in place.

8. Apparatus for mounting a pennant on a car, having a window post containing a vertical channel for guiding an edge of a vertically movable side window, comprising:

a structure having a cross section comprising a U-shaped portion and an outjog positioned at one end of said U-shaped portion;

a resilient pad positioned on the inner surface of said outjog;

a resilient pad positioned on the inner surface of the other end of said U-shaped portion;

a pennant staff mounted on the external surface of said outjog, whereby the outer surface of said U-shaped portion may be fitted into said guide channel, and the edge of said window may be positioned in said U-shaped portion to hold said apparatus in a firm manner, the free end of said shaft being threaded;

a U-shaped pennant attachment having its ends formed into loops large enough to encircle said shaft, said loops being connected by a substantially straight portion;

a pennant mounted on said straight portion;

means for positioning said U-shaped attachment with one said loop on either side of said shoulder washer with said loops encircling said shaft; and

a retaining knob secured tightly on the other end of said threaded portion with sufficient space between said knob and said washer to freely accommodate one of said loops, whereby said Z-beam may be attached to a car and said pennant may freely pivot about said shaft.

9. Apparatus for mounting a pennant to an automobile having a window post that has an internal corner therein, comprising:

a base of sheet material formed to have an internal corner and a longitudinal surface;

a pennant staff affixed to the outer portion of said base parallel to the axis of said base, whereby the inner corner of said base can be fitted into the inner corner of said window post to be held there by means such as a ventilator window of a car; and

a resilient pad affixed to the inner face of said longitudinal surface to cleave to said ventilator.

10. The combination of claim 9 wherein said base has a V-shaped cross section.

11. The combination of claim 9 wherein said base has an L-shaped cross section.

12. The combination of claim 9 wherein said base has a Z-shaped cross section.

13. The combination of claim 12 including a pressure arm positioned parallel to but spaced from said longitudinal surface; and a resilient pad affixed to the inner face of said pressure arm, whereby said pressure arm may be hooked around the window post of an automobile.

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