A. S. STANDISH.

AUTO TIRE PROTECTOR.

APPLICATION FILED NOV. 22, 1912.

1,079,273. Patented Nov. 18, 1913.

Fig. 1.

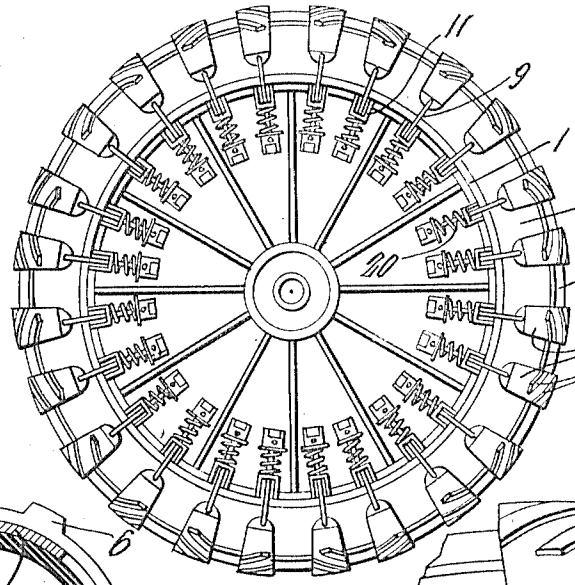


Fig. 2.

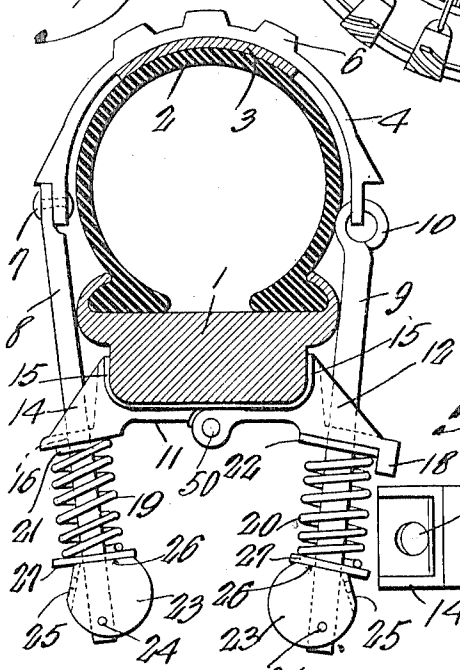


Fig. 3.

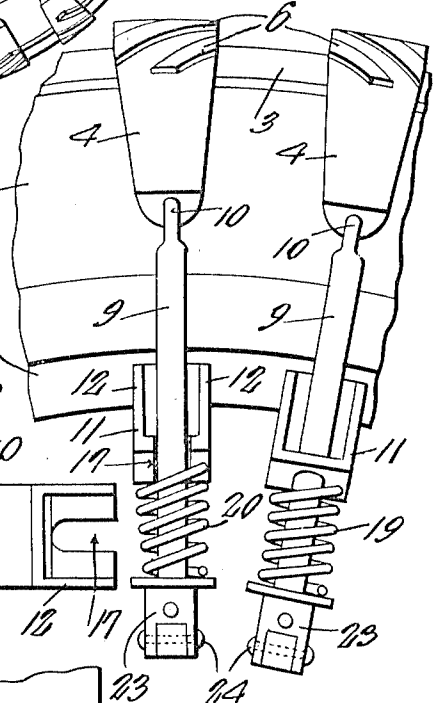


Fig. 6.

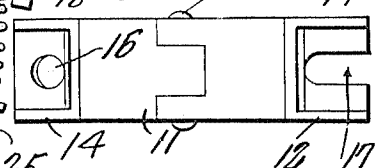


Fig. 5.

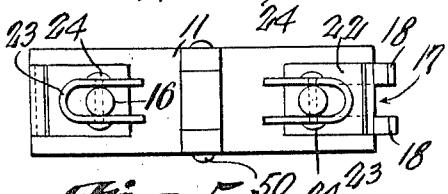
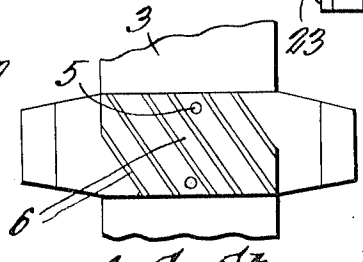


Fig. 4.



Witnesses

J. Gowen

E. Willson.

A. S. Standish Inventor

by Crosby & Co.

Attorneys

UNITED STATES PATENT OFFICE.

ALBERT SENTER STANDISH, OF CLEVELAND, OHIO.

AUTO TIRE-PROTECTOR.

1,079,273. Specification of Letters Patent. Patented Nov. 18, 1913.

Application filed November 22, 1912. Serial No. 732,996.

To all whom it may concern:

Be it known that I, ALBERT SENTER STANDISH, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Auto Tire-Protector, of which the following is a specification.

One object of the present invention is to provide a tire protector which may be removed readily from the tire.

Another object of the invention is to provide novel means whereby the protector may be held securely upon the tire.

Another object of the invention is to provide novel means for varying the tension of the resilient devices whereby the protector is held upon the tire.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention can be made within the scope of what is claimed without departing from the spirit of the invention.

In the drawing:—Figure 1 shows the invention in side elevation; Fig. 2 is a transverse section; Fig. 3 is a fragmental side elevation upon an enlarged scale; Fig. 4 is a fragmental top plan; Fig. 5 is a bottom plan of the base plate; and Fig. 6 is a top plan of the base plate.

In the drawing, the numeral 1 indicates the felly and the numeral 2 indicates the tire. Extended circumferentially of the tire is a belt 3, which may be fashioned from leather or from any other suitable material. Spaced shoes 4, preferably fashioned from metal, extend transversely of the belt 3, the shoes 4 being connected with the belt 3 by means of securing elements 5. The shoes 4 are equipped with anti-skidding projections 6 of any desired form.

Mounted on one end of each shoe 4 is a pivot element 7 upon which a tie 8 is mounted to swing approximately parallel to the median plane of the tire 2. Another tie 9 is shown, the same having an eye 10 pivotally engaged in the other end of the shoe 4.

The invention includes a plurality of two-part base members 11, abutting against the inner circumference of the felly 1, the constitutent portions of the base members being pivotally connected as shown at 50. At the ends of the parts of base members 11 are formed spaced wings 12 and 14, the wings 12 and 14 extending along the side faces of the felly 1, as shown at 15, to prevent the base members 11 from moving transversely of the felly 1. In one end of the base member 11, between the wings 14 there is an opening 16, and in the other end of the base member 11, between the wings 12 there is a terminally open notch 17. The base member 11 is provided, at one end, and adjacent the notch 17, with depending projections 18. The tie 8 extends through the opening 16 and the tie 9 lies in the notch 17.

Compression springs 19 and 20 surround the ties 8 and 9 respectively, the outer end 21 of the former resting on the under face of the base member 11 adjacent one end of the base plate. The spring 20 which surrounds the tie 9, abuts against the under face of one end of the base member 11, the washer being engaged behind the projections 18. Cams 23, preferably of U-shape, as shown in Fig. 5 are provided, the cams being mounted upon pivot elements 24 which extend through the ties 8 and 9, adjacent the free ends of the ties. The cams are equipped with flat edge faces 25 and 26, either of which may be brought into contact with washers 27 receiving the inner ends of the springs 19 and 20. Presupposing that the parts are positioned as shown in Fig. 2, it will be observed that the tension of the springs 19 and 20 may be adjusted by bringing the faces 25 and 26 of the cams 23 successively into engagement with the washers 27. Thus, the parts of the base member 11 are swung upon their pivotal connections 50, the springs 19 and 20 causing the wings 15 to pinch the sides of the felly 1. Further, the hold of the shoes 4 and the belt 3 upon the tire 2 thus may be varied. By rotating the cams 23 upon their pivotal mountings 24, so that either of the faces 25 and 26 bears against the washers 27, the tension of the springs 19 and 20 may be released. Thereupon, the washer 22 may be moved toward the center of the wheel, until the washer lies beyond the ends of the projections 18, whereupon the ties 9 may be swung outwardly through the notch 17. Thus it will be seen that the tire protector, at one side, may be disengaged readily from the base member 11, the base and associated parts being readily remov-

