April 14, 1953 H. B. HAWES 2,634,928

AUTOMOBILE FENDER GUIDE

Filed March 9, 1950

Fig. 1.

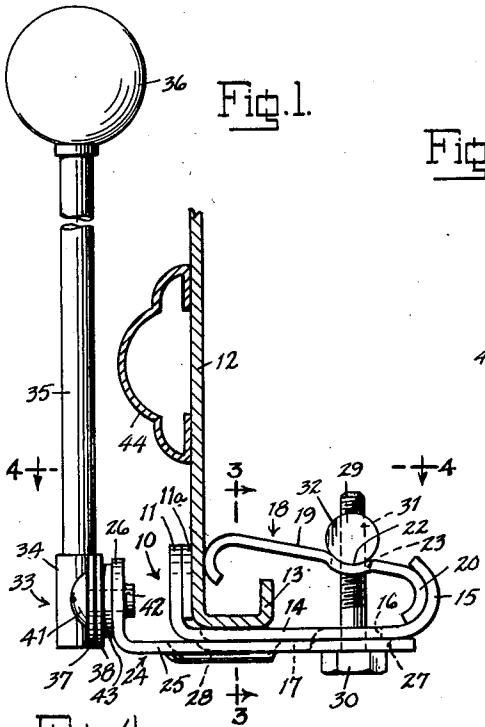


Fig. 2.

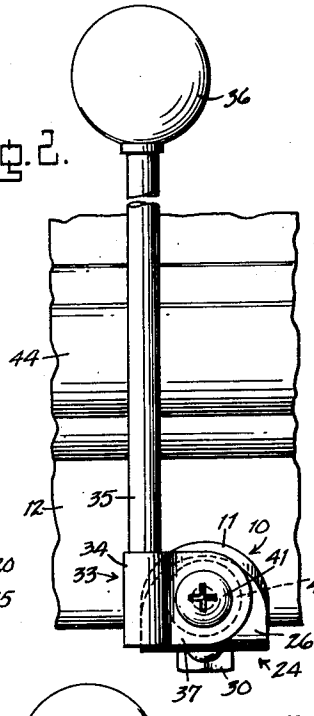


Fig. 3.

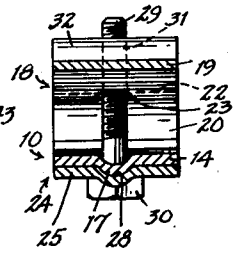


Fig. 4.

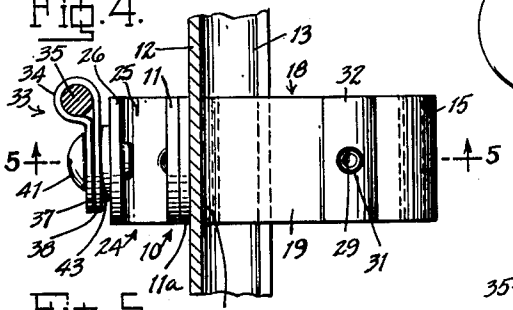


Fig. 5.

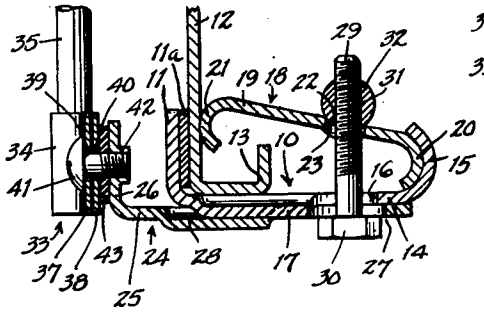
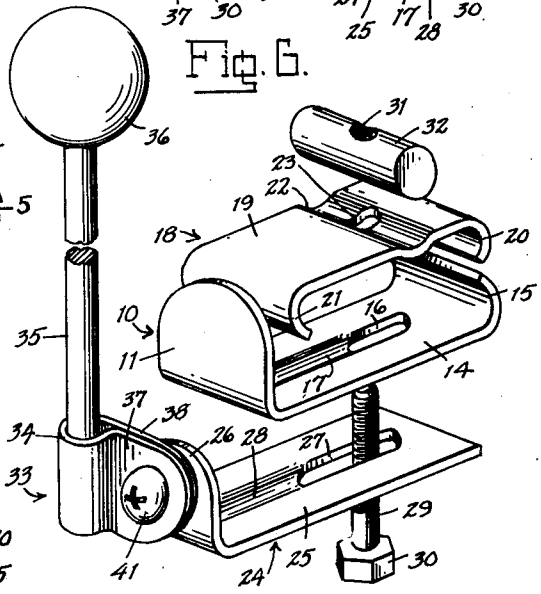


Fig. 6.



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UNITED STATES PATENT OFFICE

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AUTOMOBILE FENDER GUIDE

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2 Claims. (Cl. 248—43)

1

The present invention relates to a fender guide, and particularly to an improved bracket structure for effectually securing the guide to the fender, an object of the invention being to provide a bracket which is adapted to be firmly secured in contiguous relation to the lower flanged or channeled edge of the fender, whether such edge be horizontal, inclined, or curved, it being particularly proposed to provide a bracket which wedgingly engages the inner surface of the fender, without, however, engaging the edge flange or channel provided thereon. A further object is to provide adjustable means for supporting the upright shaft of the guide, and whereby such shaft may be adjusted into a vertical position, irrespective of the angular position of the bracket upon the fender. The fenders of modern automobiles are very often provided with projecting decorative strips which project beyond the line of the lower edge of the fender, and are also in some cases bulged out or projected beyond such edge, and it is an object of the invention to provide means for the outward or inward adjustment of the shaft of the fender guide so that the shaft may be disposed out of contact with any projecting surface of the fender above the lower bead edge.

With the above and other objects in view, an embodiment of the invention is shown in the accompanying drawings, and this embodiment will be hereinafter more fully described with reference thereto, and the invention will be finally pointed out in the claims.

In the drawings:

Fig. 1 is a side elevation of the fender guide, according to the illustrated exemplary embodiment of the invention, the same being shown attached contiguous to the lower edge of the fender, the latter being shown in vertical section.

Fig. 2 is an outer end elevation.

Fig. 3 is a vertical sectional view, taken along the line 3—3 of Fig. 1.

Fig. 4 is a horizontal sectional view, taken along the line 4—4 of Fig. 1.

Fig. 5 is a vertical sectional view, taken along the line 5—5 of Fig. 4.

Fig. 6 is a perspective view showing the several parts of the fender guide in separated relation.

Similar reference characters indicate corresponding parts throughout the several figures of the drawings.

Referring to the drawings, the fender guide, according to the illustrated exemplary embodiment of the invention, comprises a bracket member 10 having a vertical outer end portion 11,

2

provided at its inner side with a protective pad 11a of leather or the like, adapted to engage the outer surface of the fender 12 contiguous to the channel flange 13 at its lower edge, a horizontal base portion 14, adapted to extend beneath the channel flange and to project inwardly, and a rearward end portion 15, curved upwardly and forwardly, upon a suitable radius to provide an inner cylindrical bearing surface for the clamping member, as will presently more fully appear. A longitudinally disposed bolt-receiving slot 16 is provided along the center line of the base portion 14 relatively near the rearward end portion 15, and, forwardly of the slot and in longitudinal line therewith, the base portion is provided with a longitudinal downwardly projecting rib 17 formed by depressing the base portion at its upper side.

The clamping member 18 comprises a longitudinally extending top portion 19, preferably of corresponding width to the bracket member 10, having at its rearward end a downwardly and forwardly curved fulcrum portion 20, the outer surface of which is correspondingly curved to the inner surface of the rearward end portion 15 of the bracket member, so that it may have rotatable engagement therewith to enable the clamping member to swing about the radius center of the inner curved surface of the portion 15. At the forward end of the clamping member there is provided a downwardly and rearwardly curved end portion 21, adapted to wedgingly engage at its outer side with the inner surface of the fender at a point substantially above the horizontal portion of the channel flange 13 and in substantially spaced relation to its vertical portion, so that there will be no interference in the wedging clamping action through contact with the channel flange. Thus as clamping pressure is applied to the clamping plate, as will hereinafter more fully appear, the clamping member engages the inner surface of the fender with a wedging action thus drawing the forward vertical portion 11 inwardly against the outer surface of the fender and firmly holding the horizontal base portion 14 against the underside of the channel flange. The engagement of the vertical forward portion 11 with the vertical surface of the fender prevents relative tilting movement of the bracket, so that an effectual clamping action takes place, rigidly fixing the position of the bracket without the necessity for wedging engagement of the clamping member with the channel flange or with a bead edge as is required with certain previous types of clamping brackets, the clamping action

being confined entirely to the engagement of the clamping member with the inner surface of the fender.

Near the rearward end of the clamping member, in substantially vertical line with the slot 16, there is provided a transversely extending recess 22 for receiving a clamping nut, and centrally of this recess there is provided a bolt receiving hole 23 of sufficient size to permit relative swinging movement of the clamping member over a wide range, while the clamping bolt remains vertically disposed as will presently more fully appear.

A longitudinally adjustable shaft supporting arm member 24 is secured to the underside of the bracket member and comprises a horizontal portion 25, of corresponding width to the bracket member 10, and a forward upwardly extending portion 26. The horizontal portion 25 is provided near its rearward end with a centrally disposed longitudinal bolt-receiving slot 27, somewhat longer than the slot 16 of the bracket member and adapted to register therewith, and forwardly of the slot in longitudinal line therewith there is provided a longitudinal groove 28 in which the longitudinal rib 17 of the bracket member is adapted to engage to permit relative longitudinal shifting movement of the arm while restraining relative transverse or pivotal movement.

The clamping bolt 29 provided with a head 30 is engaged upwardly through the slots 16 and 27 of the arm and bracket members and through the hole 23 of the clamping member, and is screwed into the threaded hole 31 of a nut 32 in the form of a cylindrical bar, preferably corresponding in length to the width of the clamping member 18 and which is adapted to seat in the transverse recess 22. Upon tightening the bolt the nut draws the clamping member downwardly into clamping engagement with the inner surface of the fender, the engagement of the nut in the groove 22 preventing it from turning and the inherent spring tension which is set up in the clamping member in its tightly clamped position preventing loosening of the clamping bolt through vibration.

Upon the forward vertical end portion 26 of the arm member 24 there is secured for pivotal adjustment movement about a horizontal axis a shaft supporting clip member 33, formed of a piece of sheet metal bent upon itself to provide a loop portion 34, in which the lower end of the shaft 35 of the fender guide 36 is clampingly engaged, and superimposed ear portions 37 and 38 provided with registering holes 39 and 40, in which is engaged a headed screw 41 screwed into a threaded hole 42 provided in the forward end portion 36 of the shaft supporting arm member 24. A friction washer 43, of leather or similar material, is interposed between the clip member 33 and the vertical portion 26 and permits tightening of the screw to fix the position of adjustment of the shaft 35. Thus in the event that the bracket is clamped to a curved or inclined portion of the lower edge of the fender, the shaft may be adjusted into a vertical position. The outer and inward adjustment of the arm member 34 permits the shaft to be disposed at any desired outward spacing from the fender surface, so that it will clear any projection of the fender above the bead, such for instance as the projecting decorative strip 44.

In have illustrated and described a preferred

and satisfactory embodiment of the invention, but it will be understood that changes may be made therein, within the spirit and scope thereof, as defined in the appended claims.

What is claimed is:

1. A fender guide supporting bracket for attachment contiguous to the lower edge of an automobile fender, comprising a bracket member including an upright forward portion adapted to be disposed at the outer side of the fender, a horizontal base portion adapted to engage beneath and extend inwardly from the lower edge of the fender, said base portion having a bolt-receiving slot, a clamping member cooperatively connected to said bracket member including a longitudinal top portion having a bolt-receiving hole, and a fender engaging portion, an arm member including a horizontal base portion slidably engaged with the under side of said bracket member for inward and outward adjustment and having a bolt-receiving slot adapted to register with said bolt-receiving slot of said bracket member, and a forward end portion disposed outwardly of said upright forward portion of said bracket member, a bolt having a head at its lower end and engaged upwardly through said slots of said arm and bracket members and through said hole of said clamping member, a nut member engaged with the upper side of said clamping member and engaged by said bolt, a shaft supporting member, and means pivotally connecting said shaft supporting member to said forward end portion of said arm member for angular adjustment about a horizontal axis.

2. A fender guide supporting bracket for attachment contiguous to the lower edge of an automobile fender, comprising a bracket member including an upright forward portion adapted to be disposed at the outer side of the fender, a base portion adapted to engage beneath and extend inwardly from the lower edge of the fender, said base portion having a longitudinal bolt-receiving slot and a longitudinal guide rib at its under side, a clamping member cooperatively connected to said bracket member including a longitudinal top portion having a bolt-receiving hole, and a fender engaging portion, an arm member including a horizontal base portion having a bolt-receiving slot adapted to register with said bolt-receiving slot of said bracket member and a longitudinal guide groove adapted to be engaged by said guide rib of said bracket member for inward and outward adjustment, and a forward end portion, a bolt having a head at its lower end and engaged upwardly through said slots of said arm and bracket members and through said hole of said clamping member, a nut member engaged with the upper side of said clamping member and engaged by said bolt, a shaft supporting member, and means pivotally connecting said shaft supporting member to said forward end portion of said arm member for angular adjustment about a horizontal axis.

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