



US00D406557S

**United States Patent** [19]  
**Bentley**

[11] **Patent Number: Des. 406,557**

[45] **Date of Patent: \*\*Mar. 9, 1999**

[54] **AUTOMOBILE RACK**

4,754,905 7/1988 Bott ..... 224/326

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**OTHER PUBLICATIONS**

Photograph (publication date unknown—the rack shown in the photograph was produced at least one year prior to the filing date of the application).

[\*\*] Term: **14 Years**

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*Attorney, Agent, or Firm*—Thorpe, North & Western, L.L.P.

[21] Appl. No.: **85,349**

[22] Filed: **Mar. 20, 1998**

[51] **LOC (6) Cl.** ..... **12-16**

[52] **U.S. Cl.** ..... **D12/412**

[58] **Field of Search** ..... D12/406, 412,  
D12/401; 296/3, 100, 37.1, 37.7; 224/309–310,  
315, 323, 325–327, 329, 321, 400

[57] **CLAIM**

The ornamental design for an automobile rack, as shown and described.

[56] **References Cited**

**DESCRIPTION**

**U.S. PATENT DOCUMENTS**

FIG. 1 is a perspective view of the automobile rack showing my new design;

D. 201,013	5/1965	Duer	.....	D12/412
D. 239,618	4/1976	Duer	.....	D12/412
D. 264,203	5/1982	Bott	.....	D12/412
D. 298,819	12/1988	Holmstrom	.....	D12/412
D. 314,542	2/1991	Bott	.....	D12/412
D. 318,639	7/1991	Santoro et al.	.....	D12/412
D. 320,971	10/1991	Sparham et al.	.....	D12/412
D. 334,162	3/1993	Cucheran et al.	.....	D12/412
D. 350,724	9/1994	Lichtbach	.....	D12/412
4,133,465	1/1979	Bott	.....	224/326 X
4,323,182	4/1982	Bott	.....	224/326 X

FIG. 2 is an enlarged left side view thereof;

FIG. 3 is an enlarged right side view thereof;

FIG. 4 is an enlarged front view thereof;

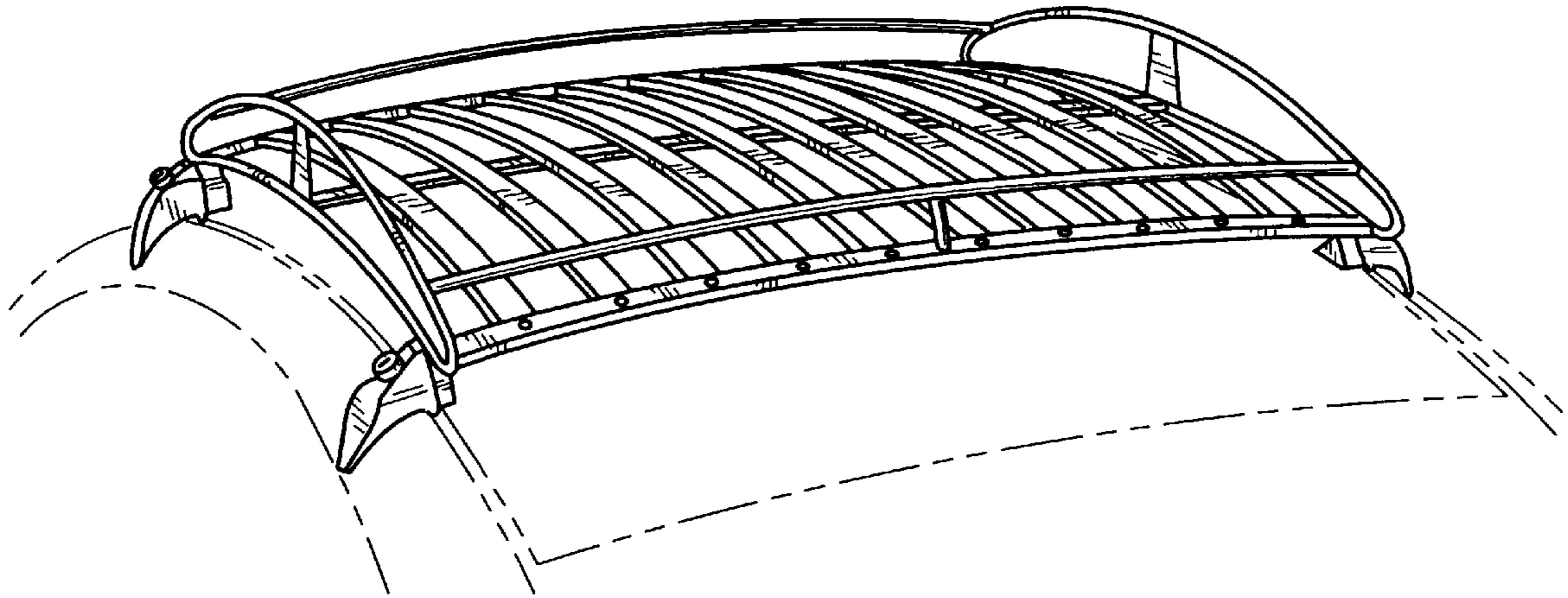
FIG. 5 is an enlarged rear view thereof;

FIG. 6 is an enlarged top, plan view thereof; and,

FIG. 7 is an enlarged bottom view thereof.

The broken line showing of environment is for illustrative purposes only and forms no part of the claimed design.

**1 Claim, 3 Drawing Sheets**



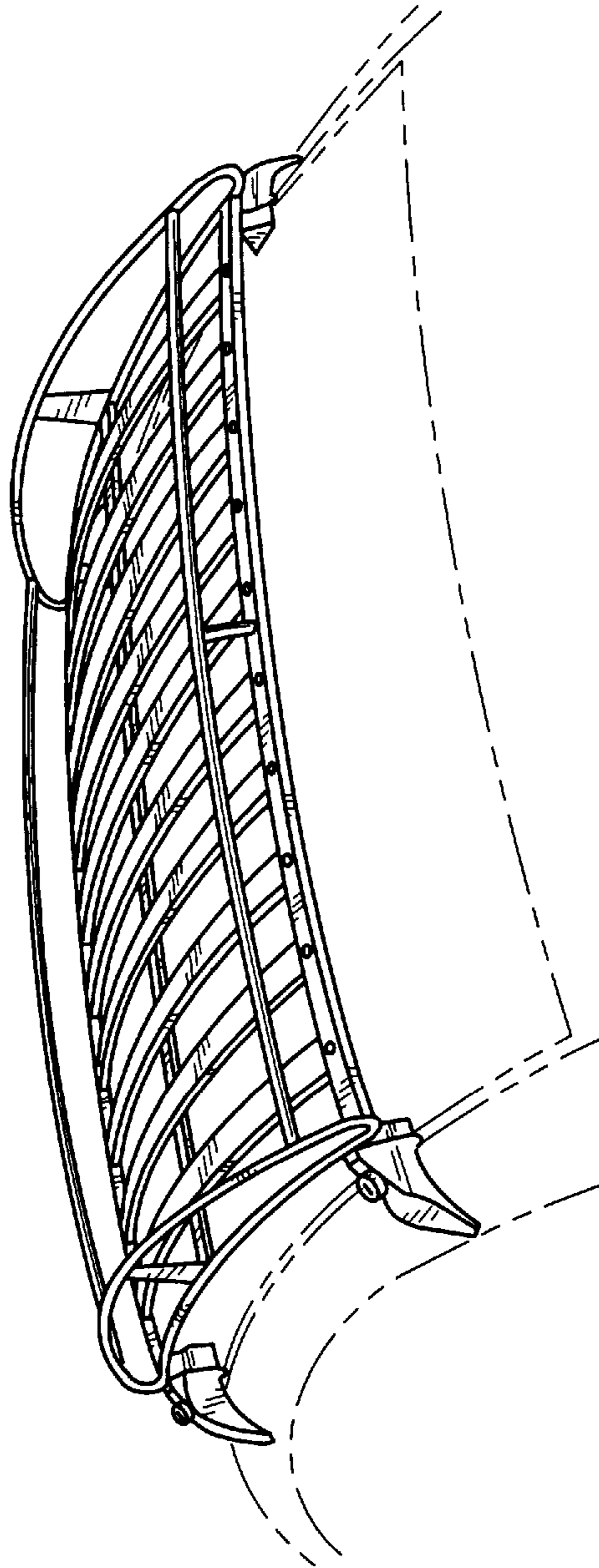
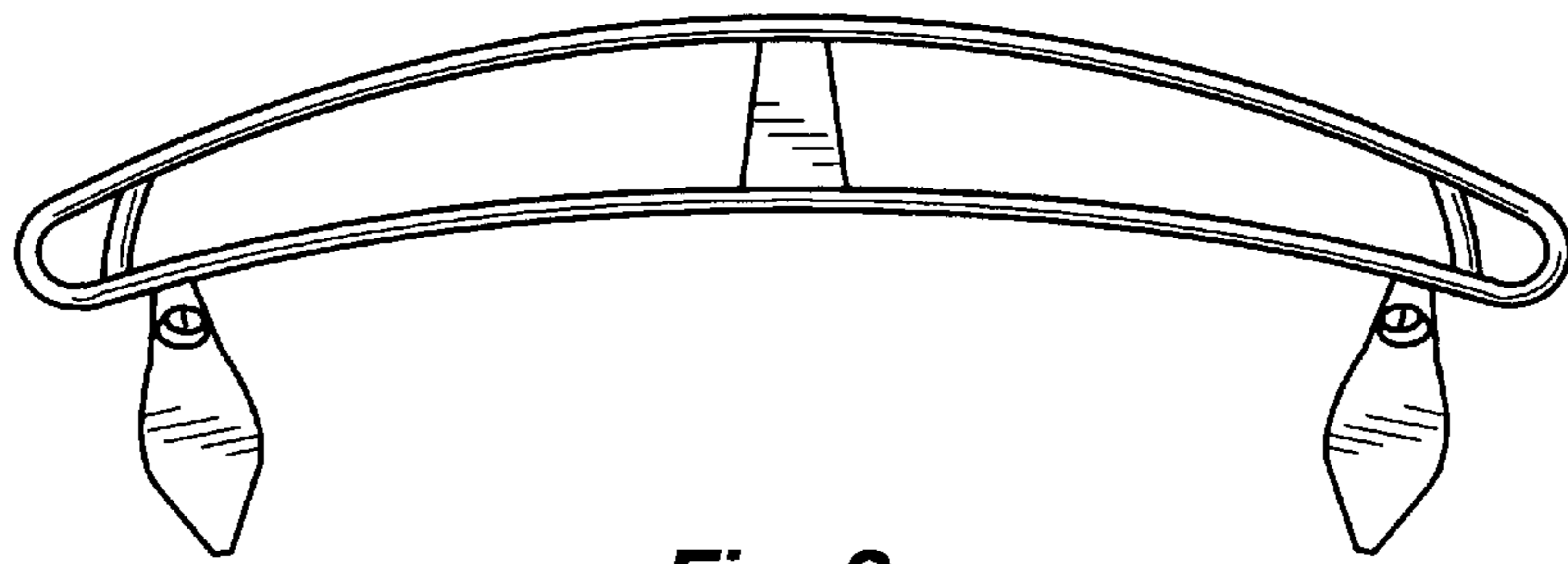
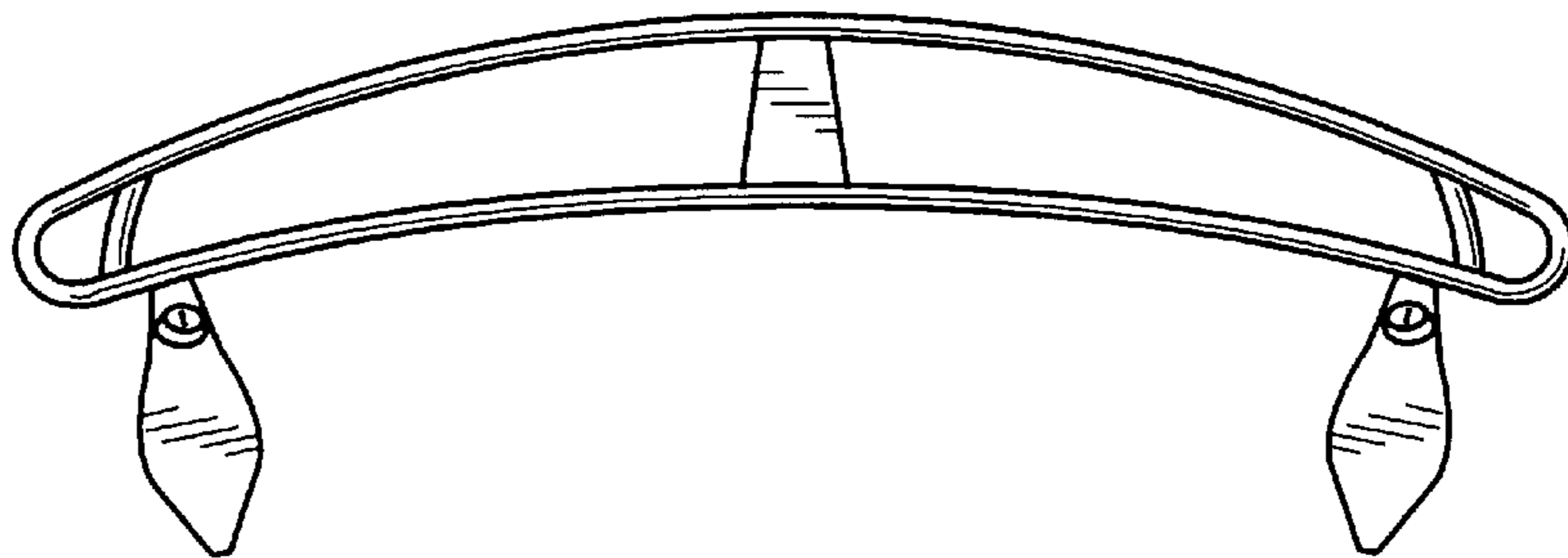


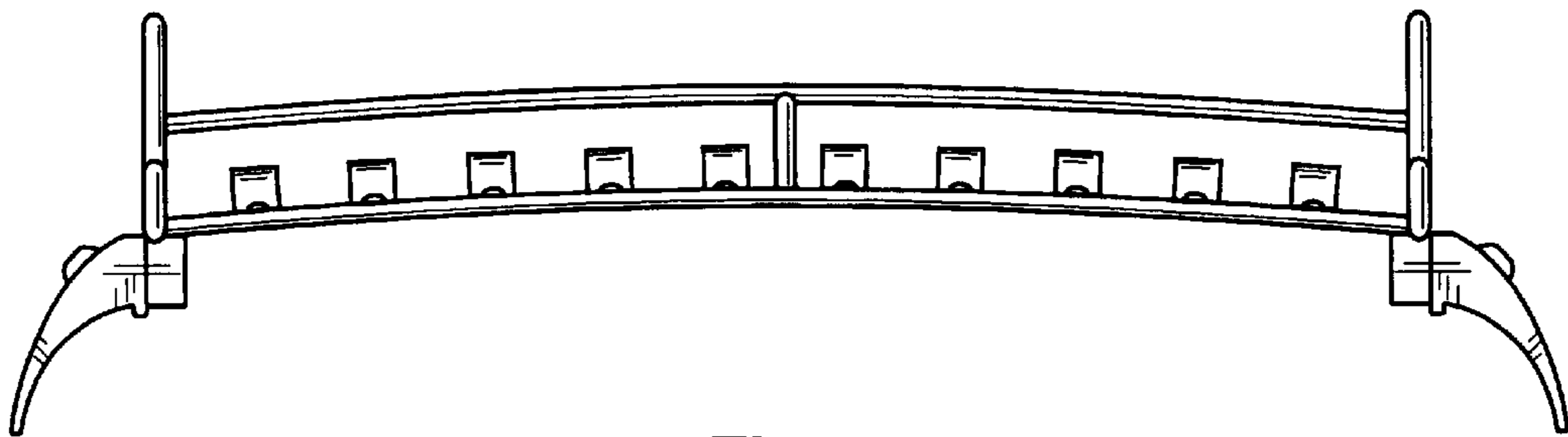
Fig. 1



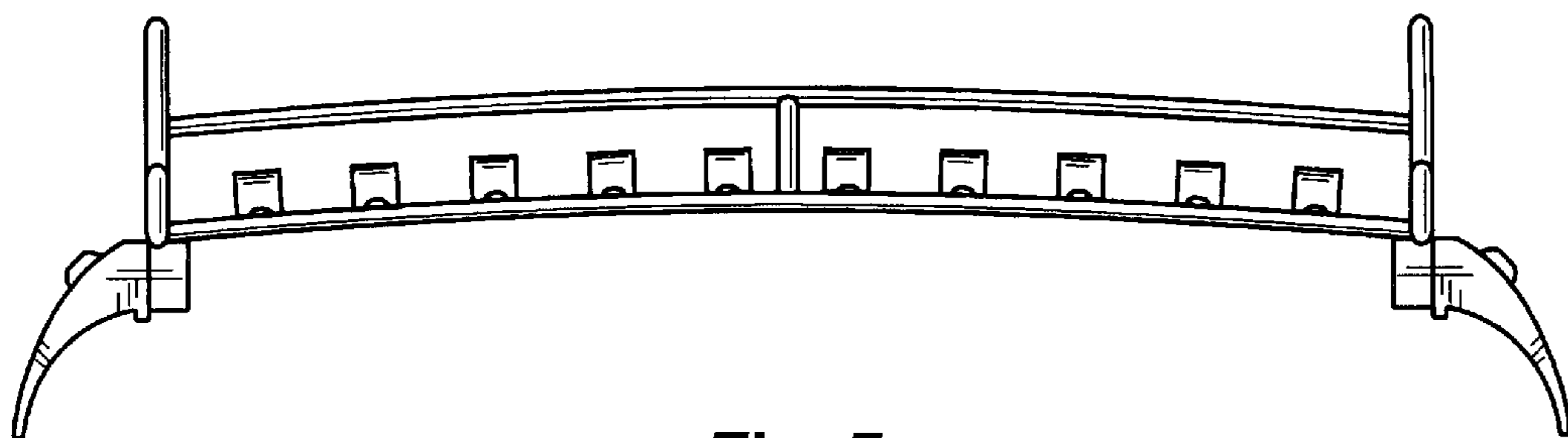
**Fig. 2**



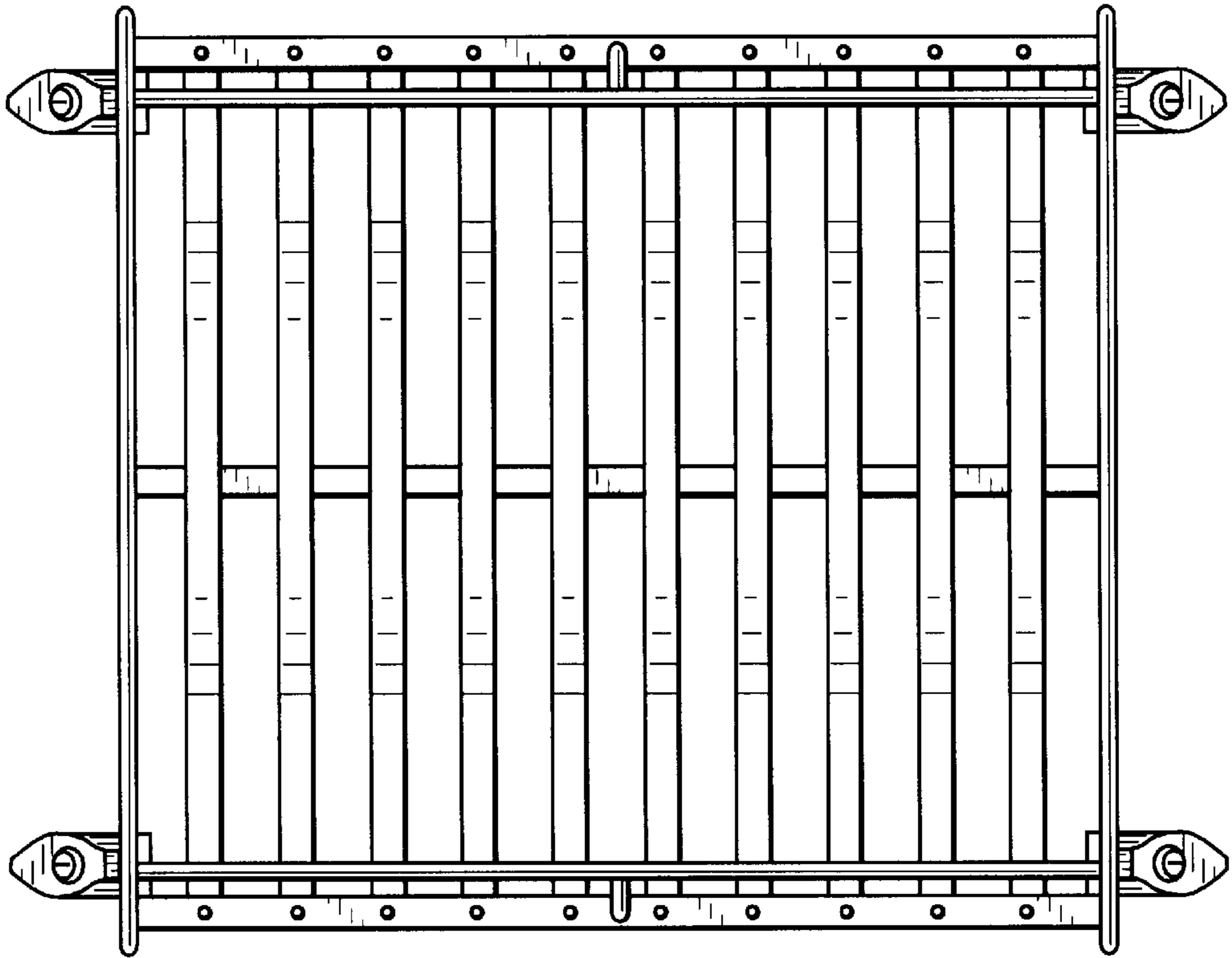
**Fig. 3**



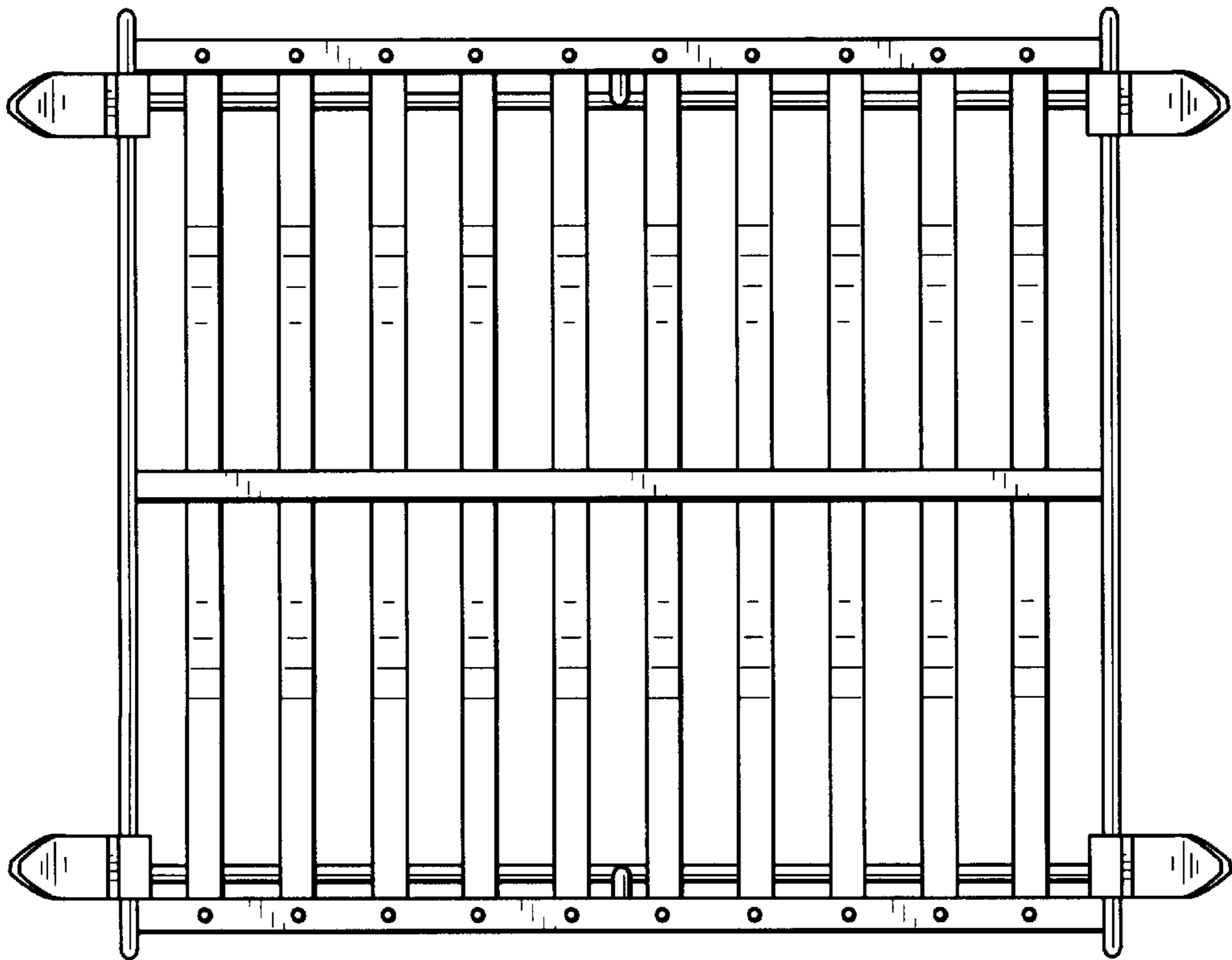
**Fig. 4**



**Fig. 5**



*Fig. 6*



*Fig. 7*