

Issues and Questions Concerning the Light Visor

The overall intent of this web site is to explain both why no licensing agreement for the Light Visor patent rights was previously reached, and what the Light Visor patent rights might include if licensed for the remainder of the patent life. I have thus included this section, Issues and Questions Concerning the Light Visor, to help explain to any prospective manufacturer in detail what is known or believed to be true to date about the various embodiments that might be produced within the scope of the specification and claims of the patent. Please also read [Disclosure of General and Technical Information](#) for additional information not included in this section.

What exactly is a Light Visor?

The name Light Visor is intended to convey the dual purpose of the device, which is to be both a unique auxiliary sun visor for focal sunlight and a directable auxiliary lighting system within a vehicle, i.e. an [Electric Light Visor](#). The Light Visor is a patented auxiliary mini-shading device that is unobstructively clip or bracket mounted onto your vehicle's sun visor. The Light Visor was designed to act in lieu of one's extended arm and outstretched hand to block focal sunlight. When not in use, the Light Visor is easily stored out of the way flat against the underside of the vehicle sun visor. When the Light Visor is properly installed and stored, the vehicle sun visor may be used in its normal ways without any interference whatever.

The non-electric Light Visor prototype consists of three basic user parts: a vehicle sun visor "mounting clip," an interconnecting length of stay-put flexible tubing called a "flectube," and either an opaque, miniature fabric shade or a foldably flexible plastic tinted flag shade called a "flag shade". The prototype mounting clip is a levered compression clip. The flectube supports the miniature flag shade at a right angle and allows it to be manipulated or "steered" into any temporary horizontal shading position, or to be held in temporary or long-term storage flat against the underside of your vehicle visor. An additional piece of fabric or thin plastic material called a "mounting sheath" is also offered for placement over the portion of the vehicle visor where the Light Visor prototype will be installed to minimize indentation of the vehicle visor material from the compression of the mounting clip. In an [Electric Light Visor](#), the above components would further comprise an electric power source from the vehicle or from a battery, a light source at the shade end of the flectube, current conduction means, and switching means, in order to provide an auxiliary vehicle light to be used within the vehicle, or externally during emergency lighting needs.

The experience of using a Light Visor prototype is distinct from viewing it and speculating about what its use might be like. It is the appearance of the device that is deceptive. It does not immediately appear as though it will do the job, and yet it does so quite effectively. The Light Visor has been designed to be thoroughly safe to use, and, so far as is known from various law sources, is legal to use as a sun-blocking device.

Although the Light Visor patent was issued in 1996, to the general public it is yet a new and novel invention, and has obvious advantages over existing focal sunlight-blocking devices currently in the marketplace.

Traffic laws have requirements that nothing obstruct the driver's vision. Despite what you have said, wouldn't the Light Visor actually be illegal to use? Wouldn't the Light Visor obstruct a view of the road or otherwise pose a hazard?

Under Title 49, Transportation, Chapter V, National Highway Traffic Safety Administration, Department of Transportation, Part 571 Federal Motor Vehicle Safety Standards, Subpart B, Federal Motor Vehicle Standards, S5.4 Sun Visors, only the two following paragraphs appear to apply:

S5.4 Sun visors.

S5.4.1 A sun visor that is constructed of or covered with energy-absorbing material shall be provided for each front outboard designated seating position.

S5.4.2 Each sun visor mounting shall present no rigid material edge radius of less than 3.2 mm that is statically contactable by a spherical 165 mm diameter head form.

No provision appears to be given for auxiliary sun visors. The 50 states, however, have enacted their own respective traffic related statutes, which initially give the impression that they prohibit the use of auxiliary sun visors. Examples of these are given below. With due consideration for the intent of the cited statutes and their equivalents in other states, these statutes do not actually appear to prohibit the presence of devices which serve a useful purpose to assist the driver, e.g. rear view mirrors, vehicle sun visors, or auxiliary sun visors, or upper windshield car phone antennas, so long as the driver's vision is not impaired or obstructed by the respective devices.

With due consideration for the intent of these statutes, the Light Visor would not appear to be illegal to use for its intended purposes. Traffic laws are written to prevent drivers from placing actual view obstructions, e.g. items hanging from a mirror, the windshield, or from other parts of the vehicle, which are between the driver's eyes and a clear view of the road. These laws do not appear to prevent the use of functional devices that are adjacent to a driver, such as were cited above.

From S5.4.1 quoted above (A sun visor...shall be provided for each front outboard designated seating position), it is clearly implied that drivers are required by Federal law to shield themselves from intense sunlight by placing opaque shades within their overall field of view, with the implication that these devices are used above their line of sight of the road.

Many manufacturers have been apprehensive about the legality of the Light Visor because of what they have read into the traffic law statutes, i.e. by their immediate interpretation of what they read. States such as Illinois have traffic statutes which seem to state quite clearly that, "No person shall drive a motor vehicle with any objects placed or suspended between the driver and the front windshield, rear window, side wings or side windows immediately adjacent to each side of the driver which materially obstructs the driver's view" [625 ILCS 5/12-503 from Ch. 95 1/2, par. 12-503 Sec. 12-503. Windshields must be unobstructed and equipped with wipers, sub-section (c).]. The Pennsylvania traffic statute reads, "Other obstruction. --No person shall drive any motor vehicle with any object or material hung from the inside rearview mirror or otherwise hung, placed or attached in such a position as to materially obstruct, obscure or impair the driver's vision

through the front windshield or any manner as to constitute a safety hazard” [Pennsylvania Consolidated Statutes, The Vehicle Code (Title 75), Part IV. Vehicle Characteristics, Chapter 45. Other Required Equipment, 4524. Windshield obstructions and wipers, sub-section (C)].

As noted above, although these statutes seem to include everything that might be suspended between a driver and the windshield, they obviously do not. As noted above, if they did, there would be no rear view mirrors mounted on windshields, and no sun visors whatever allowed in the vehicle, because these items are obviously suspended between the driver and the windshield. Also, as indicated in the next section, various corporations have come to recognize this fact.

The key words in these traffic statutes, i.e. materially obstruct, obscure or impair, are clearly meant to reference items other than safety devices such as the Light Visor, which are functionally intended to block out sunlight that would otherwise obscure and impair the driver’s ability to see through the windshield or side windows of the vehicle. Moreover, the Light Visor is never used in the line of sight, but always just above the line of sight of the driver. With very little practice, the Light Visor is as easily operated as the vehicle sun visor is operated: One automatically reaches for the respective visors and positions each without having to look at it directly.

Isn’t the Light Visor a liability lawyer’s dream?

Every new innovation lives in the dark shadow of “What if tragic consequences occur?” This “What if?” factor enters into *every* product ever made. The most innocent of intentions for a product can lead to “tragic consequences,” but usually only as the result of user misuse or abuse. Most commercial products are designed to be safe and effective, as is the Light Visor.

Generally, when negative things happen it is because the product was not used in the way intended or as directed. There are civil remedies for such nuisance lawsuits. What is at issue here is a question posed by a litigious society: Is a product line that has initially appeared to many manufacturers to be fraught with liability concerns worth reconsideration in light of the facts?

The Sun Zapper Co. (www.sunzapper.com) has obviously faced its product liability fears and produced a device which features a slidable, nearly opaque shade (called a “Sun Terminator”) on a vehicle sun visor hang-down glare screen and offers this product on a global basis over the Internet. In terms of its alternate opacity or dark tint quality, the Light Visor’s miniature flag shade duplicates the effect of using the “Sun Terminator” feature of a Sun Zapper device, or other similar but less effective sun blockers. The fear of liability lawsuits for these other sun-blocking devices has not stopped their respective manufacturers from obtaining global sales.

The Light Visor has been thoroughly designed to be a safe and effective product for anyone who has a basic concept of its purpose and operation. In terms of its intended functions, the Light Visor does exactly what it is intended to do. It does not interfere with the use of the vehicle sun visor. Its flextube moves away with contact. Its fabric or foldably flexible tinted plastic flag shade collapses on contact. It is too small to block vision. It requires minimal use experience (a few minutes) to understand its installation, function and proper operation.

The Light Visor mini-shade is fabric or foldably flexible tinted plastic, and collapses upon the slightest touch. The shades forward edges are blunted or rounded to avoid eye injuries. The smooth flexible tubing or flextube pushes away from and slides past any lateral contact, and collapses into a curled form when struck on end. If the flextube were struck during a collision it would either slide past the striking object, or slidably detach from the vehicle sun visor and move away from further contact. The flextube cannot catch into the steering wheel because there is no projecting part of the Light Visor that is capable of being captured without collapsing and moving free of capture.

It is virtually impossible for the Light Visor flextube to be captured during a vehicle collision. There simply is no physical item in the interior of a vehicle that could capture the currently proposed flextube during a collision. And if a driver should inadvertently reach out and grab the flextube during a collision, the tube would either slide harmlessly through his grasp, or slide off the vehicle sun visor and still pose no threat.

There are no true hazards to the use of the Light Visor other than deliberate abuse. The Light Visor would have to be intentionally used as a blinder before it would cause anyone harm. Any suit brought against a manufacturer for product liability would be at best a sham and a nuisance suit which, as previously stated, could appear for virtually any product in the marketplace.

In early September of 2004, I inadvertently found out that in July 2001, Speth, et al. received United States patent 6,257,745 which was then assigned to the Daimler Chrysler Corporation for a "Flexible arm light for automobile overhead console," whose Abstract reads, "A flexible arm light for a motor vehicle having a passenger compartment equipped with an overhead console includes a first housing and a second housing interconnected by a flexible housing. The first housing includes a lamp coupled to the overhead console at a first location. The second housing is coupled to the console at a second location. The flexible arm light is operable in a stowed position and a deployed position wherein the flexible arm light is selectively directable toward a target when in the deployed position."

In and of itself, this is not a remarkable accomplishment. The same general invention was earlier proposed in my (referenced) invention Light Visor, United States patent 5,564,771, which issued in Oct. 1996. The primary difference between the two inventions is that the Light Visor was given as a combined invention of an auxiliary sun shade combined with a flexible arm light for automobile, and the Daimler Chrysler Corp. invention did not include a sun shading device. However, the Light Visor specification and claims also allow for the sun shade to be removable. Nonetheless, the Light Visor has a claim limit for a flexible tubing interconnection that does not exceed 5/16" (for reasons cited in the Disclosure of Information pages), and the Daimler Chrysler Corp. device utilizes a larger diameter flexible arm. The primary difference between the two devices is that the Light Visor devices are mounted by attachment to the vehicle sun visor, whereas the Daimler Chrysler Corp. device is mounted by attachment to an overhead console.

Rather than being upset by the fact that the "new" flexible arm light has been utilized by a large corporation in their vehicles, I was elated to find that a large corporation had proven my point on the liability factor of having a flexible arm present in the passenger compartment of a motor vehicle.

Furthermore, the “flexible arm light” patent made me seriously rethink the liability defenses for the Light Visor patent, and ultimately led to the erection of this informational web site. For the past eight years, I chose to avoid licensing efforts on what I have always regarded as a useful and safe invention simply because I had been repeatedly told by manufacturers that the liability issues involving the placement of a flexible arm device in the passenger area of a vehicle were too risky. But the Daimler Chrysler Corp. must have weighed the liability issues thoroughly and decided as I did years ago that a movable flextube will simply be moved away from, or will slide past any bodily movement toward it. It poses no direct accident hazard. They must have also realized as I did long ago that there is no physical item within the passenger area of a vehicle that is capable of capturing a flexible arm.

What does this mean to the automotive aftermarket manufacturer?

What were apparently once major liability concerns should no longer be key liability issues because the industry has recognized that neither a flexible tubing nor a miniature opaque or tinted sun shade pose any real hazard to a driver or passenger. No one can predict how a future user of the Light Visor might misuse or abuse the product anymore so than anyone can predict whether or not a simpler product will lead to misuse or abuse. Nonetheless, I, and the many people to whom I have freely given prototypes of the Light Visor over the past six years, have never experienced any hazardous incidents during its use.

Many companies were once interested in producing and distributing a version of the Light Visor. Few manufacturers had issues or problems with the device itself: It operates exactly as stated and claimed in its patent specification. And yet product liability fears canceled out all further negotiations in every case, and eventually I just gave up. I simply stopped trying to market the Light Visor patent rights and went on to other things.

This web site, which is once again trying to find a manufacturer to license the Light Visor patent rights, is the result of realizing that relevant corporations have had the vision to realize fact from fiction, and have been unafraid of any frivolous lawsuits that might have followed with the release of their new products.

New cars come equipped with sun visors with second sections and or extender blades that are adequate for all possible sun blocking conditions. What is the use value of a Light Visor considering today's sophisticated visor assemblies with extenders, second visors, and fold-downs, etc.?

A view of drivers on the road in new or old vehicles driving into or at an angle to the sun at different times of the day shows this is a false perception. The sun is often in positions relative to the driver's eyes where the provided shading means is inadequate. The purpose of the Light Visor is to eliminate intense focal sunlight that is in the driver's direct or angled line of vision, or from intense reflection, by the same operative means as the vehicle sun visor.

Most drivers do not see blocking focal sunlight as a problem of sufficient importance to necessitate the purchase of a Light Visor. Why would anyone purchase such a device?

That is just a strange argument. It is the same as saying that most drivers do not see the majority of modern automotive innovations as issues of sufficient importance to necessitate the purchase of the innovations. Once a driver understands the functionality of a specific innovation and what it contributes to alleviate a specific problem all drivers confront while driving, the argument disappears.

How many times have we all seen drivers battling in their own respective ways against the focal light of the sun? The most common solutions are raising a hand to block the sun or moving the body or head into awkward positions to avoid that direct light. I sincerely believe that if the Light Visor were properly marketed it would become a major success just because “most drivers” will see it as solving a problem that is actually relevant to their driving safety.

We have seen this before. Similar ideas like this come and go without product demand. There has always been a lack of demand for this type of product.

A judgment like that should not be based on the failure of prior art devices. No prior art device for auxiliary sun shading has solved the problem in the way in which the Light Visor has. A more accurate conclusion might be reached by using a survey of drivers and asking them what they would think of a product that solves the problems that the Light Visor solves. Also, there is an obvious demand for glare screen type devices like the Sun Zapper (www.sunzapper.com) which combines a sun glare screen with a slidable opaque shade which folds down from and is suspended beneath a vehicle sun visor.

Whereas the Sun Zapper is capable of some limited frontal, opaque shading, it has nowhere near the range of the Light Visor’s radial reach. Moreover, the purpose of the Light Visor is not to reduce a wide field of sun glare, but only to block out or diminish focal sunlight wherever it may appear. Glare, generally speaking, is easily reduced to a tolerable level by wearing quality sunglasses, but focal light can only be eliminated by an opaque barrier, or diminished by a darkly tinted barrier.

Wouldn’t the initial investment in the Light Visor be prohibitive? And what about initial market research?

The marketing research required for the commercialization of the Light Visor would be relatively easy, simple and inexpensive. A live or video demonstration of the Light Visor prototype could be done showing the features of the prototype in use and inquiring of a target audience if they would purchase such a product. I conducted numerous such informal demonstration surveys and found that the majority of people who witnessed the Light Visor in use would have been inclined to purchase one if the asking price was under or near \$20. The potential market for such non-electric or electric devices would be not merely national, but global. Drivers everywhere encounter exactly the same problems with focal sunlight. The profitability of the Light Visor would be high because it only requires an extremely simple engineering format, and utilizes relatively inexpensive components, and yet has a high perceived value. While the patent is in force (until 2015), it is extremely unlikely that any competitive product of equivalent function and operation would replace the Light Visor product line. Moreover, the potential for

developing additional products, various styles, qualities, and so on is virtually unlimited, as is explained on the [Informational Disclosure Statement](#) and [Advantages](#) pages of this web site.

The Light Visor is compatible with almost all types of road vehicles, i.e. autos, trucks, and any other vehicle which utilizes a visor to block sunlight. The amount of capital required for commercialization of the Light Visor in its basic non-electric or electric form is likely to be minimal. If these were successfully marketed, a wide variety of product choices could be presented in a non-electric and in an electric light format.

The level of perceived need for the Light visor is expected to be high. Many people who have seen it in use have asked where they might obtain one. Potential buyers of the Light Visor are quick to understand what its advantages, features and benefits are likely to be. They also understand that there is no existing competition for the Light Visor in terms of its design and operational effects.

So long as the Light Visor patent is in force, there will be protection from any potential competitive reaction. If reasonably priced, the non-electric and electric Light visor devices would easily compete with the Sun Zapper and similar products. The design and operational function of the Light Visor is so unique that it is easily recognized and understood to be inimitable, apart from, and better than the competition.

The device itself is so durable that it can be used indefinitely, and certainly for the life of several vehicles without suffering any loss of appearance or operational function. The device could be easily marketed in any number of ways, from department or drug stores, or TV advertisement sales, and over the Internet.

The Light Visor flextube and flag shade would bounce when driving and would cause a distraction. Also would it not suffer from wind buffeting from a side position if a window were down?

The miniature flag shade does not bounce with the normal movement of the vehicle. The stay-put tubing works effectively to prevent bounce effects, and the flag shade is of such minimal weight as to not induce torque. When traveling over rough roads and bumps, the flag shade tends to vibrate slightly, but immediately returns to its stay-put position when the road returns to normal. When the flag shade is used in a side position near an open window at a high vehicle speed, the friction coupling between the flag shade end and the flextube keep it from any severe flapping in the wind.

What if I forget that the Light Visor is down and begin to use my vehicle sun visor?

Not a problem. Whether the Light Visor is positioned to one side or the other, or in a near frontal position, and the vehicle sun visor is deployed, the extended flextube and mini-shade just move downward with the vehicle sun visor. Since you will immediately realize that you have deployed the vehicle sun visor with the Light Visor flextube extended, you would just move the vehicle sun visor back up to its normal rest position and curl and flatten the Light Visor against the underside of the vehicle sun visor, and then proceed with using the vehicle sun visor again. If the Light Visor is over the steering wheel at the time, the flextube will simply bend and slide past the steering wheel without

catching, and the shade will also fold and slide over it without incident. Neither the flextube nor the shade can be captured by any vehicle part.

What if a shorter or taller person uses the Light Visor? How will it affect the use of the device?

Generally, taller people do not see a great need for the Light Visor. Their heads, and so their eyes, are usually sufficiently upward toward the vehicle roof so that direct shading is achieved by the roof curvature of most vehicles. Average sized and shorter people usually find the Light Visor to be a great help in blocking focal sunlight, because during normal seating their eyes are positioned at some distance below the roof curvature. Shorter people in particular enjoy the benefit of the Light Visor because a vehicle sun visor rarely reaches down a sufficient distance to cover the lower perceptual angles of sunlight from which the average sized person is protected by the vehicle sun visor.

The Light Visor flag shade is too small. It has a narrow light-blocking section that would cause the operator to continuously fuss with steering the flextube.

There is no “continuous fussing with” with the Light Visor, because it is not intended to serve in lieu of a vehicle sun visor. Its true purpose and function is simply to block out or diminish the brightness of a very small area of the sky. The flag shade at 2”x5” is more than adequate for blocking out or diminishing the focal light of the sun.

The sun usually presents as a bright circle of approximately less than thumbnail size, which is easily covered by a small flag shade. The Light Visor was designed to be quickly and easily placed into a storage position so that the vehicle sun visor may be deployed as needed for frontal shading without hindrance or obstruction. Moreover, the use of the Light Visor tends to be routine and automatic, and without a direct view of the device during steering.

Why does the pictured prototype look distinct from the patent drawing? Why is the clip on the right side instead of in the middle of the vehicle sun visor?

When the patent application for the Light Visor was being prepared, I was an Applicant Pro Se trying to follow the counsel of the David Pressman guidebook called Patent It Yourself. I had little drafting experience and had many problems trying to do the drawings in terms of the invention as I had thus far envisioned and embodied it. The first crude prototypes of the device had an inverted T-shaped shade mounted on a block which was attached by a set screw to the end of a very long flextube, which at its opposite end utilized a large A-spring clip for mounting. The original, much longer and larger diameter flexible tubing, seemed to fit appropriately at the far end of the vehicle sun visor. The next generation of prototypes, done after the application was filed, had the inverted T-shaped shade mounted on a piece of plastic tubing that slid over the end of a shorter flextube. Later, this mounting method lead to flag shapes (which were earlier envisioned and claimed) using the same plastic tube mounting method. It was several years later (in 1998) that I first made the current form of the prototype using a 2” metal binder clip, plastic couplings, and so forth, and a more realistic 16” flextube length.

How durable is the Light Visor?

Years after you have installed the Light Visor in your vehicle, it will still function exactly as it did on the day you installed it. It operates the same way whether it is hot or cold, and has no parts that will seriously wear out or deteriorate over time. However, if the shade were to be left hanging in direct sunlight over a long period of time, it would eventually become slightly sun-faded. Unless the Light Visor is abused in a non-operationally related manner, it will remain the same for as long as you own it.

Are you sure the Light Visor will not interfere with the use of my vehicle sun visor? Will it interfere with the fold-down mirror on the reverse side of my vehicle sun visor?

The average sizing range of an automobile or light truck vehicle sun visor is from approximately 5"x 14"x 3/8" to sizes past 7 1/2"x 19"x 1". The Light Visor storage sizing, as currently embodied with a 16" flextube and a 2" x 5" flag shade, flattens and curls to an approximate 5" diameter circle with the flag shade pointed upward. With any mounting clip levers folded flat against the vehicle sun visor, or removed from the clip, or when using the simpler bracket mount to capture the vehicle sun visor upper and lower edges, the vehicle sun visor is free to rotate in its normal fashion, up and down, and to rotate to a frontal or side or other position just as it would if the Light Visor was not present. The light weight of the Light Visor does not add any significant torque to a standard vehicle sun visor to make it rotate downward. The exception to this is that in very old vehicles where a set screw was used to tighten the vehicle sun visor on its hinge rod, the set screw must actually be sufficiently tight to prevent such unwanted rotation. If the vehicle sun visor cannot be prevented from rotating downward under the light weight of the Light Visor, then it should not be utilized in that vehicle.

With respect to the presence of a vanity mirror on the opposite side of a vehicle sun visor, the Light Visor mounting clip or bracket only reaches a slight distance onto the hinge rod edge of a vehicle sun visor and will not interfere with the use of the fold-down mirror.

Can the Light Visor be used with a motorcycle or a boat?

No, the Light Visor cannot be used on a vehicle where it is exposed to direct wind buffeting (as opposed to indirect buffeting from an open side window on a vehicle), nor can it be used on a vehicle such as a boat or Jet Ski, which is continuously rising up and down on the water.

Can the Light Visor be used at night with a tinted shade to stop headlight glare?

No, not if the tinted shade is used anywhere other than to block rear-approaching vehicle headlamp glare from an outside rear-view mirror. When a tinted shade is used for approaching headlamp glare it causes the driver to try and see both through the tinted material and at the road ahead, which is, of course, unsafe.

Why is the Light Visor mini-shade made in the form of a flag?

The flag-type of shade connection has a variety of advantages that other shade connections do not have. All of these advantages depend upon the fact that the flag shade can be easily rotated on its connection with the end of the flextube. For example, when the mid-morning or mid-afternoon peripheral sunlight is arriving from either side of your vehicle, it is often easier and more convenient to rotate the flag shade so that it points toward the rear of your vehicle to provide a further shading distance for your eyes. Or, for example, in the early morning or late afternoon when you are driving toward the sun and sunlight is entering your vehicle from the top left of the windshield, it is easier and simpler to steer the flag shade inward, to the right, leaving the flextube out of view. If you then make a right turn and the sunlight is entering from the top of the driver's side window, you need only rotate the flag slightly to again shade your eyes. And again, if you turn to the left and the sun is encountered near the center of the rear view mirror area or further right, the flextube can be easily steered into an outward curve with the flag shade now rotated to a preferred direction.

Is it necessary for a driver to look at the Light Visor during its use?

A driver with even minimum driving experience already knows that his primary task is to keep his eyes on the road and avoid accidents. A vehicle driver has to quickly and reflexively learn how to deal with many things at once, e.g., watching out for traffic signs and signals, weather and road hazards, the often unpredictable actions of other vehicle drivers, pedestrians, especially children, stray animals on the loose, as well as unruly animals or passengers within the vehicle, especially children, and so on.

Realistically, this means that a new driver has to learn how to do keep his or her eyes on the road and avoid accidents while also learning how to automatically deal with the many driving controls and conveniences available to him or her by using the "glance, and know without staring method." The phrase "glance, and know without staring method," refers to, for example, that brief duration during which a driver passes his eyes over his speedometer to know the current speed of the vehicle, or by glancing at the rear view knows if a vehicle is approaching to his side. From that simple, brief glance, a driver should immediately know without staring just what his speed actually is, or whether or not a vehicle is approaching from the side.

Operating the Light Visor is no different. One glances at the Light Visor shade to know its current position, and then intuitively grasps and steers it to block out the incoming angle of sunlight without any further looking at it.

Consider for a moment just how many controllable items and devices are within the general overall field of view in a modern vehicle, all of which are normally dealt with by the glance, and know without staring method: the basic vehicle controls, steering wheel, accelerator, foot brake, driving gears, and possibly a clutch; multiple window controls, door and window locking buttons, multiple external mirror controls, inside rear view mirror controls, multiple seat controls, steering wheel position controls, horn buttons, multiple radio and tape player and CD player controls, multiple windshield wiper controls, multiple external lighting controls, various interior lighting controls, trunk and fuel door release buttons, various heat, vent and air conditioning switches and fan setting controls, multiple vent outlet position controls, instrument panel and odometer controls,

parking/emergency brake control, hood release, glove box buttons, and so on. Include with that list the possible use of smoking materials, ashtrays, lighters, or in-car phone controls, cell phones, GPS navigators, or, as in the case of a police officer, Mars lights and siren controls, multiple radio controls, in-squad camera controls, radar controls, shotgun release controls, report light controls, an MDT, or Mobile Data Terminal controls (a radio connected laptop computer), and so on.

And yet if you ask the average driver what is one of the worst and most disconcerting driver control features, the one that causes most drivers to cringe when it has to be done? The answer will often be: Swinging the front-facing vehicle sun visor to the left past one's head to position the visor to block bright sunlight that is angling in from the left side.

And the worst of the worst? Making that visor swing past your head and then realizing that the bright sunlight is still not being blocked!

Like many of a driver's controls and conveniences, and especially the driver's vehicle sun visor, the Light Visor is always in the driver's overall field of peripheral vision. Once its operation is clearly understood, the Light Visor may be intuitively grasped and steered to a desired position by simply realizing its presence in one's peripheral vision, that is, with a brief glance—but without a sustained gazing at any part of it. Once that quick glance is made to locate exactly where the Light Visor mini-shade is currently positioned, it may be grasped and steered without continuing to look directly at it.

Years of personal use experience have proven to me that the Light Visor is no more distracting than any other of the numerous controls that are situated within a driver's overall field of peripheral vision.

What do you see as the future for the Light Visor?

Even with only a decade left for its patent rights to be in force, the Light Visor invention, in any and all of its various embodiments, can provide consumer products that are truly unique and different from all previously known auxiliary sun visors. The Light Visor is compatible with virtually all vehicles, and because it uses a novel principle of operation, would have minimal market competition. With a minimal investment for a non-electric and/or electric version development, the Light Visor could be easily packaged and distributed by postal or delivery services and be a worldwide commercial success. Since the Light Visor is highly visible during use, it is probable that other drivers will be interested in purchasing the same type of sun-blocking protection for their own vehicles. And as well, a Light Visor related product line should have a high-markup, and be generally profitable for any one who produces and distributes it. It seems probable that the media would find the Light Visor products to be both interesting and useful, and thus publicize them as a matter of automotive news.

In addition to being a novel and exciting innovation, the Light Visor satisfies an existing omnipresent need which will never lose its trend of demand or become obsolete so long as there are vehicles on the road. The Light Visor is useful no matter what the season of the year, and is usable in all geographic areas of the world.

The Light Visor is an inexpensive, quality sun-shading device, which is easy to install and to learn to use. It is continuously reliable and convenient to use, and offers

superior performance. The Light Visor complies with existing laws and regulations in that its function is to shade the eyes from the sun as opposed to being defined as a view obstruction.

The future I see for the Light Visor is bright, however shaded I might be in my viewpoint.