A. J. SHAUGHNESSY.

COMBINED MUD GUARD AND MOTOR COOLER.

APPLICATION FILED MAY 20, 1920.

1,374,475. Patented Apr. 12, 1921.

Fig. 1.

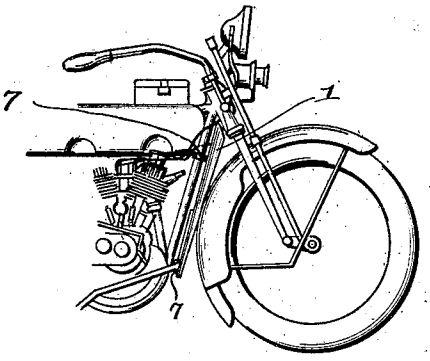


Fig. 3.

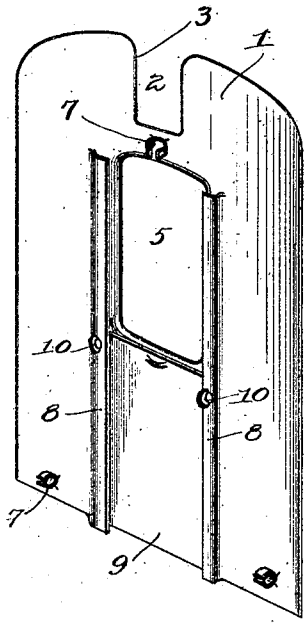
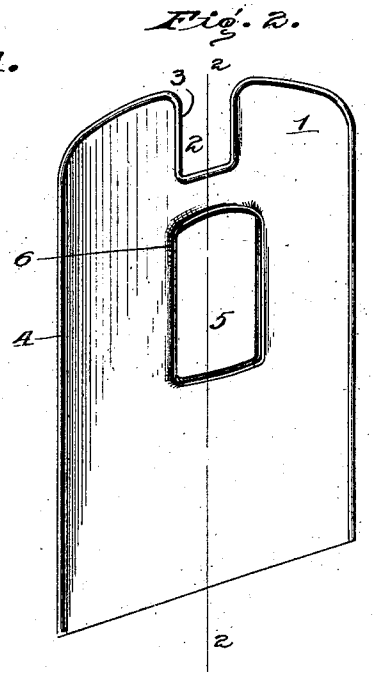


Fig. 4.



Fig. 2.



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COMBINED MUD-GUARD AND MOTOR-COOLER.

1,374,475. Specification of Letters Patent. Patented Apr. 12, 1921.

Application filed May 20, 1920. Serial No. 382,850.

To all whom it may concern:

Be it known that I, AMBROSE J. SHAUGHNESSY, a citizen of the United States, residing at Islip, in the county of Suffolk and State of New York, have invented new and useful Improvements in Combined Mud-Guards and Motor-Coolers, of which the following is a specification.

My invention relates to a combined mud guard and motor cooler for motorcycles and similar vehicles, and has for an object to provide a device of this character which will protect the legs and feet of the operator from wind, mud, water, etc., and one which will at the same time act as a scoop to collect the air and direct it onto the motor thereby cooling the same.

A further object of my invention is to provide a guard of this character which is adaptable to use in connection with all types of motorcycles, and also one which is of few parts and which is easily and inexpensively manufactured.

A still further object is to provide a guard which may be snapped into position or removed, as desired, in a few seconds.

Other and further objects will appear in the detailed description which follows.

Reference is to be had to the accompanying drawings in which:

Figure 1 is a side elevation of the guard applied to a motorcycle.

Fig. 2 is a perspective view of the front of the guard.

Fig. 3 is a perspective view of the back of the guard, and

Fig. 4 is a vertical section taken on the line 2—2 of Fig. 2.

The guard consists of a sheet metal or other plate 1 which is concave forwardly, the concavity being greatest at the top and gradually reducing to zero at the bottom.

The plate is cut away at 3 so that the guard may extend above the control. At the top and sides the plate is curled over forwardly to form a beading 4, which beading besides reinforcing the plate assists in collecting the air and also tends to prevent mud, water, etc., from dripping off the edge of the guard onto the operator. If desired a wire may be inserted in the beading. The wire is not shown in the drawings as this is the ordinary structure of a beading. The lower edge of the plate is not provided with a beading thereby permitting the mud, water, etc., to freely drip off the guard onto the ground.

An opening 5 is provided in the plate and is located in such a position as to direct the air collected by the guard onto the motor for purposes of cooling. Around the edges of this opening the plate is rounded over to form flanges 6 on the front of the guard, which flanges act as small gutters to prevent water, etc., from dripping off the guard onto the motor.

The guard may be attached to the motorcycle by any preferred means, the means disclosed consisting of three ring snaps 7 attached to the back of the guard. The upper of these rings is adapted to snap over the motorcycle frame, while the two lower rings snap over the foot board braces.

The operation of the structure so far described is as follows:

The guard is located directly in front of the legs and feet of the operator and is of sufficient width to prevent, to a large extent, the wind striking these members, thereby tending to keep them warm during cold weather. The size and location of the guard also protects the operator from dirt, water, etc. The beading further insures such protection.

The concavity of the guard causes it to act as a scoop to gather in the air and direct it through the opening onto the motor for cooling the same; the forwardly curved flange 6 preventing water, mud, etc., being carried through the opening to the motor. The beading 4 besides its strengthening effect also assists in the scooping action of the guard, and further assists in protecting the operator from drippings. The guard therefore has the dual function of protecting and warming the operator, and at the same time cooling the motor.

While it is by no means to be considered an essential part of my invention, yet it may be desirable at times to control the amount of air reaching the motor through the opening 5, and to accomplish such control I may provide the back of the guard with an adjustable shutter. Such a construction is clearly shown on Fig. 3.

If the adjustable shutter construction is desired, the back of the guard is provided with flanges 8, 8, which slidably receive the

shutter 9; the shutter being secured in adjusted position by means of set screws 10, 10.

The operation of the shutter is obvious. It is merely adjusted vertically to a position where the cooling effect on the motor is to the extent desired.

I desire it to be clearly understood that I am not to be limited to a structure including the adjustable shutter, as my invention resides broadly in a guard having the double function of protecting the operator from the wind, and cooling the motor.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent is:

1. A guard for motorcycles comprising a plate, the plate consisting of a single piece of sheet metal of sufficient length and breadth to protect the legs of the operator, said plate being concaved forwardly and provided with an opening, said opening being entirely bounded by the plate and so located as to direct air on the motor.

2. A guard for motorcycles including a single sheet metal plate of sufficient length and breadth to protect the legs of the operator, said plate being concave forwardly and provided with an opening, the opening being so located as to direct air on the motor, the degree of concavity gradually decreasing toward the bottom of the plate.

3. A guard for motorcycles consisting of a single sheet metal plate of sufficient length and breadth to protect the legs of the operator, said plate being concave forwardly and provided with an opening, the opening being entirely bounded by the plate and so located as to project air on the motor, and a beading extending around the top and sides of the plate on the forward side thereof.

4. A guard for motorcycles consisting of a single sheet metal plate of sufficient breadth to protect the legs of the operator, said plate being concave forwardly and provided with an opening, the opening being so located as to project air on the motor, a beading extending around the top and sides of the plate on the forward side thereof, a flange extending around the opening, and snap rings on the plate for securing it in position.

5. A guard for motorcycles including a forwardly concave plate, the plate being provided with an opening, the opening so located as to direct air onto the motor, and a curved flange extending around the opening on the forward side of the plate, to prevent water, etc., dripping through the opening.

6. A guard for motorcycles including a forwardly concave plate, the plate being partly cut away at its upper edge and provided with an opening, the opening so located as to direct air onto the motor, a curved flange extending around the opening, and a beading extending around the top and sides of the plate on the forward side thereof.

7. A guard for motorcycles including a plate arranged to protect the operator, the plate being concave forwardly and provided with an opening, the opening being so located as to direct air onto the motor, and an adjustable shutter mounted on the plate for controlling the size of the opening.

AMBROSE J. SHAUGHNESSY.