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FORD WHEEL AND THROTTLE LOCK

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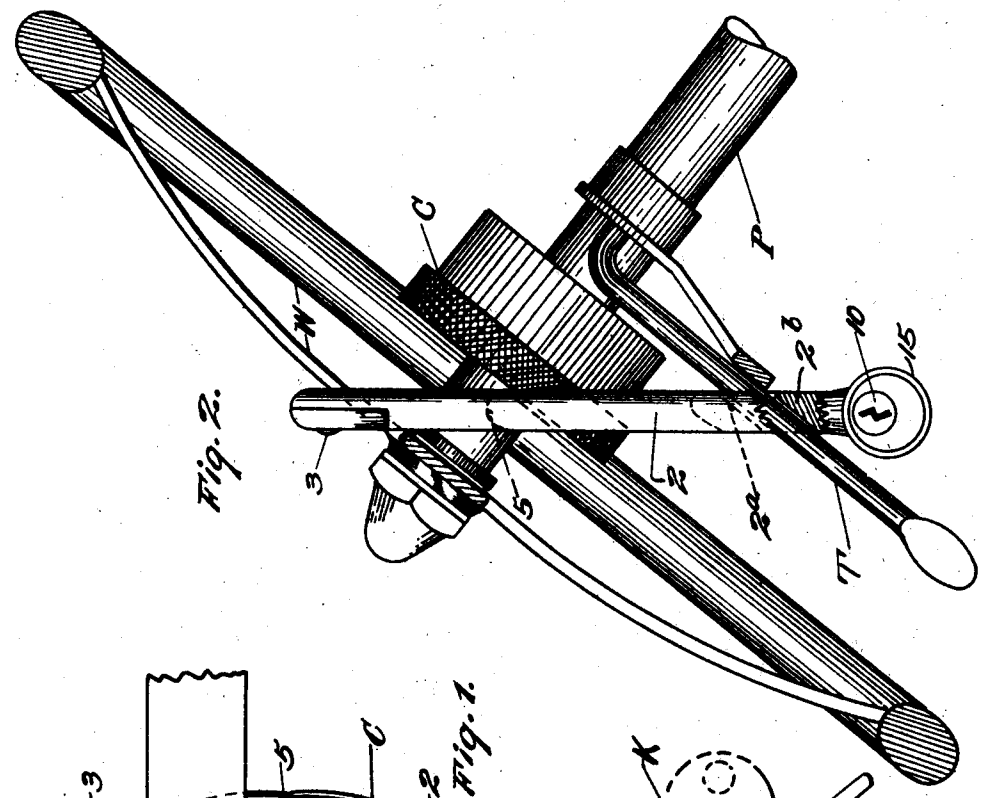


Fig. 2.

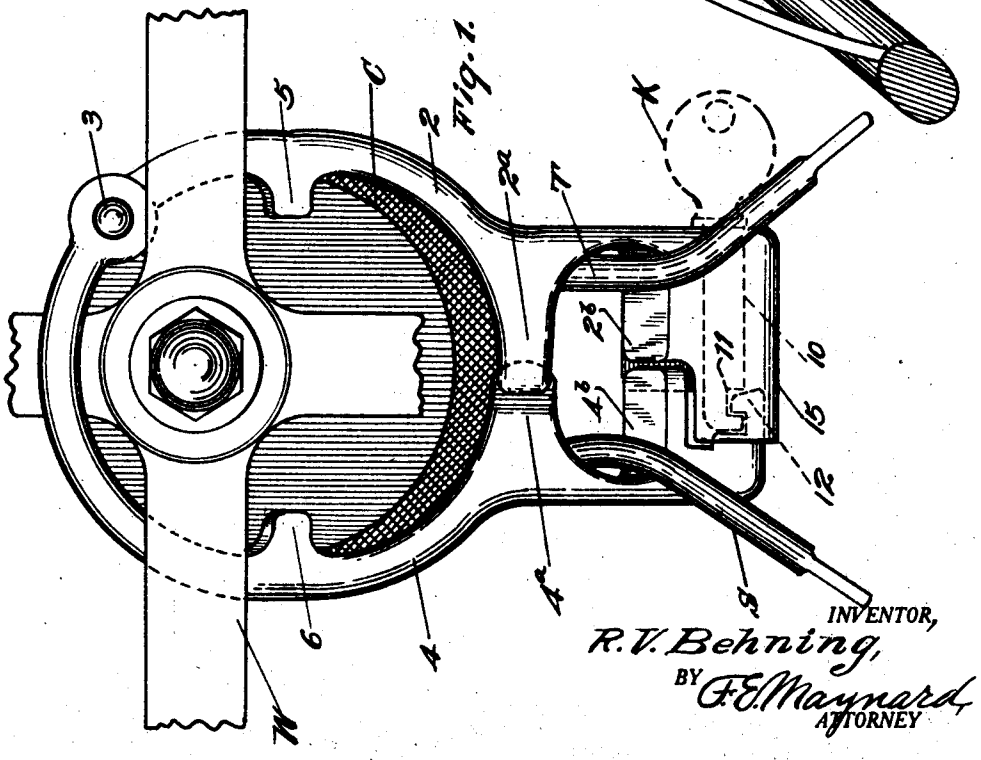


Fig. 1.

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FORD WHEEL AND THROTTLE LOCK.

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This invention relates to theft-preventing locks for motor vehicles of the type commonly identified as "Fords" and in which there is provided a steering wheel with a spider above the usual spark and throttle levers.

An object of my invention is to provide for locking the throttle lever in wide open position and the spark lever in fully advanced position so that even though it might be possible to start the vehicle motor, it would be going at an excessive speed making it impractical to get into safe driving relation of clutch, and the advantage obtained would be the attraction of public notice of the racing motor or of the speed of the vehicle, if started.

An additional object is to provide for locking the steering wheel and the throttle and spark levers together, thus rendering negotiations of turns impossible.

Other objects and advantages will be made apparent in the ensuing specification of a device here illustrated for accomplishing the purposes of the invention; it being understood that modifications, variations and adaptations in the form of the device may be resorted to within the spirit of the invention and its scope as is here claimed.

The invention consists of the device, the combination of its parts, and in details of its several elements.

Figure 1 is a front elevation of the device as applied.

Figure 2 is an edge view of the lock, when applied.

In its preferred form the structure comprises but two main parts forming, essentially, a shackle frame lockable in closed position. When closed, the parts form two complete eyes or loops, one for a spoke of the wheel spider W, and the other for the fully "advanced" spark and throttle levers T and S, respectively.

The frame includes a right-hand section 2, the upper end of which has a form of hinge connection 3 with the left hand section 4; the sections arcuate in a common plane and forming a slightly elongated ring or loop when an inner horn 2^a, on part 2, and an inner horn 4^a, on part 4, are brought in together. The loop formed above the horns is large enough to drop down around the usual gear case C, which has a knurled flange as shown. The meeting ends of the horns preferably overlap as indicated, to prevent insertion of a pry.

When the open frame is applied down over the top of the spider it straddles the topmost spoke of the wheel W and inner, opposite lugs 5—6 of the sections 2—4 rest on the top of the gear case C and prevent the frame from being pushed forward.

Extending down below the horns 2^a—4^a are opposed jaws 2^b and 4^b having top lips closing to from a mouth, below the horns, for the reception of the two levers S and T when these have been pulled around the steering post P to advanced positions (Fig. 1).

The jaw 2^b has a lock spindle 10 with a keeper 11 to receive a hook 12, on part 4, when the shackle has been closed about the case C and the levers S—T. The cylinder 10 is turnable with a suitable key K to lock and unlock the hook 12, which latter is protected by passing into a socket 15 in the jaw 2^b.

The horns 2^a and 4^a, and the jaws 2^b and 4^b have oblique lip faces to conform to the angle of the levers S—T when the lock frame is applied and hangs on the wheel W in the position shown in Fig. 2.

The device is simple, substantial, effective, light in weight and can be easily and quickly applied, and readily unlocked by the proper key for removal. Being practically flat in form it packs away conveniently in tool box, or kit or other desired place.

The invention claimed is:

1. A vehicle theft-preventing lock comprising a shackle frame having hinged side frames each with an inwardly projecting lug adapted to rest on the top of the usual gear case, and a lower mouth part for the spark and throttle levers.

2. A vehicle theft-preventing device comprising a pair of hingedly connected frame sections forming an upper loop for a spoke of the wheel spider and forming a lower mouth for the advanced spark and throttle levers; the loop and mouth portions of the

frame being in a common plane the separable ends of the sections including interlockable, key controlled means.

3. A vehicle theft-preventing lock comprising a pair of side members hinged together and being curved to form a loop and having opposite meeting horns to close the loop, inwardly projecting stop lugs on the loop parts, and terminal jaws meeting below the loop parts to form a mouth for the throttle and spark levers, and means for locking the jaws closed.

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