F. W. PRESTON.

ENGINE CANOPY FOR MOTOR VEHICLES.

APPLICATION FILED OCT. 21, 1915.

1,164,864. Patented Dec. 21, 1915.

Fig. 1.

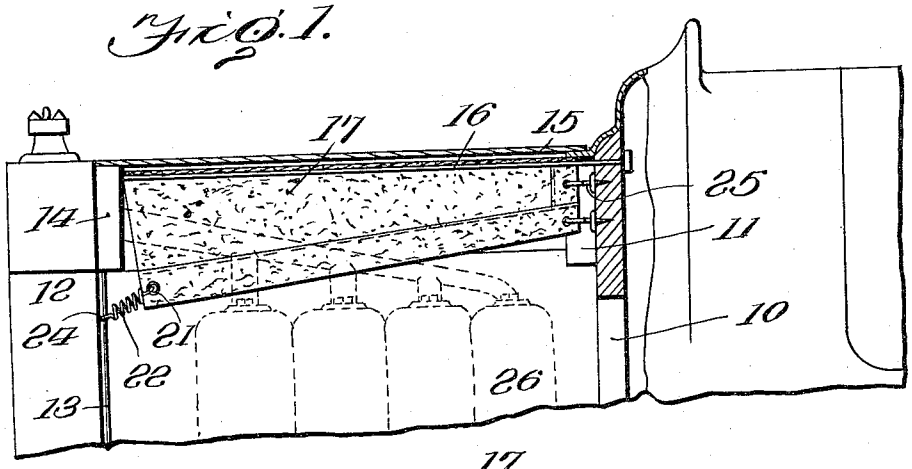


Fig. 3.

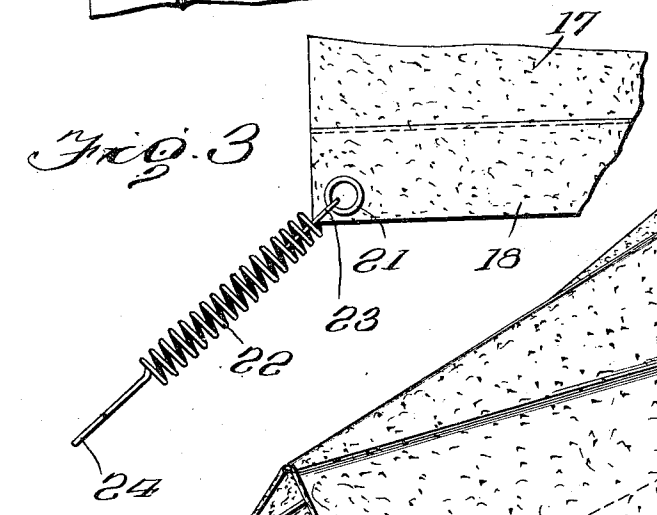


Fig. 2.

Fig. 4.

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ENGINE-CANOPY FOR MOTOR-VEHICLES.

1,164,864. Specification of Letters Patent. Patented Dec. 21, 1915.

Application filed October 21, 1915. Serial No. 57,163.

To all whom it may concern:

Be it known that I, FRANK W. PRESTON, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Engine-Canopies for Motor-Vehicles, of which the following is a specification.

This invention contemplates an improved engine canopy for motor vehicles and has as its primary object to provide a device of this character which may be readily fitted within the engine hood above the engine for preventing rain or moisture entering through the hood from coming in contact with the spark plugs of the engine or other parts of the mechanism thereof.

The invention has as a further object to provide a device of this character which may be applied to any conventional type of automobile without the necessity of structural change therein and which, when in position, will not interfere with free access to the engine. And a still further object of the invention is to provide a device of this character which will be cheap and which may thus be manufactured and placed upon the market at reasonable cost.

Other and incidental objects will appear as the description proceeds and in the drawings wherein I have illustrated the preferred embodiment of the invention and wherein similar reference characters designate corresponding parts throughout the several views, Figure 1 is a longitudinal sectional view showing my improved canopy arranged within the hood of a conventional type of motor vehicle, Fig. 2 is a perspective view showing the canopy detached, Fig. 3 is a fragmentary perspective view particularly showing one of the attaching springs for the canopy, and Fig. 4 is a similar view showing a slight modification of the invention.

For convenience, I have shown my improved canopy in connection with a conventional type of motor vehicle including a dash 10 which is provided with a hood flange 11. The radiator is indicated at 12 and, as usual, this radiator is provided with vertically arranged waste-pipes 13 disposed adjacent the inner face of the radiator and contiguous to opposite sides thereof. Extending inwardly from the radiator, is a flange 14 adapted to coact with the flange 11 in receiving the hood 15. Connecting the upper end of the radiator with the dash, is the usual horizontally arranged brace rod or connecting rod 16.

Coming now more particularly to the subject of the present invention, I provide a canopy which includes a body portion 17 preferably formed from an oblong piece of fabric such as canvas or duck although, as will be understood, any other suitable material may be employed. The longitudinal margins of the body portion 17 are each overlapped to provide a reinforcing hem 18 preferably secured by a single line of stitching. At its inner end, the body portion is overlapped to provide a transversely extending reinforcing hem 19 also preferably secured by a single line of stitching and arranged in the said hem is a series of transversely spaced eyelets 20.

Arranged in the forward extremities of the hems 18 are eyelets 21 and freely engaging in the said eyelets are yieldable attaching members or hooks 22. Each of these hooks is preferably formed from a single length of suitable resilient wire coiled intermediate its ends into the form of a helical spring, with the ends of the said wire bent to define, one a loop 23 engaging in one of the eyelets 21 with its free end disposed within the spring as more particularly shown in Fig. 3, and the other to define a terminal hook 24. By this construction, the members 22 may, should necessity arise, be readily detached from the body portion.

In Fig. 1 of the drawings, I have shown the manner in which my improved canopy is arranged within the hood 15 and in Fig. 2, the canopy is shown in the form it would take when so mounted within the hood. The body portion 17 of the canopy is engaged over the rod 16 to extend longitudinally thereof with one of the hems 18 depending upon each side of the rod. Connected to the dash 10 immediately beneath the flange 11 is a series of hooks 25 uniformly spaced from the flange and adapted to receive the eyelets 20 for connecting the inner end of the body portion 10 to the dash. The hooks 24 of the attaching members 22 are then engaged with the waste-pipes 13 at opposite sides of the radiator 12 and, as will be observed, the said attach-

ing members are adapted to stretch the body portion 17 of the canopy over the rod 16 with the side margins of the body portion sloping outwardly in opposite directions over the engine, conventionally shown at 26.

It will therefore be seen that my improved device will provide an efficient protection for the engine adapted to prevent rain or moisture entering through the hood 15 from dripping upon the engine or finding its way to the spark plugs or other parts of the mechanism of the engine. The advantages of the construction will, therefore be at once apparent, and it will be noted that when in position, the canopy will be entirely concealed by the hood 15. Furthermore, in winter, the canopy will tend to retain heat generated by the engine within the hood. It will, of course, be understood, that the device may be made any desired size to suit the conditions of different types of motor vehicles and particular attention is directed to the simplicity of the construction and the fact that it may be applied to any conventional type of motor vehicle without the necessity of structural change therein.

In Fig. 4 of the drawings, I have shown a slight modification which relates more particularly to the attaching members for the body portion of the hood. In this modification, the attaching members each include a length of elastic 27 having its inner end sewed or otherwise secured to the body portion 17 and provided at its outer end with a hook 28, the hooks of the attaching members being adapted to engage the waste-pipes 13 in a manner which, in view of the previous description, will at once be clear. Since this modified form of the invention is otherwise identical in construction with the preferred form thereof, it will not be further described.

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

1. The combination with a motor vehicle having a dash, a radiator provided with waste-pipes and a rod connecting the radiator with the dash, of an engine canopy connected to the dash and the said pipes and engaging over said rod.

2. A device of the character described including a body portion, and attaching members carried by the body portion, the body portion being adapted to engage over the radiator brace rod of a motor vehicle to be connected to the vehicle dash with the said attaching members operatively connected to the radiator.

3. A device of the character described including a body portion, and yieldable attaching members carried by the body portion, the body portion being adapted to engage over the radiator brace rod of a motor vehicle to be connected to the vehicle dash with the said attaching members operatively connected to the radiator for supporting the sides of the body portion to depend outwardly in opposite directions over the vehicle engine.

4. A device of the character described including a body portion, and yieldable attaching members carried by the body portion at opposite sides thereof, the body portion being adapted to engage over the radiator brace rod of a motor vehicle with one end thereof connected to the vehicle dash and with the said attaching members operatively connected to the radiator for stretching the body portion longitudinally with the sides thereof depending outwardly in opposite directions over the vehicle engine.

5. A device of the character described including a flexible body portion, and attaching members carried by one extremity of the body portion at opposite sides thereof and provided with hooks, the body portion being adapted to engage over the radiator brace rod of a motor vehicle with its extremity opposite to said attaching members connected to the vehicle dash and with the said hooks operatively engaging the radiator for supporting the sides of the body portion to depend outwardly in opposite directions over the vehicle engine.

In testimony whereof, I affix my signature.

FRANK W. PRESTON. [L. S.]

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."