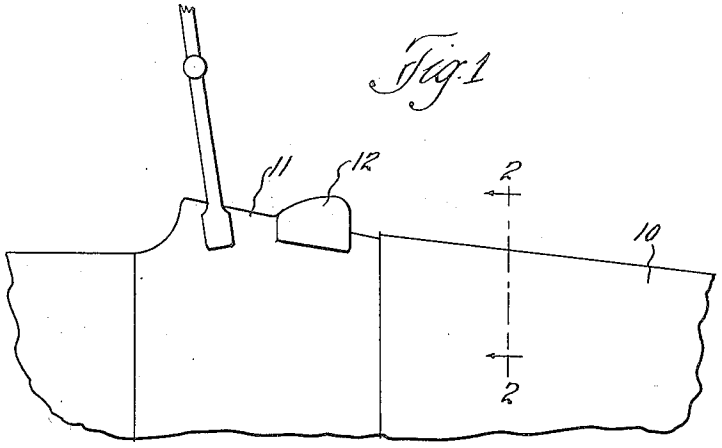
Nov. 13, 1923. 1,474,075

F. V. GALLAUGHER

VENTILATOR FOR AUTOMOBILES

Filed Aug. 2, 1922

Fig. 1



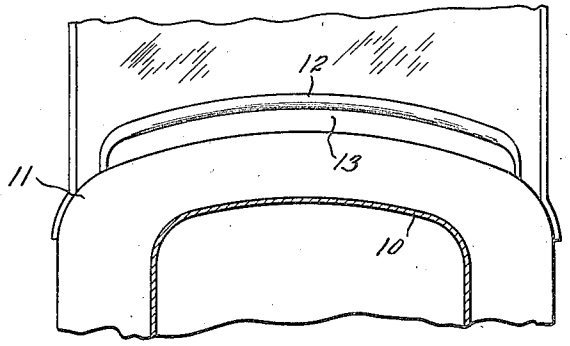
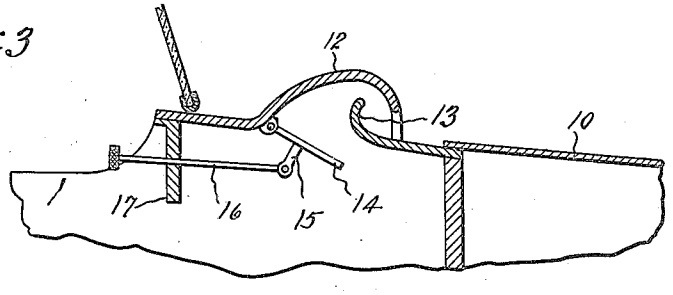


Fig. 2

Fig. 3



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Patented Nov. 13, 1923. 1,474,075

UNITED STATES PATENT OFFICE.

FRANCIS V. GALLAUGHER, OF LAKE CHARLES, LOUISIANA.

VENTILATOR FOR AUTOMOBILES.

Application filed August 2, 1922. Serial No. 579,273.

To all whom it may concern:

Be it known that I, FRANCIS V. GALLAUGHER, a citizen of the United States, residing at Lake Charles, in the parish of Calcasieu, State of Louisiana, have invented certain new and useful Improvements in Ventilators for Automobiles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in ventilators and particularly to ventilators for automobile bodies.

One object of the present invention is to provide a novel and improved ventilating device for use in connection with the cowl of an automobile, whereby a current of air is permitted to flow through the cowl, for the purpose of cooling the space beneath it, and from thence the interior of the car.

Another object is to so construct and arrange the ventilator that water, insects and dust will be excluded.

A further object is to provide a novel and improved means for controlling the passage of air through the ventilator and to the front space within the automobile.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is a side elevation of the hood and cowl of an automobile showing the ventilator.

Figure 2 is a sectional view taken on line 2—2 of Figure 1 and showing the ventilator in front elevation.

Figure 3 is a vertical longitudinal central sectional view through the rear portion of the cowl and through the ventilator.

Referring particularly to the accompanying drawing, 10 represents the hood of an automobile, and 11 the cowl. Formed on the forward edge portion of the cowl, and extending upwardly and forwardly therefrom, is a flange 12, the forward edge of which is turned downwardly, as clearly seen in the section Figure 3. The rear edge of the upper transverse portion of the front of the cowl is curved upwardly as shown at 13 and in some constructions it may be necessary to roll this edge over forwardly, as shown in Figure 3, and said edge is disposed beneath the flange 12 and rearwardly of the forward edge of said flange. As the air currents pass rearwardly over the hood they pass through the space between the flange 12 and the edge 13, said air, however, striking against the forward concave face of the edge 13, and being deflected upwardly against the lower face of the flange 12, with the result that any water or dust carried with the air currents, will be stopped at the edge 13, and be prevented from entering the automobile.

To regulate and control the flow of air through the ventilator, there is pivotally mounted on the lower face of the cowl, or other convenient point in the air passage, a damper plate 14, an arm 15 being secured thereto and extending downwardly therefrom. A link 16 is pivotally connected to the arm 15 and extends rearwardly through the instrument board 17, of the automobile, where it is provided with a handle to be grasped by the driver, for the purpose of raising and lowering the damper plate. The forward edge of the damper plate is adapted to engage with the lower face of the upturned edge 13, whereby the amount of air passing between the flange 12 and the edge 13 can be readily regulated or completely stopped from passage therethrough.

To prevent the passage of insects through the ventilator, and aid in eliminating dust, a screen may be placed in the air passage, preferably between the upper edge of the part 13 and the lower edge of the part 12, which screen may be made removable for cleaning or other purposes. Also a suitable latch mechanism may be provided for the link 16 to hold the damper plate 14 in an adjusted position.

What is claimed is—

1. A cowl for an automobile having an opening therein with the forward edge directed upwardly and forwardly, and a cover carried by the rear edge of the opening and extending upwardly and forwardly in spaced relation over the forward edge and downwardly below the said forward edge and in spaced relation forwardly thereof.

2. A cowl for an automobile having an opening therein with the forward edge curved upwardly and forwardly, and a cover extending from the rear edge of the opening and arching in spaced relation over

and forwardly beyond the said curved edge and downwardly below the horizontal line of said curved edge, and a damper movably carried by the rear edge of the opening and movable toward and away from the said forward edge below said curved portion thereof.

In testimony whereof, I affix my signature, in the presence of two witnesses.

FRANCIS V. GALLAUGHER.

Witnesses:
MAY THOMSON,
M. R. FRANKLIN.