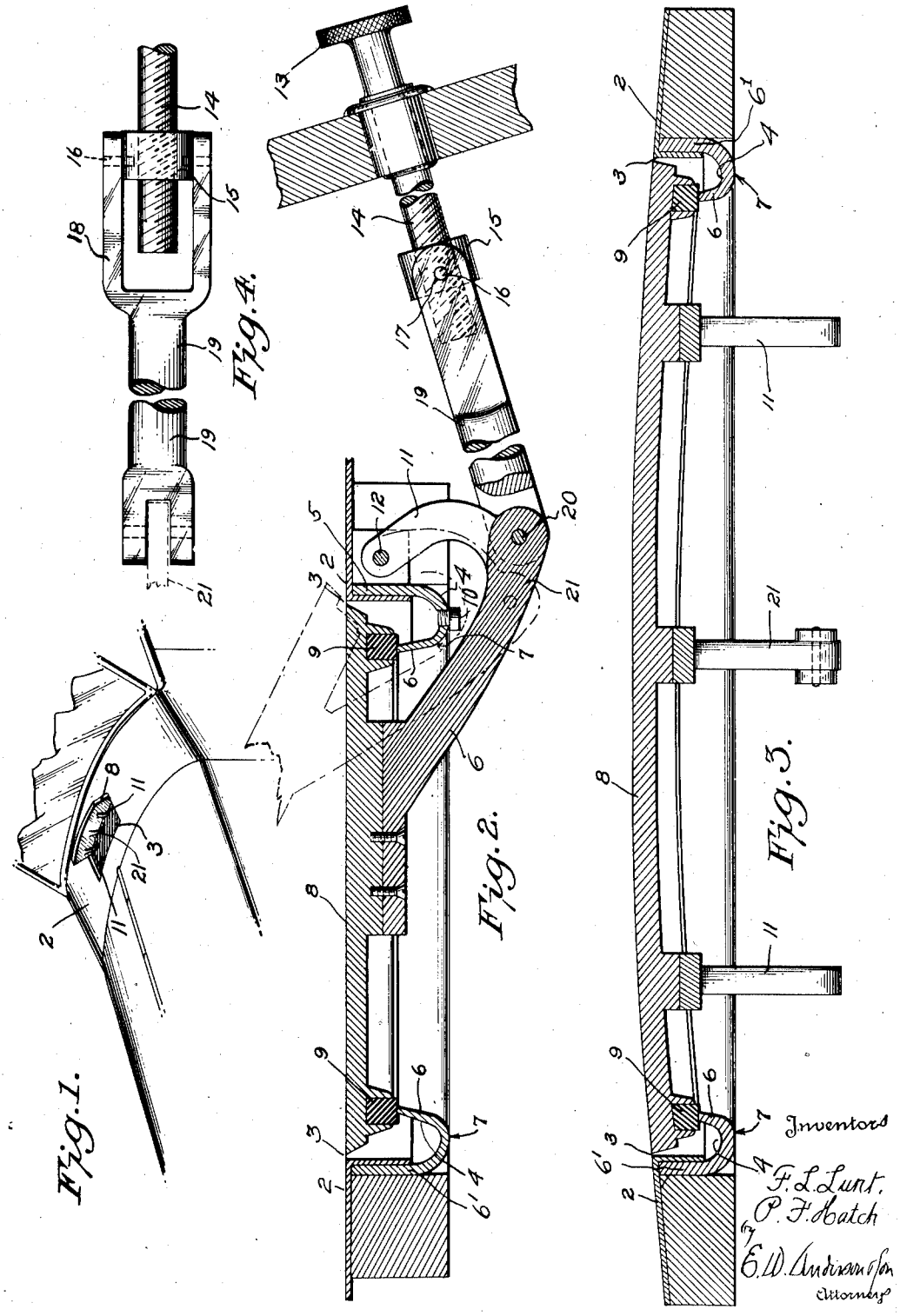
F. L. LUNT AND P. F. HATCH.

COWL VENTILATOR FOR MOTOR VEHICLES.

APPLICATION FILED NOV. 26, 1920.

1,385,255. **Patented July 19, 1921.**



UNITED STATES PATENT OFFICE.

FRED L. LUNT AND PAUL F. HATCH, OF AMESBURY, MASSACHUSETTS, ASSIGNORS TO AMESBURY SEAT MANUFACTURING COMPANY, OF AMESBURY, MASSACHUSETTS, A COPARTNERSHIP COMPOSED OF W. E. BASSETT, FRED L. LUNT, AND PAUL F. HATCH.

COWL-VENTILATOR FOR MOTOR-VEHICLES.

1,385,255. Specification of Letters Patent. Patented July 19, 1921.

Application filed November 26, 1920. Serial No. 426,431.

To all whom it may concern:

Be it known that we, FRED L. LUNT and PAUL F. HATCH, citizens of the United States, residents of Amesbury, in the county of Essex and State of Massachusetts, have made a certain new and useful Invention in Cowl-Ventilators for Motor-Vehicles; and we declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

The invention has relation to cowl ventilators for motor vehicles, having for an object to provide an adjustable ventilator which will be normally, or when closed, flush with the top of the cowl. Other objects and advantages will appear.

The invention consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating an embodiment of the invention, Figure 1 is a perspective view of the invention as applied, the cover being shown as raised; Fig. 2 is a central longitudinal vertical section of the same, with parts broken away, the cover being shown as closed and a fragment thereof being shown in open position in dotted lines; Fig. 3 is a central transverse vertical section of the same, and Fig. 4 is a detail plan view of the operating rod and associated parts, with parts broken away. The numeral 2 designates the cowl, the top of which is provided with an elongated opening 3, wherein is secured a metal lining 4, provided with rear perforated lugs 5 and a lower reversely bent portion forming a trough 7.

Fitting over the opening 3 is a cover 8, the top of which is normally flush with the top of the cowl, as shown in Fig. 2, the bottom of said cover having a rubber insert 9, extending around it peripherally and normally resting upon said upturned flange, to render the joint of cover and cowl tight against entrance of rain or water, any water accumulating in the trough 7 being carried off by a drain 10.

The cover is provided with hinge lugs 11, extending first downwardly from the cover beneath the trough 7 and thence upwardly between the lugs 5, to which they are connected by hinge pins 12, the hinges being thereby concealed and protected from the weather.

The cover is raised and lowered by suitable means, preferably consisting of a rotatable operating handle 13 having a threaded stem 14 engaging a nut 15, the latter having pivot pins 16, engaging the perforations 17 of rear branches 18 of a rod 19, the forward end of said rod having pivotal connection 20, with a central depending lug 21 of the cover, said lug extending downwardly below the trough 7.

The stem of the operating handle has its threads steeply inclined so that a slight movement rotatably of the handle will raise or lower the cover, or whereby the necessary adjustment of the cover is effected with a minimum operation of the handle.

The free edge 6 of the trough 7 is made of a thickness less than that of the rubber insert resting thereon, to provide a tighter joint.

In making the cover flush with the top of the cowl there will necessarily be some entrance of rain or water at the flush joint or crack separating cover and cowl, and applicant has provided means to catch this water and carry it off.

It is obvious that the invention is applicable also to the roof of a motor car without departing from the spirit thereof.

We claim:

In a cowl ventilator for motor vehicles, a cowl having a ventilator opening in the top thereof, a lining for said opening having an inward trough extension provided with a water outlet, a cover fitting in said opening and having its top surface flush with the top surface of the cowl and provided with a rubber insert extending peripherally around its bottom and resting upon the free edge of said trough extension.

In testimony whereof we affix our signatures in presence of a witness.

F. L. LUNT.
PAUL F. HATCH.

Witness:
HATTIE L. CLARK.