April 16, 1940. W. C. WILSON 2,197,328

VEHICLE MUDGUARD

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Fig. 1.

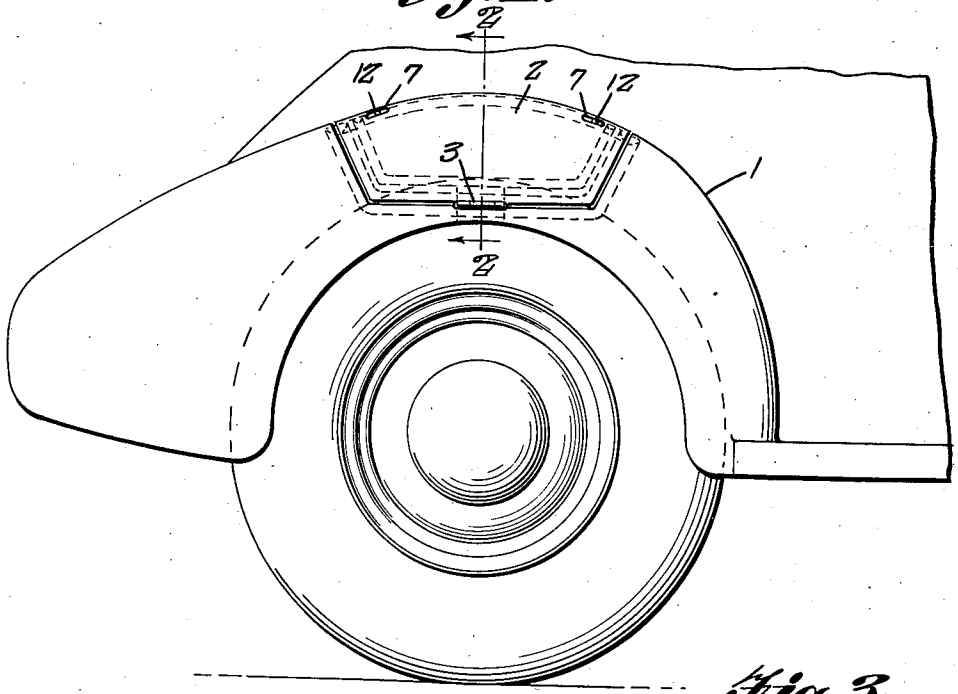


Fig. 2.

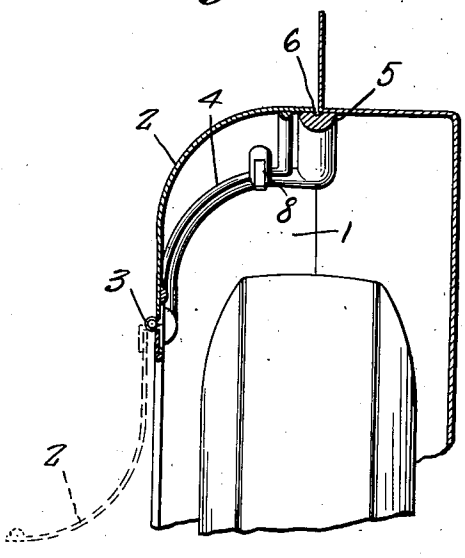


Fig. 3.

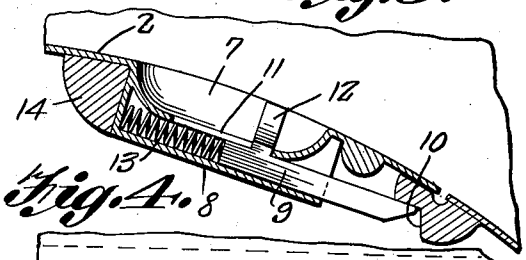
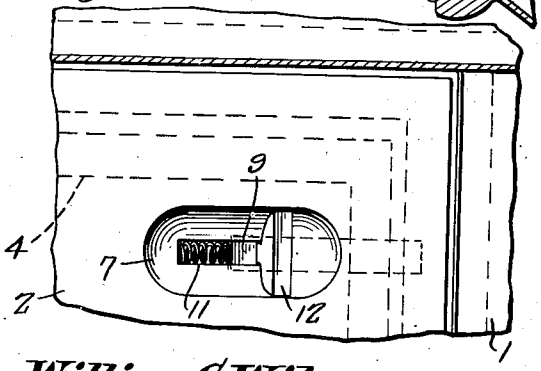


Fig. 4.



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Fig. 5.

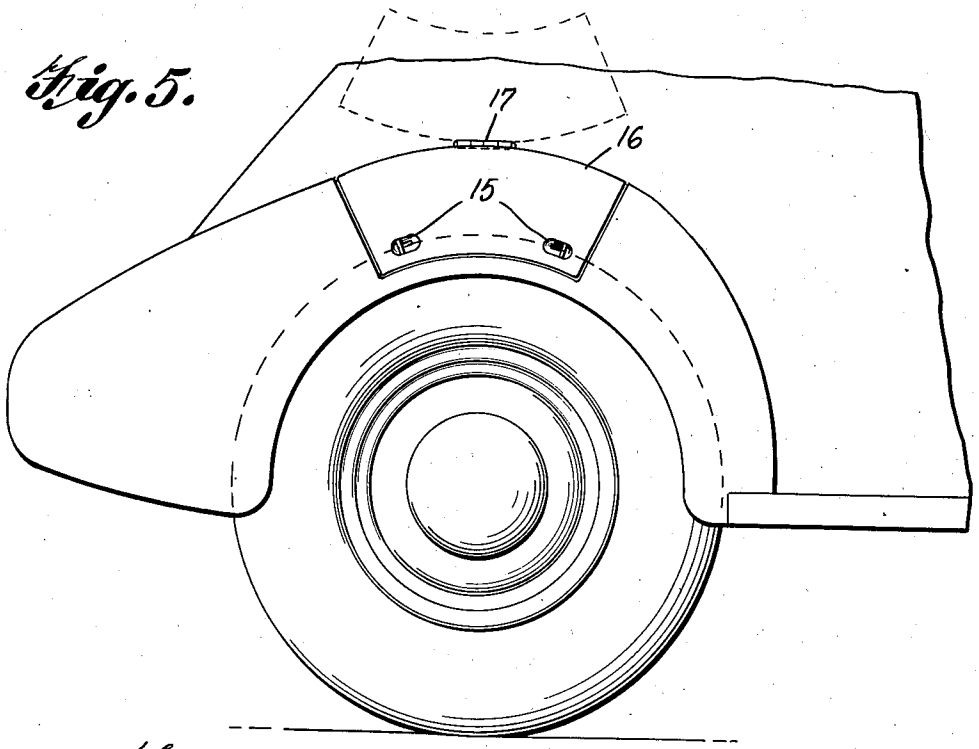


Fig. 6.

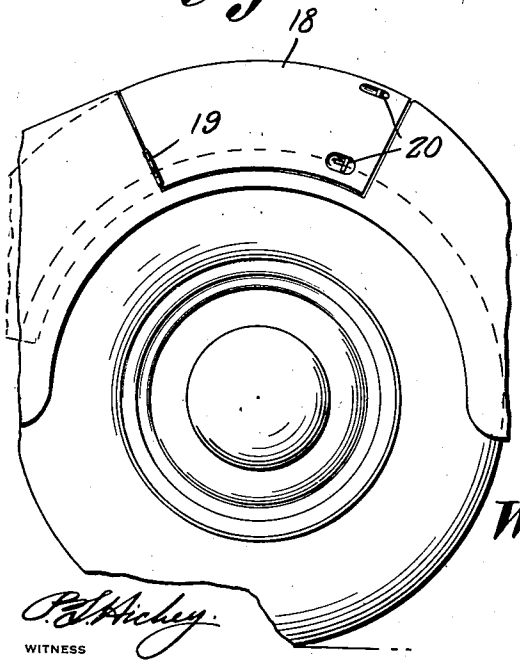
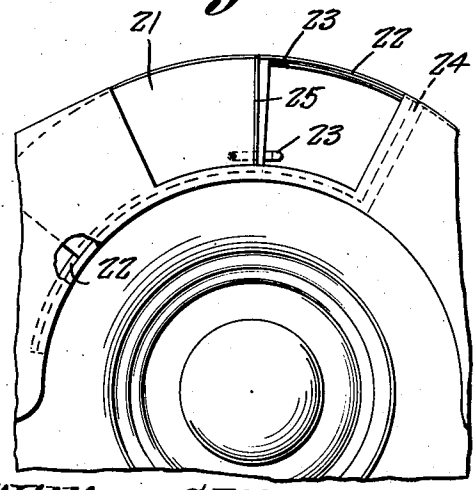


Fig. 7.



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VEHICLE MUDGUARD

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Application July 10, 1939, Serial No. 283,654

2 Claims. (Cl. 280—152)

This invention relates to vehicle mudguards, and its general object is to provide a mudguard or fender having an opening preferably along the length of the upper and lateral portions thereof to allow ready access below the guard to facilitate the application and removal of anti-skid chains, or for other purposes, such as replacing broken links, without removing the chain from the tire, the opening being provided with a closure normally held in leak proof closed position against casual displacement, thus it will be seen that a mudguard constructed in accordance with my invention materially simplifies the hooking or unhooking the chain or replacing broken links, in that such can be accomplished while standing instead of reclining or otherwise assuming an uncomfortable awkward position, as is now necessary, due to the use of the modern streamline, excessive overhanging mudguards.

A further object is to provide a mudguard of the character set forth, that is simple in construction, inexpensive to manufacture and extremely efficient in use and service.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:

Figure 1 is a side elevation illustrating one form of guard constructed in accordance with the present invention.

Figure 2 is a sectional view taken approximately on line 2—2 of Figure 1, with the closure in open position in dotted lines and closed in full lines.

Figure 3 is an enlarged longitudinal sectional view illustrating one of the latches for the closure.

Figure 4 is an enlarged fragmentary top plan view illustrating the latch.

Figure 5 is a side elevation of a slightly modified form of fender construction.

Figure 6 is a side elevation of a further modified form.

Figure 7 is a side elevation of another modified form.

Referring to the drawings in detail, and particularly to the form of Figures 1 to 4 inclusive, the reference numeral 1 indicates the body of my guard and which is provided with an opening of elongated formation, extending along a portion of the length of the upper and lateral portions thereof to allow ready access below the guard, as will be apparent upon inspection of Figure 2. However, the opening may be arranged at any appropriate place desired, but in any event is provided with a closure 2 having an outline to fit within the opening flush with the marginal edge thereof and in this form the closure is hinged to the lower edge portion of the opening by a leaf hinge 3. The closure is curved both longitudinally and transversely to follow the like curvatures of the guard, so that when the closure is in closed position, it will not detract from the general streamline appearance of the guard. In fact, a section can be cut directly from the mudguard to provide the opening, as well as the closure.

Secured to the underside of the closure about the margin thereof, but spaced a considerable distance inwardly from its outer edge is a reinforcing strip 4 therefor and secured to the body of the vehicle and to the underside of the guard about the margin of the opening is a stop strip 5 which extends a considerable distance within the opening for disposal in the path of the closure for holding the latter flush with the edge of the opening, as will be apparent upon inspection of Figures 1 and 2. The stop strip as well as the reinforcing strip 4 are shown as being half round in cross section, but they may be of other shapes suitable for the purpose, as will be apparent, and the stop strip is preferably provided with a drain groove 6 extending along the center thereof, as shown in Figure 2.

The closure of the form of Figures 1 to 4 is provided with a pair of depressions 7, one disposed adjacent to each of the ends thereof and in its upper portion, and secured to the underside of the closure for receiving the depressions therein are latch housings 8 having one of their ends open and directed toward the ends of the closure. Slidably mounted in the latch housings for movement through their open ends are spring pressed latch bolts 9 having beveled outer ends to be received in recesses 10 provided in the stop strips 5 for holding the closure in closed position, as best shown in Figure 3. The depressions have slots 11 extending longitudinally in the bottoms thereof and formed on or otherwise secured to the bolts are handles 12 extending through the slots for disposal in the depressions, so that the handles can be conveniently gripped for moving the bolts against the action of the coil springs 13 thereof for releasing the closure

so that the latter can be moved to open position, as shown in dotted lines in Figure 2. Disposed about the sides and closed ends of the latch housings are quarter round molding members 14 which not only act to fix the housings with respect to the closure, but fill the right angle corners to eliminate the accumulation of dirt and foreign matter therein, as will be apparent upon inspection of Figure 3.

The form of Figure 5 is structurally similar to the form of Figures 1 to 4 inclusive, and the only difference is the arrangement of the hinge and latch members for the closure, and the access opening terminates a sufficient distance short of the vehicle body, to allow the closure to be fully opened. It will be noted that the latch members of the form of Figure 5, which for distinction are indicated by the reference numeral 15, are disposed adjacent to the lower end of the closure 16 and the latter is hinged at its upper end as at 17, for movement to its open and closed positions as shown in full and dotted lines.

The form of Figure 6 is likewise structurally similar to the forms of Figures 1 to 4, but it will be noted that the closure 18 of Figure 6 is hinged adjacent a lower corner as at 19 and the latch members 20 are disposed adjacent the end of the closure opposed to the hinged end thereof, as shown.

In Figure 7, the opening of the guard is closed by a slidably mounted closure 21 having its lateral edges mounted in channel strips 22 secured along the lower edge of the body of the guard and the vehicle body for supporting and guiding the closure 21 in its movement, as will be apparent, and the closure 21 is held in closed position by spring fingers 23 extending from the outer end of the closure and having hooked free ends to be received by a catch strip 24 secured transversely to the underside of the body of the guard. The closure 21 is beaded as at 25 adjacent to its outer end to provide an abutment means engageable with the opposed edges of the opening, to limit the movement of the closure to its open and closed positions.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:

1. A mudguard for a vehicle, comprising a body having an elongated opening extending along a portion of the length of the upper and lateral portions of the body to allow access below the same, a closure for said opening, marginal reinforcing means for said closure and secured to the underside thereof, a stop strip for said closure to limit its movement flush with the edge of the opening when in closed position and having a drain groove therein, latching means for said closure and including handled spring pressed bolts engageable with the stop strip for holding the closure in closed position.

2. A mudguard for vehicles, comprising a body having an elongated opening extending along a portion of the length of the upper and outer lateral portions of the body to allow access below the same, a hinged closure for said opening, a stop strip for said closure to limit its movement flush with the edge of the opening when in closed position and having recesses therein, latch housings secured to the underside of the closure, spring pressed bolts slidably mounted in the latch housings and received in the recesses for holding the closure in closed position, said closure having depressions therein, and handles for the bolts and housed within the depressions.

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