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DEFLECTOR FOR AUTOMOBILES AND THE LIKE

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Fig. 1

Fig. 2

Fig. 3

Fig. 4

Fig. 5

INVENTOR

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ATTORNEY
To all whom it may concern:

Be it known that I, WILLIAM L. HOWE, a citizen of the United States, residing at Overland, St. Louis County, Missouri, have invented a certain new and useful Improvement in Deflectors for Automobiles and the like, of which the following is a specification, reference being had to the accompanying drawing, forming a part thereof.

This invention relates generally to automobiles and, more particularly, to a certain new and useful improvement in wind-shield attachments or deflectors for automobiles and the like.

My new attachment is especially adapted for use in connection with standard automobile wind-shields and is generally of the type shown and described in Letters Patent No. 1,584,803, issued to me under date of July 19, 1921, the principal object of my present invention being to improve generally upon, and simplify the construction of, the wind-shield attachment or deflector shown and described in said Letters Patent.

With the above and other objects in view, my present invention resides in the novel features of form, construction, arrangement, and combination of parts hereinafter described and hereafter more particularly pointed out in the claims.

In the accompanying drawing,

Figure 1 is a fragmental perspective view in outline of an automobile equipped with a wind-shield attachment embodying my invention;

Figures 2, 3, and 4 are, respectively, front end, side elevation, and rear end views of one of the combined clamp and hinge member of the attachment; and

Figure 5 is a vertical sectional view through the said combined clamp and hinge member of the attachment.

Referring now more in detail to the said drawing, which illustrates a practical embodiment of my invention and in which like reference characters refer to like parts throughout the several views, 1 indicates an automobile body, and 2 its usual fixed or standard wind-shield, the wind-shield proper here shown being of the divided type, so that it may be opened or closed to meet the convenience of the occupants of the automobile.

My present wind-shield attachment or deflector comprises an open or skeleton frame 3, supported within which, as best seen in Figure 1, is a section of glass or other suitable material 4 of suitable dimensions, as shown, relatively to the automobile and its wind-shield proper 2, and which may be either transparent or translucent, as desired.

Suitable formed or provided on the rear member of the frame 3, is a pair of oppositely disposed pintles 5—5, each of which fits for rotary movement in the enlarged bight of a substantially U-shaped block or hinge-member 6, the legs 7—7 of which are somewhat resilient and adjacent their upper ends are provided with registering apertures to accommodate and receive a pintle tightening bolt 8, the aperture in the outer or front leg of the block 6 being internally threaded for cooperation with the threaded end of the bolt 8 and the aperture in the inner or rear leg 7 being of a diameter to freely or loosely permit the extension or projection therethrough of bolt 8, as best seen in Figure 3.

Fixed to or integral with the block 6 and projecting rearwardly at approximately a right angle from the upper end of its inner or rear outer threaded leg, as best seen in Figures 3 and 5, is a shoulder or flange 9 preferably beveled, as at 10, at its inner or free end for co-operation and engagement with an oppositely beveled groove 11 formed adjacent the upper end and upon the front face of a clamping-member or block 12 apertured as at 13 and through which aperture 13 the pintle-tightening bolt 8 is freely or loosely passed for engagement with the outer threaded leg 7 of the hinge-block 6, the bolt 8 having a head 14 presented inwardly of the car for convenient grasping engagement by the occupant.

Formed transversely through the block 12 preferably upon opposite sides of the aperture 13, are apertures 15—15, and disposed lengthwise through the apertures 15—15 and into the inner or rear leg only of the hinge-block 6, are clamp-fastening bolts 16—16, each of which is threaded at an end and at which end each bolt 16 has threaded engagement with said rear leg only of the block 6. In use or operation, the several parts being assembled as shown and the several bolts 8 and 16 being suitably loosened, the attachment is fitted upon the fixed wind-shield 2, as illustrated in Figure 1, the block 6 being disposed upon the outer face of, and
at its shoulder 9 straddling, the fixed wind-
shield 2 and the clamping-block 12 being
disposed upon the inner face of the wind-
shield and loosely engaging at its groove 11
with the beveled end of the block-shoulder
9. The bolts 16—16 are now tightened,
whereupon the shoulders or flanges 9 and
the rear or inner legs of the pairs of hinge-
blocks 6 and the clamping-blocks 12 are
brought together upon the intermediate
fixed wind-shield member and the attach-
ment thus rigidly fastened upon the car, the
front face of block 12 and the inner face of
the rear leg 7 of block 6 being preferably
ribbed or otherwise roughened, as at 17, to
increase the gripping engagement of said
members upon the fixed wind-shield mem-
er. As seen in Figure 2, the apertures 15
are of a diameter somewhat greater than the
diameter of the unthreaded shanks of the
bolts 16—16, which, together with the inter-
engagement between the beveled end 10 of
block-shoulder 9 and the block 12 at its
groove 11, facilitate the rigid clamping en-
gagement of the blocks 12 upon the fixed
windshield member.

The shield or deflector proper 4 may now
be readily and conveniently adjustably swung
to substantially any desired deflecting
position relatively to the fixed wind-
shield 3 and then a tightening of bolt 8
does to draw the outer leg 7 yieldingly
towards inner leg 7, the shield or deflector
proper 4 being thereby firmly clamped at
its pintles 5 in the sight of the hinge mem-
ber 6 and held in such adjusted or set posi-
tion. Should the occupant of the car desire
to change or adjust the angular position of
the deflector 4 relatively to the fixed wind-
shield 2, the bolt 8 only is loosened, when,
as will be evident, the deflector 4 may be
conveniently swung by the car occupant
to the desired position and again, upon a tight-
ening of bolt 8, locked in such new or ad-
justed position, the inner or rear legs of the
hinge-blocks 6 and the clamping-blocks 12
being undisturbed in their engagement with
the fixed wind-shield 2 of the car.

My wind-shield attachment is most effi-
cient as an auxiliary wind, storm, and sun
deflector, is, as will be obvious, simple in
construction, may be economically and inex-
pensively manufactured, may be conven-
iently attached to, or detached from, the au-
tomobile substantially at will, and its deflec-
tor proper may with ease, facility, and con-
venience be adjustably swung to, and locked
in, any angular position relatively to the
fixed wind-shield that may suit the particu-
lar car-occupant.

I am aware that minor changes in the
form, construction, arrangement, and com-
bination of the several parts of my attach-
ment may be made and substituted for those
herein shown and described without depart-
ing from the nature and principle of my
invention.

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

1. An attachment of the class described
including, in combination, a shield, should-
ered hinge-members, supporting-pintles
upon the shield having engagement for
swingable adjustment with the hinge-mem-
bers, clamping members adapted for engage-
ment with the shoulders of the hinge-mem-
bers, bolts having engagement with the hinge-
members and with the clamping mem-
bers for clamping the attachment upon an
automobile and separate bolts extending
through the clamping-members and having
engagement with the hinge-members for
fastening the pintles and their supported
shield in adjustably swung position.

2. An attachment of the class described
including, in combination, a shield, shoul-
dered substantially U-shaped hinge-mem-
bers, supporting pintles upon the shield fit-
ting for swingable adjustment in the sight
of the hinge-members, clamping members
adapted for engagement with the shoulders
of the hinge-members, means comprising
bolts having engagement with the clamping
members, and with the hinge-members for
clamping the attachment as a whole upon
an automobile, and means comprising other
bolts extending through the clamping mem-
bers and having engagement with the hinge-
members for clamping the pintles and their
supported shield in adjustably swung posi-
tion.

3. An attachment of the class described
including, in combination, a shield, a pair of
shouldered hinge blocks substantially U-
shaped in side elevation, the legs of said
blocks being resilient, shield-supporting
pintles fitting for swingable adjustment in
the sights of said hinge-members, clamping
members adapted for engagement with the
shoulders of the hinge-members, means com-
prising bolts having engagement with the
clamping members and with one leg only of
the hinge-members for clamping the attach-
ment as a whole upon an automobile, and
means comprising other bolts extending
through the clamping-members and having
engagement with the other leg only of the
hinge-members for clamping the pintles and
their supported shield in adjustably swung
position.

In testimony whereof, I have signed my
name to this specification.

WILLIAM L. HOWE.