W. F. GAGE.

AUTOMOBILE AIR DEFLECTOR.

APPLICATION FILED JUNE 21, 1915. RENEWED AUG. 21, 1917.

1,242,541. Patented Oct. 9, 1917.

Fig. 1.

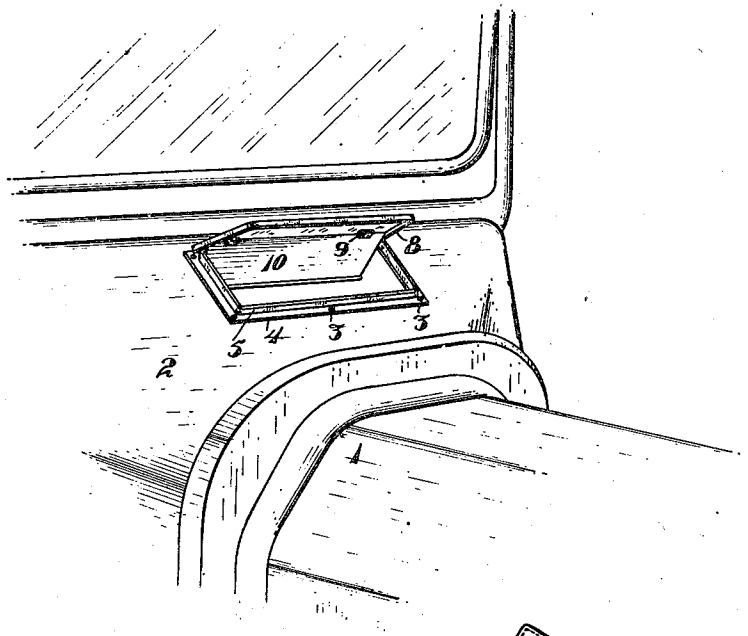


Fig. 2.

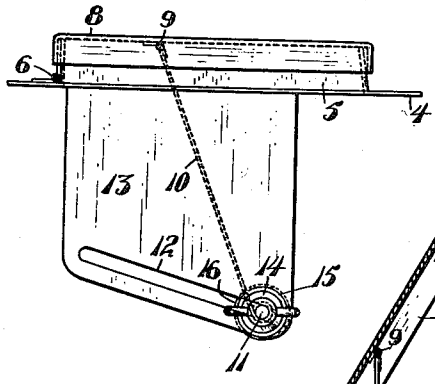


Fig. 3.

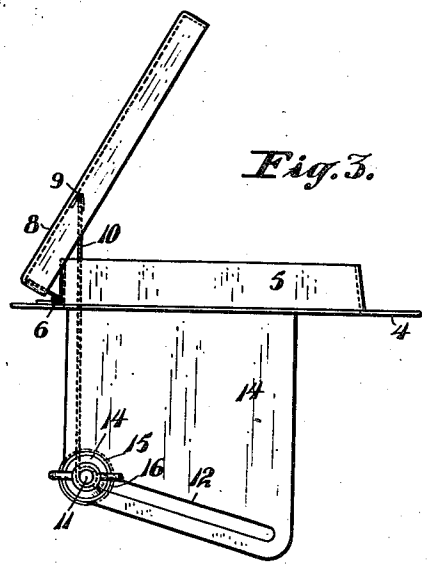
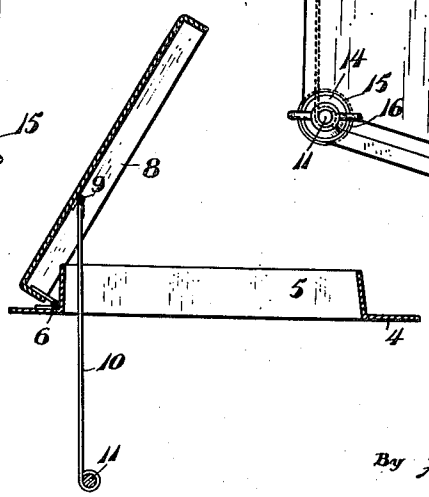


Fig. 4.



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UNITED STATES PATENT OFFICE.

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AUTOMOBILE AIR-DEFLECTOR.

1,242,541. Specification of Letters Patent. Patented Oct. 9, 1917.

Application filed June 21, 1915, Serial No. 35,478. Renewed August 21, 1917. Serial No. 187,484.

To all whom it may concern:

Be it known that I, WILLIAM F. GAGE, a citizen of the United States, residing at Chico, in the county of Butte and State of California, have invented new and useful Improvements in Automobile Air-Deflectors, of which the following is a specification.

Drivers of certain motor cars, such as the Ford car, which are constructed with a cowl-dash, are often greatly inconvenienced by the high temperature of the part of the car in which their feet are located, this part of the car being close to the engine, and therefore constantly receiving the heat therefrom, and the form of the dash-board not permitting the heat to radiate or escape therefrom with sufficient rapidity.

The object of my invention is to provide an attachment for Ford and other cars of like construction in this particular which will remove this objection thereto.

In the accompanying drawing, Figure 1 is a perspective view of a front portion of a motor car having a cowl-dash and equipped with my invention; Fig. 2 is an end view of the device detached and in its closed position; Fig. 3 is a similar view of said device in its open position; Fig. 4 is a cross sectional view of the device.

Referring to the drawing, 1 indicates a Ford motor car having a cowl-dash 2. Owing to the form of this dash, the heat received from the engine, closely adjacent thereto, cannot readily escape therefrom, and the temperature rises so as to be uncomfortable to the driver and other occupant, if any, of the front seat.

To remove this objection to this class of cars I admit a constant current of cool air behind the dash and deflect it downward into the lower part of the front receptacle in the body of the car. For this purpose an oblong rectangular hole is formed in the cowl-dash, and to the dash around said hole is secured by screws 3 a flange 4 of a sheet metal frame 5. To the rear portion of said frame is hinged, as shown at 6, the rear side of a flanged cap 8, which, when raised, forms a deflector, and the flange of which, when closed, fits around said wall. To the inner surface of said deflector is hinged, as shown at 9, the upper edge of a sheet metal vane 10, the lower edge of which is rolled around a rod 11, which extends through a slot 12 in a wing 13 depending from one end of the frame. A thumb nut 14 is screwed upon the outer threaded end of said rod and bears against a washer 15, between which washer, and a washer 16 on the rod at the inner side of said wing, said wing can be clamped.

When the cap or deflector is raised to its extreme height, by reason of the hinges 9 being at some distance above the hinges 6, the lower or free edge of the vane 10 is drawn to the extreme rear end of the slot 12. It will remain in this position, and sustain the deflector in its elevated position, if the thumb nut 14 is screwed inward to clamp the wing between the washers. In the lowermost position, when the deflector is completely closed, and rests upon the frame, the rod is moved to the extreme forward end of the slot.

It will readily be seen that the air, striking against the deflector in the forward movement of the automobile will be deflected, first, downwardly against the vane, and then, by said vane, slightly forward, so that a constant stream of air is directed into the lower part of the forward receptacle of the automobile body. By clamping the rod in any desired position of the slot, the cap or deflector can be held at any elevation, to vary the amount of air admitted.

While my invention is peculiarly adapted for use in motor cars having cowl-dashes, I by no means limit the invention thereto, as, with suitable changes, it can be readily adapted for cars of any other style.

I claim:—

1. In combination with a dash-board of an automobile having a hole therethrough, a pivoted deflector extending upwardly at the rear of said hole and against which the air is adapted to impinge in the motion of the car, and arranged to deflect said air through said hole, a vane pivoted to said deflector and extending downwardly therefrom, and means for varying the angles of inclination to the vertical of said deflector and vane.

2. In combination with a cowl-dash board of an automobile having a hole therethrough, a frame secured to said dash-board around said hole, having an opening therethrough of approximately the same size and shape as the hole, and having a depending wing slotted in its lower edge, a deflector pivoted to the rear side of said frame and of size

suitable to close the opening in the frame, a vane pivoted to said deflector above or in front of its rear edge, a rod attached to the lower edge of the vane and extending through said slot, and means for clamping said rod at any desired position in said slot.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WM. F. GAGE.

Witnesses:
FRANCIS M. WRIGHT,
G. M. BALL.