

Jan. 13, 1948.

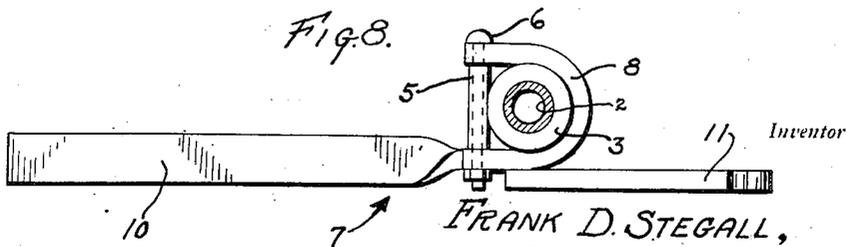
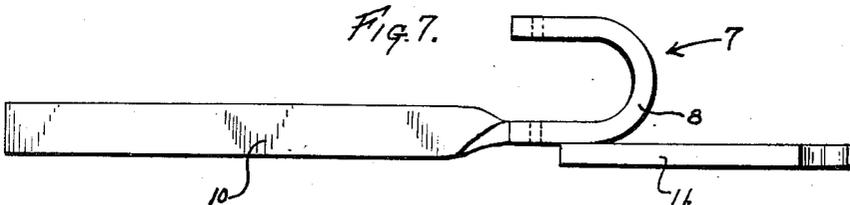
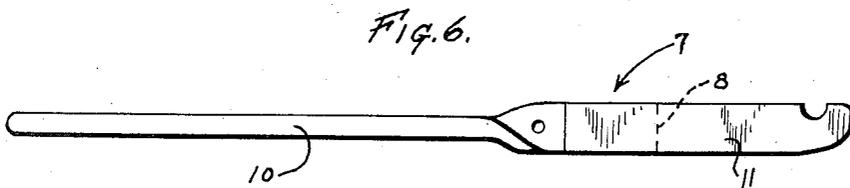
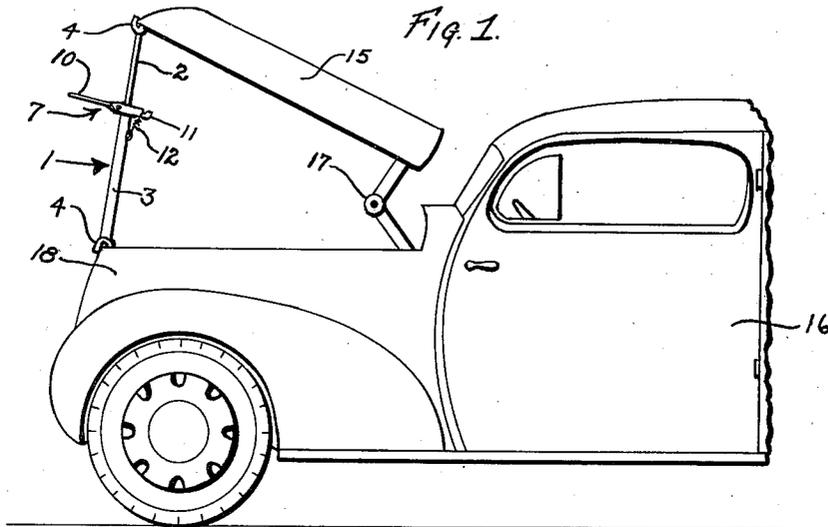
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2,434,598

HOOD HOLDER

Filed Oct. 27, 1944

2 Sheets-Sheet 1



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2 Sheets-Sheet 2

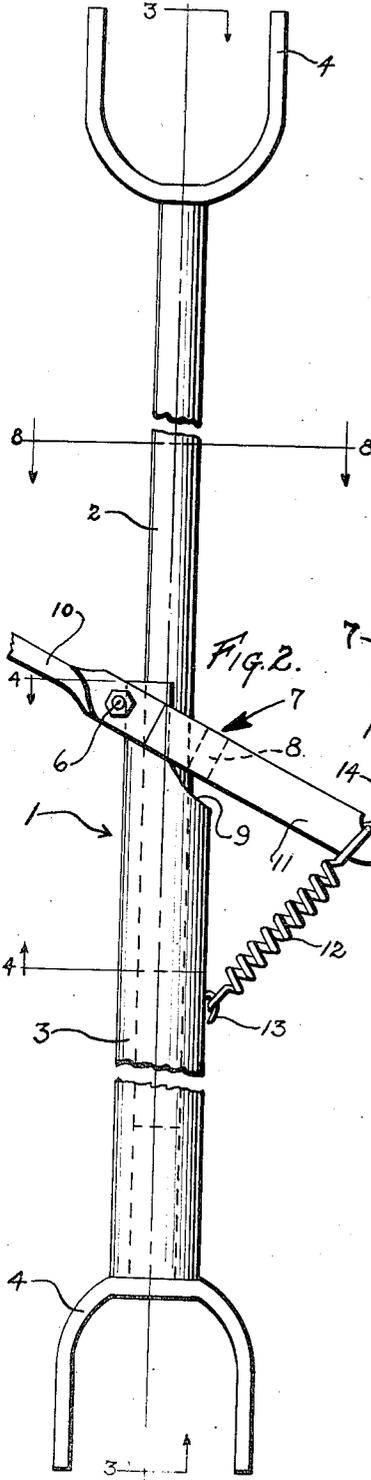


Fig. 2.

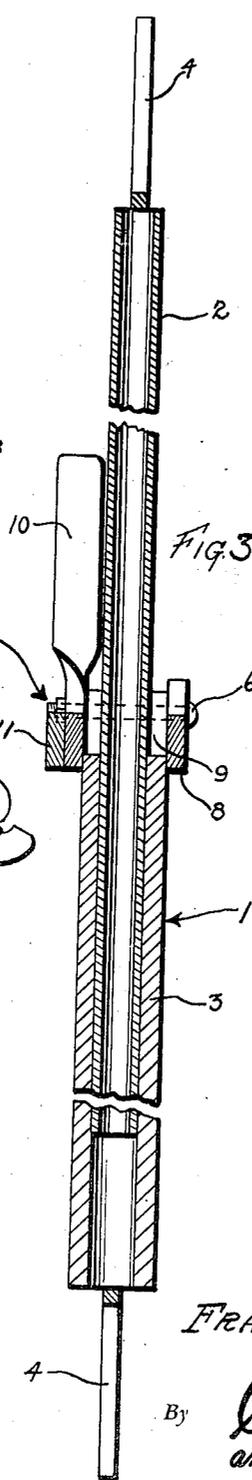


Fig. 3.

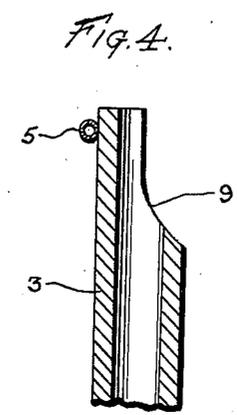


Fig. 4.

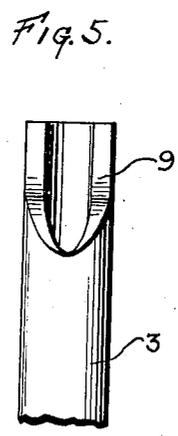


Fig. 5.

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UNITED STATES PATENT OFFICE

2,434,598

HOOD HOLDER

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Application October 27, 1944, Serial No. 560,602

1 Claim. (Cl. 248—355)

1

The present invention relates generally to new and useful improvements in supports for use particularly in connection with automobiles, and has for its primary object to provide, in a manner as hereinafter set forth, means for positively supporting the hood of the vehicle in raised or open position.

Another very important object of the invention is to provide a holder or support of the aforementioned character which is adapted to be expeditiously adjusted for holding the hood at any desired elevation.

Still another very important object of the invention is to provide a hood holder or support of the character described which embodies unique means for releasably securing the device in adjusted position.

Other objects of the invention are to provide an adjustable holder or support for motor vehicle hoods of the lid type, which holder or support will be comparatively simple in construction, strong, durable, highly efficient and reliable in use, compact, and which may be manufactured at low cost.

All of the foregoing and still further objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawing wherein like characters of reference designate corresponding parts throughout the several views, and wherein:

Figure 1 is a view in side elevation of the front portion of a motor vehicle, showing a holder constructed in accordance with the present invention in use thereon.

Figure 2 is a view in side elevation of the device.

Figure 3 is a vertical sectional view, taken substantially on the line 3—3 of Figure 2.

Figure 4 is a fragmentary view in vertical section through the outer tubular section of the device, taken substantially on the line 4—4 of Figure 2.

Figure 5 is an elevational view of the member shown in Figure 4.

Figure 6 is a view in side elevation of the locking device.

Figure 7 is a top plan view of the locking device.

Figure 8 is a view in horizontal section, taken substantially on the line 8—8 of Figure 2.

Referring now to the drawing in detail, it will be seen that the embodiment of the invention which has been illustrated comprises a longitudinally adjustable rod which is designated generally by reference character 1. The rod 1 includes a pair of tubular, telescopically connected

2

male and female sections 2 and 3, respectively, of suitable metal. Yokes 4 are fixed on the outer ends of the sections 2 and 3.

Fixed transversely on the upper end portion of the tubular section 3 is an eye 5 (see Figure 4). A bolt 6 is mounted in the eye 5. Mounted for swinging movement in a vertical plane on the bolt 6 is a lock which is designated generally by reference character 7.

The lock 7 includes a substantially U-shaped metallic gripper or clutch 8 which embraces the rod 1 and which has its end portions apertured to accommodate the bolt 6 on which it is mounted. The clutch 8 is engageable with the inner section 2 for frictionally securing same in adjusted position. The upper end portion of the outer section 3 is provided with a cut-out 9 which exposes the section 2 to permit engagement of the clutch 8 therewith. A releasing handle 10 extends from one end of the clutch 8. Fixed on the clutch 8 and projecting in the opposite direction therefrom is an arm 11. A coil spring 12 has one end connected at 13 to the section 3 and its other end connected at 14 to the free end portion of the arm 11 for engaging the clutch 8 with the section 2.

It is thought that the manner in which the device is used will be readily apparent from a consideration of the foregoing. Briefly, the usual hood 15 of a motor vehicle 16 is raised on its supports 17 at the rear end thereof. The rod 1 is then mounted between the forward end of the hood 15 and the front portion 18 of the vehicle. The yokes 4 accommodate the hood 15 and the portion 18 of the vehicle and securely hold the device in position. To adjust the device for supporting the hood at any desired elevation, the section 2 of the rod 1 is simply slipped upwardly in the female section 3, the clutch 8 permitting this. However, when the desired adjustment has been made, the clutch 8, under the influence of the coil spring 12, frictionally engages or grips the member 2 for securing same in adjusted position. It will thus be seen that a positive support is provided for the forward end of the hood 15. To retract the member 2, it is only necessary to swing the handle 10 downwardly against the tension of the coil spring 12 connected with the arm 11, thus swinging the clutch 8 upwardly out of engagement with said member 2.

It is believed that the many advantages of a hood holder constructed in accordance with the present invention will be readily understood, and although a preferred embodiment of the device is illustrated and described, it is to be under-

3

stood that changes in the details of construction and in the combination and arrangement of parts may be resorted to which will fall within the scope of the invention as claimed.

What is claimed is:

A hood holder of the character described comprising a longitudinally extensible rod including tubular, telescopically connected male and female sections, yokes fixed on the outer ends of said sections, an eye fixed on the inner end portion of the female section, a bolt mounted in said eye, a substantially U-shaped clutch mounted for swinging movement on the bolt and embracing the male section, an arm fixed on the clutch, a coil spring having one end connected with the female section and its other end connected to said arm for engaging the clutch with the male section for frictionally securing said male section in adjusted position in the female section, the female section having a recess in its

4

inner end portion accommodating the clutch, and a handle integral with one end of the clutch and projecting in substantially the opposite direction from the arm, said handle providing means for manually disengaging the clutch from the male section against the tension of the coil spring.

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The following references are of record in the file of this patent:

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