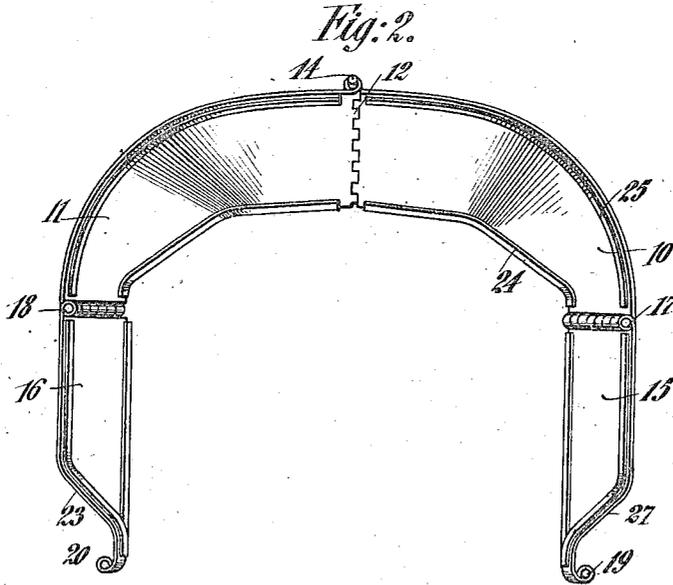
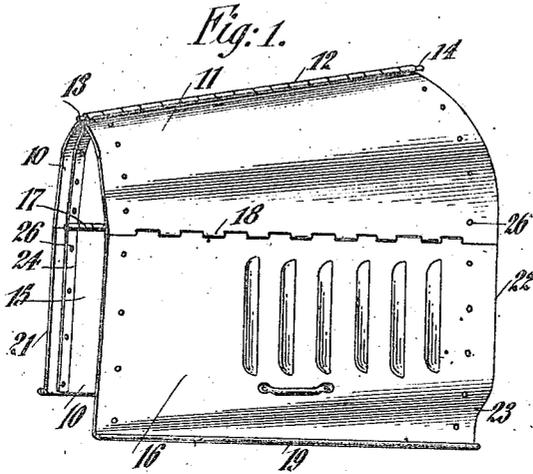


H. FUTTERMAN,  
AUTOMOBILE HOOD,  
APPLICATION FILED MAR. 4, 1915.

1,155,321

Patented Sept. 28, 1915.

3 SHEETS—SHEET 1.



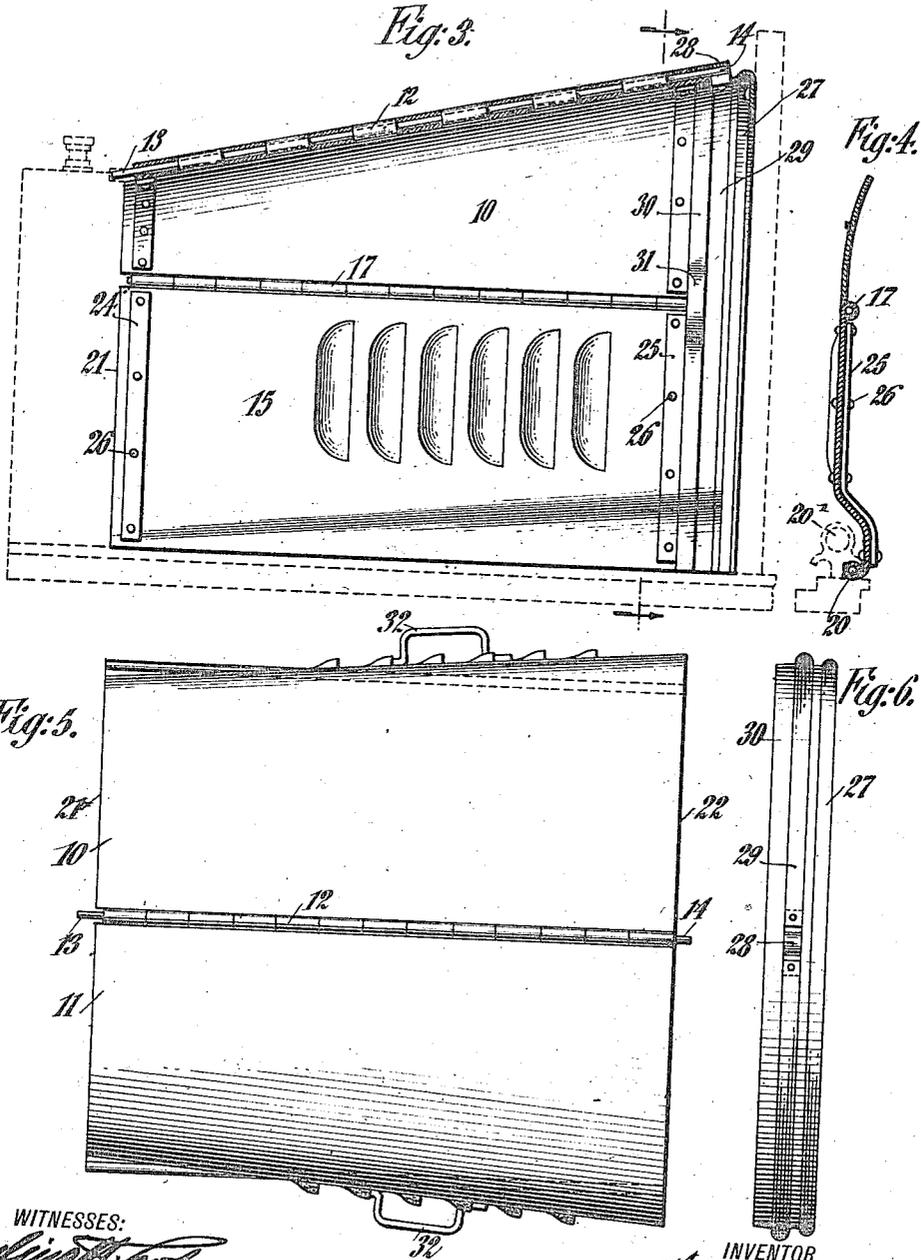
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3 SHEETS—SHEET 3.

Fig. 1.

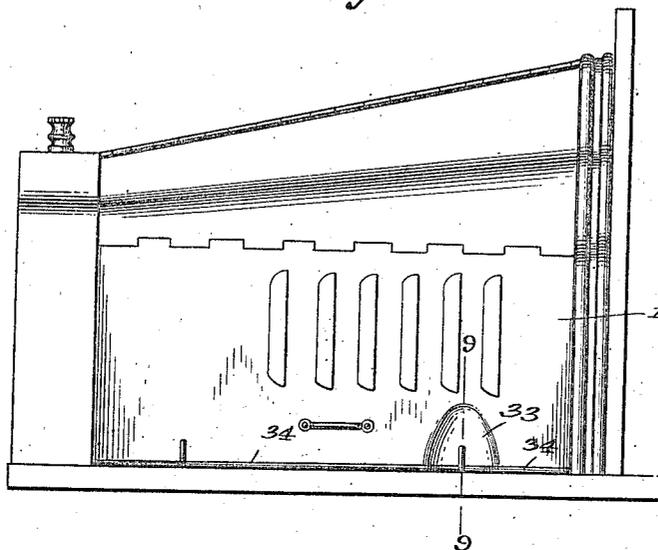


Fig. 9.

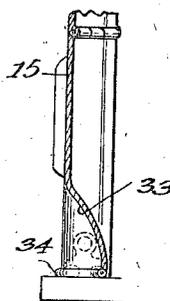
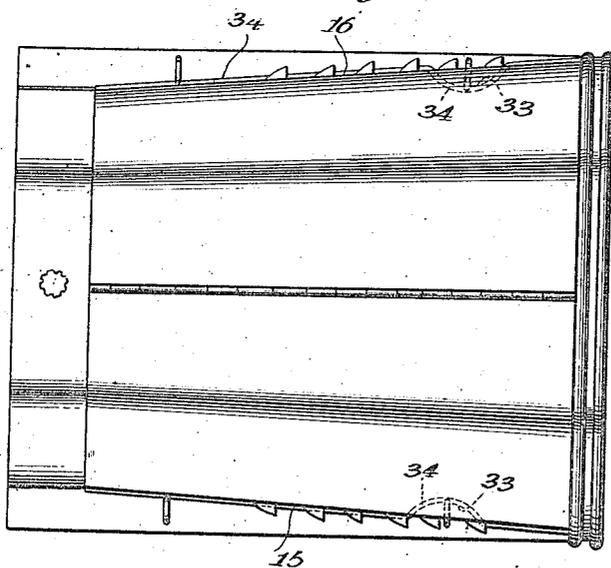


Fig. 8.



Inventor  
Harry Futterman  
Carl P. Goppel

# UNITED STATES PATENT OFFICE.

HARRY FUTTERMAN, OF NEW YORK, N. Y., ASSIGNOR TO SUPERIOR LAMP MFG. CO., A CORPORATION OF NEW YORK.

## AUTOMOBILE-HOOD.

1,155,321.

Specification of Letters Patent. Patented Sept. 28, 1915.

Application filed March 4, 1915. Serial No. 12,102.

*To all whom it may concern:*

Be it known that I, HARRY FUTTERMAN, a citizen of the United States of America, and a resident of the city of New York, in the borough of Manhattan, in the county of New York and State of New York, have invented certain new and useful Improvements in Automobile-Hoods, of which the following is a specification.

This invention relates to automobile hoods, and more particularly to that type known as a stream line hood, and more particularly the invention consists in adapting a stream line hood to a Ford or similar car of fixed construction.

In the use of certain types of cars which are made in large quantities and according to fixed and established patterns, certain parts of the car are fixed and cannot be changed excepting at very great expense. Such parts are, for instance, the radiator, at the front of the car, and the frame that supports the hood which is usually arranged at the front of the dash-board on the front of the car. The side members of the frame complete the fixed elements of the car. In such types of car, a straight line hood is used, which gives the automobile a very stubby appearance, and in the estimation of some people, a very ugly appearance. Furthermore, the fact that the car is a low-priced car, can usually be immediately ascertained by this straight line type of hood. My invention overcomes these disadvantageous features, in providing a hood which is known as a steam line hood, the front end of which hood has a configuration to conform to the configuration of the radiator, while the configuration of the rear end of the hood results from the stream line shape of the body of the hood, whereas the lower ends of the hood are so shaped as to conform to the outline of the fixed frame of the body of the car. For this purpose, the rear lower portions of the side members of the hood are curved inwardly so as to adapt the lower edges of the hood to the frame of the car.

With these and other objects in view, my invention comprises the novel features, arrangement and combination of parts, hereinafter more fully described with reference to the accompanying drawings, and more particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective

view of my improved hood; Fig. 2 is a rear view thereof, showing the inner construction of the same; Fig. 3 is a longitudinal section through the center thereof, showing portions of the automobile in dotted lines; Fig. 4 is a cross-section on the line 4-4 of Fig. 3; Fig. 5 is a top plan view; Fig. 6 is a top plan view of the rear supporting member. Fig. 7 is a side elevation of a modified form of construction; Fig. 8 is a top plan view thereof; and Fig. 9 is a sectional view taken on the line 9-9 of Fig. 7.

Similar reference characters indicate corresponding parts throughout the several figures of the drawings.

Referring to the drawings, and more particularly to Fig. 1 thereof, the hood comprises upper portions 10 and 11 hinged at 12, the ends 13 and 14 of the pintle of the hinge extending slightly beyond the front and rear edges of the hood. Lower or side members 15 and 16 are hinged at 17 and 18 to the upper members. The lower edges 19, 20 of the members 15 and 16 are rolled or beaded, and are adapted to be engaged by a swivel lock 20' (shown in dotted lines in Fig. 4) for holding the hood in position. The front lines 21 of the hood extend in straight lines upwardly from the edges 19 and 20 to conform to the configuration of the radiator of the automobile, and the rear line 22 is first inclined outwardly as at 23, and then extends upwardly to conform to the body of the car, thereby giving to the car the stream line effect.

Reinforcing members 24 and 25 are provided in the interior of the hood near the front and rear edges thereof, and are secured in place by means of rivets or the like 26. A supporting member 27 conforming to the rear configuration of the hood is provided and adapted to be secured by bolts and nuts to the dash-board of the automobile (as shown in Fig. 3). The end 13 of the pintle of the hinge 12 rests in a suitable recess provided in the radiator, and the end 14 rests in a recess 28 provided centrally of a raised portion 29 of the support, against which the rear edge of the hood abuts. A flange 30 of the supporting member projects under the end of the hood and abuts against the reinforcing member 25. A portion 31 thereof at either side of the hood is bent inwardly to allow free movement of the hinges 17 and 18. The reinforcing member 24 at the front

end of the hood forms an abutment for the radiator, a suitable recess being provided in the radiator, in which the hood rests.

Handles 32 are provided at either side of the hood for assisting in raising the same.

In Figs. 7 to 9, I have shown a form of construction in which the curved-in portion 23 at the lower ends of the side members 15 and 16 is omitted and the said sides are carried straight down to the frame of the automobile. For enabling the same to be fastened down to the frame, recesses 33 are provided at the lower edges of the members 15 and 16, within the enlarged rear portion thereof, the depth of the said recesses being such that the back wall is in alinement with the forward narrow portion of the said members. The lower edges of the hinged members are beaded, as at 34, and the fastening devices engage this beaded portion, as shown in Fig. 9. With this construction, it will be seen that the forwardly tapering effect is given to the whole surface of the hood, and at the same time the original fastening means for a straight line hood may be employed.

It will be seen that with my improvements, a car of the Ford or other similar construction may be very readily, and at small expense, given the more pleasing stream line appearance of expensive makes of cars.

I have illustrated and described preferred and satisfactory forms of my invention, but it is obvious that changes may be made therein within the spirit and scope thereof, so that I do not desire to be limited to the particular forms shown, except as may be required by the claims.

I claim:—

1. In a device of the character described, the combination, with an automobile having a radiator frame provided with parallel side pieces, having hood-fastening means thereon, of a hood-supporting member detachably secured to the dashboard of the automobile of a height and width substantially greater than the radiator; hinged members supported between the radiator and the said support and inclined outwardly from the radiator to the said support, and provided at the lower edges thereof with recessed portions adapted to be engaged by the fastening means of the said parallel side pieces of the radiator frame.

2. In a device of the character described, the combination, with an automobile having a radiator frame provided with parallel side pieces having hood-fastening means thereon, of a hood-supporting member detachably secured to the dashboard of the automobile of a height and width substantially greater than the radiator, hinged members supported between the radiator and the said support, and inclined outwardly from the radiator to the said support, and having the lower portions thereof recessed to form the lower edges parallel with the parallel side pieces of the frame, the said lower edges adapted to be engaged by the fastening means of the said parallel side pieces.

3. In a device of the character described, the combination, with an automobile having a radiator frame provided with parallel side pieces, having hood-fastening means thereon, of a hood-supporting member detachably secured to the dashboard of the automobile, of a height and width substantially greater than the radiator, the lower ends of the said support being inclined inwardly to the parallel side pieces of the frame, hinged members supported between the radiator and the said support and inclined outwardly from the radiator to the said support, and having the lower portions thereof recessed to form the lower edges parallel with the said parallel side pieces of the frame, the said lower edges adapted to be engaged by the fastening means of the said parallel side pieces.

4. A device of the character described comprising a supporting member detachably secured to the dash-board of an automobile, of a height and width substantially greater than the radiator of the automobile, hinged members supported between the radiator and the said support, and inclined from the radiator to the said support, and having their lower ends adapted to be secured to the frame of the automobile, and reinforcing means on the said hinged members abutting the radiator and the said support.

In testimony that I claim the foregoing as my invention, I have signed my name in presence of two subscribing witnesses.

HARRY FUTTERMAN.

Witnesses:

F. HOGG,

JOS. BISBAND.