Jan. 26, 1926. 1,571,090

C. I. DAWSON

MOTOR VEHICLE HOOD

Filed Nov. 12, 1924 2 Sheets-Sheet 1

Fig. 1.

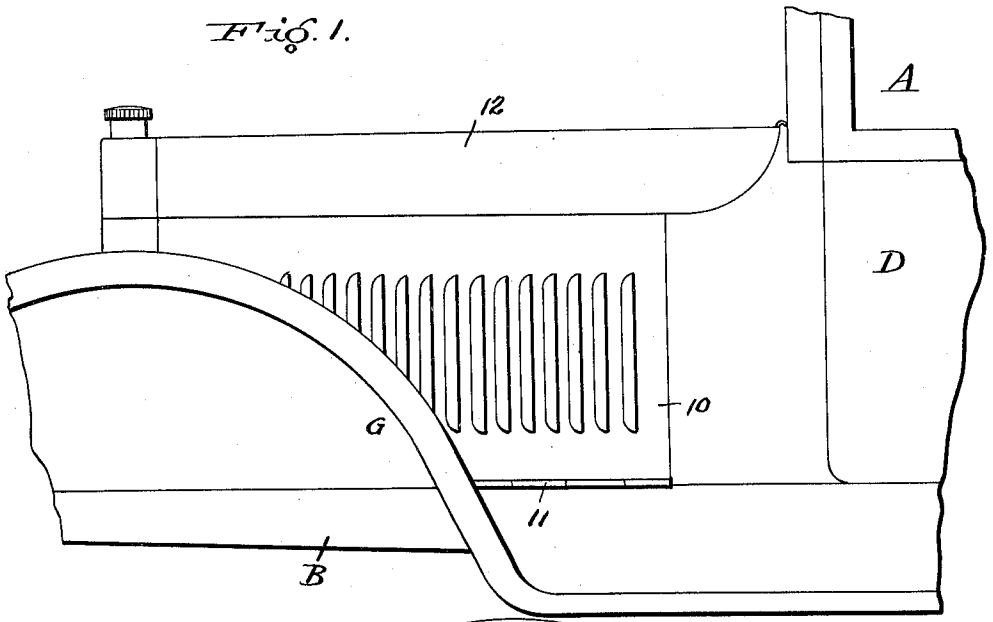
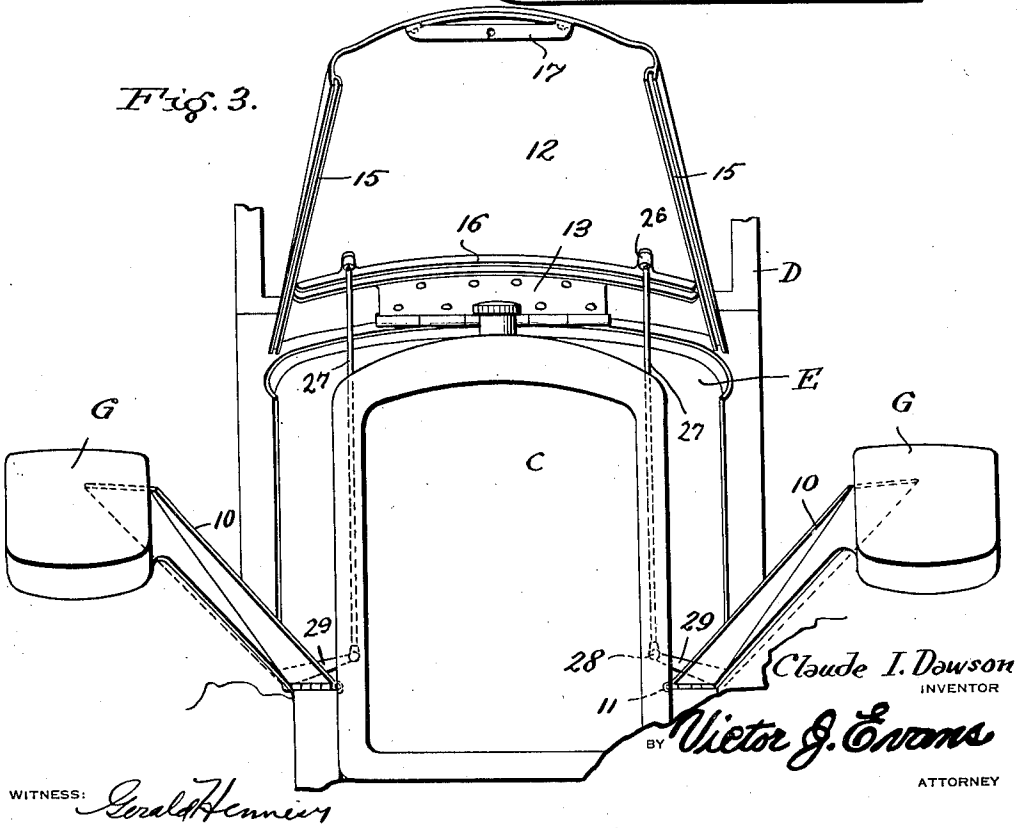


Fig. 3.



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Fig. 2.

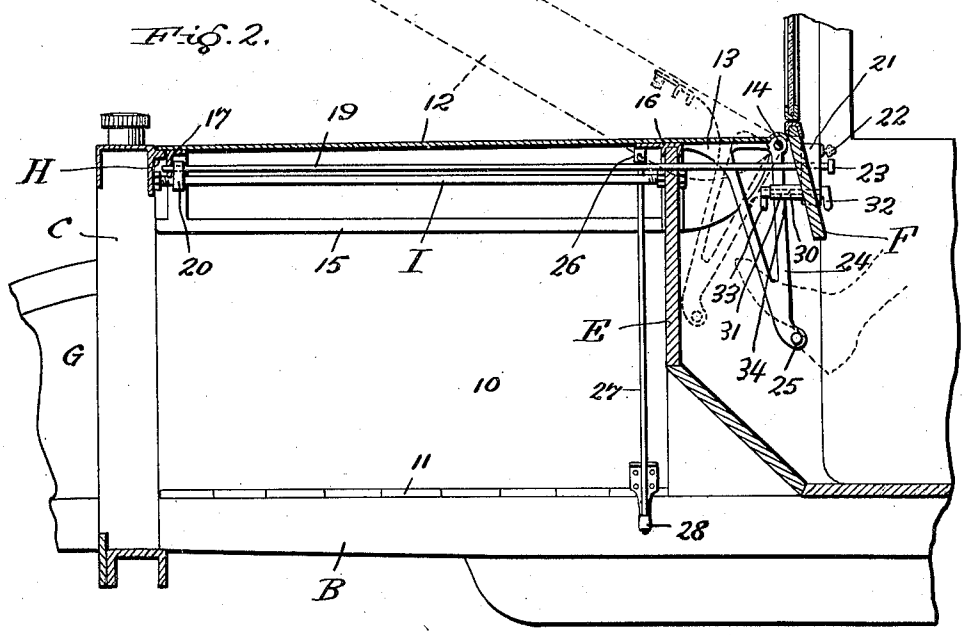
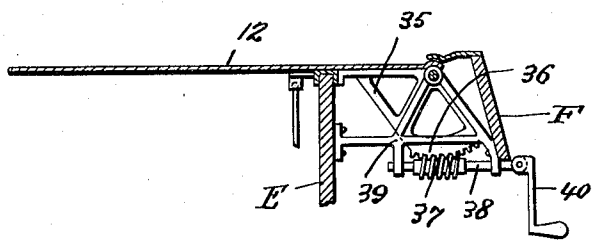


Fig. 4.



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UNITED STATES PATENT OFFICE.

CLAUDE I. DAWSON, OF ANDERSON, SOUTH CAROLINA.

MOTOR-VEHICLE HOOD.

Application filed November 12, 1924. Serial No. 749,503.

To all whom it may concern:

Be it known that I, CLAUDE I. DAWSON, a citizen of the United States, residing at Anderson, in the county of Anderson and State of South Carolina, have invented new and useful Improvements in Motor-Vehicle Hoods, of which the following is a specification.

This invention relates to automobiles, particularly to the body and hood construction thereof, and has for its object the provision of a novel hood which consists of a plurality of sections and which includes a top portion so mounted and arranged as to be capable of swinging upwardly at a point or line adjacent the instrument board whereby to give access not only to the motor and other parts located beneath the hood but also to give access to the space between the dash or bulkhead and the instrument board to facilitate the inspection and repairing of the various instruments and wiring mounted on the rear side of the instrument board. It is well known that the ordinary hood must be removed entirely to give unobstructed access to the motor and adjacent parts at both sides thereof and it is also well known that the only way access may be had to the space between the dash or bulkhead and instrument board is from the inside of the car owing to the fact that the cowl which covers this space or compartment is not ordinarily removable. Hence, it becomes a difficult matter to inspect the instruments and wiring mounted at the back of the instrument board and the question of making any repairs in this location becomes a difficult one.

It is with the above facts in view that I have designed the present invention which contemplates the provision of a hood of such construction and arrangement as to include what is ordinarily considered the cowl, the hood being movable to uncover the space between the instrument board and the dash, certain operating means being provided capable of actuation from the inside of the car for effecting the upward swinging movement.

Another object is the provision of a hood structure of this character including side members pivotally mounted upon the frame of the vehicle and further including the top portion which is vertically swingable and which has interfitting relation with the side members, the top member and side members being furthermore equipped with means for insuring simultaneous movement thereof when the actuating means is put into operation.

Still another object is the provision of a structure of this character which is provided with means whereby it may be positively locked in closed position so that unauthorized opening will be positively prevented, other means being provided capable of holding the hood in its open position while work is being done at or upon the motor or upon the wiring and instrument located between the dash and isntrument board.

An additional object is the provision of a structure of this character which will involve the use of a less number of parts than are ordinarily needed in the formation of a hood.

A still further object is the provision of a hood structure of this character which will be comparatively simple and inexpensive in manufacture, easy to install, not likely to rattle, which will be neat and attractive in appearance, positive in action, efficient and durable in service, and a general improvement in the art.

With the above and other objects and advantages in view, the invention consists in the details of construction to be hereinafter more fully described and claimed, and illustrated in the accompanying drawings, in which:

Figure 1 is a side elevation of a portion of a motor vehicle equipped with my hood device,

Figure 2 is a longitudinal vertical section therethrough, the hood being shown closed in full lines and open by dotted lines,

Figure 3 is a front elevation showing the hood lifted,

Figure 4 is a section showing a modification.

Referring more particularly to the drawings, the letter A designates a portion of an automobile mounted upon the usual frame bars B, C represents the radiator, D the body, E the dash or bulkhead, and F the instrument board.

In carrying out my invention, I provide a hood structure which includes a pair of sides 10 suitably hinged as at 11 upon the frame bars B and normally arranged in substantially upright position though capable of being swung outwardly toward and possibly into engagement with the

fenders G. The hood further includes a top member 12 which is curved in any desired manner or shape and which may be said to be somewhat U-shaped or through-shaped in cross section, and this top member is suitably hinged or pivoted at or near the instrument board F as for instance by means of an angular bracket device 13 secured to or mounted upon or connected with the underside of the top member 12 and pivoted upon a rod, or the like, indicated at 14 suitably mounted with respect to the instrument board and other parts. The side edges of the top member 12 are forked, channelled or otherwise grooved as indicated at 15 so as to engage straddlingly upon the upper edges of the side members 10 and form a tight joint with respect thereto for holding them firmly in upright position. On the underside of the top member 12 at a point spaced somewhat in advance of the pivot 14 is secured an elongated channel shaped member 16 adapted to fit snugly upon the upper edge of the dash or bulkhead E as clearly shown in Figure 2.

The radiator C is shown as provided with the usual ledge H for supporting the hood, and the radiator may be held in proper position with respect to the dash or bulkhead E by means of the usual stay-rod I. For holding the hood in closed position with the top portion 12 thereof engaging upon the upper edges of the side members 10, I provide securing or locking means of convenient formation which may comprise an angular bracket member 17 secured upon the underside of the top portion 12 in such a position as to clear the ledge H, and this bracket member 17 is shown as formed with a hole or opening within which may be engaged the forward end of a locking rod 19 which is slidable through the instrument board F and dash E, and through a guide bracket 20 mounted upon the stay-rod I near the forward end thereof. Rearwardly of the instrument board may be mounted a lock casing 21 through which the rod 19 passes and within which is mounted a suitable locking device for holding the rod 19 against longitudinal movement so that the hood will be kept in locked position. This locking device is not shown in detail and it may be of any desired or preferred type so as to be capable of operation by means of a key 22. The rear end of the rod 19 is provided with a head-knob or button 23 which serves as a handle by means of which it may be pulled to release it from engagement with the keeper or bracket 17 on the hood so that the latter may be opened when desired as will be explained hereinafter.

The bracket member 13 above described may include a downwardly extending arm 24 terminating in a pedal 25 adapted to be engaged by the operator's foot and pressed forwardly whereby to swing the top portion of the hood upwardly as shown by dotted lines in Figure 2. It is of course obvious that the locking device must be in released position so that the rod 19 can be retracted from the hole 18 in the bracket 17 before the hood can be opened. The pedal and arm may be of such shape and the dash so cut and arranged as to permit sufficient movement to bring the member 12 into substantially upright position.

Mounted on the underside of the top portion 12 of the hood at a point somewhat in advance of the dash E are socket members 26 within which are pivotally or universally mounted depending rods 27 which are located inwardly of the hood sides 10 and which are pivotally connected at 28 with arms 29 mounted on the inner sides of the side members 10 so that when the top portion 12 is swung upwardly the side members 10 will be swung outwardly automatically.

In order that the hood may be held in its open position, I provide a suitable catch device which may be greatly varied but which might consist of a rotatable stem 30 journaled through a supporting bearing 31 and having an operating handle 32 at one end and a catch finger 33 at the other end. Assuming that the pedal 25 has been moved forwardly to open the hood, it will be apparent that the arm 24 will be in such position that when the operator grasps the handle 32 and turns the stem 30 the finger 33 thereon will be brought into engagement with a notch 34 in the rear edge of the arm 24 for holding the arm in its forward position and positively preventing it from returning until the stem 30 is again rocked in the opposite direction.

As I do not wish to be limited to the above described arm and pedal operating means for opening the hood, I have designed an alternative means for this purpose.

In Figure 4 I have illustrated a modified form of the device in which the hood is provided on its underside with an arm or bracket device 35 formed with or carrying a segmental gear 36 with which meshes a worm 37 carried by a shaft 38 journaled through a bracket device 39 and equipped with a crank handle 40. In this form it will be seen that in order to open the hood it is merely necessary to grasp the handle 40 and rotate it whereupon the rotation of the worm 37 in mesh with the segmental gear 36, will operate to swing the arm 35 and consequently the top portion of the hood into elevated position, and the sides 10 into their outward positions.

From the foregoing description and a study of the drawings it will be apparent that I have thus provided a very simply constructed and very advantageous hood device in which the top and sides may be simultaneously swung away from the motor in order to permit unobstructed access thereto for the purpose of making repairs and adjustments. The esesntial feature is that access may be had, from the outside of the car to the instruments and wiring between the dash or bulkhead and instrument board. When the device is in its closed position and locked it is quite obvious that there will be no tendency to rattle as is a drawback in the use of the ordinary type of hood. Furthermore, the hood involves the use of a fewer number of parts than the ordinary type and possesses the additional advantage of being equipped with means whereby it may be positively locked and unauthorized opening prevented.

While I have shown and described the preferred embodiments of the invention, it should be understood that I reserve the right to make such changes in the form, construction and arrangement of parts as will not depart from the spirit of the invention or the scope of the subjoined claims. Obviously, the matters of material, size, shape, finish and specific details as to the mountings, connections and the like are matters of design or preference and may be varied within wide limits.

Having thus described the invention, I claim:

1. In a motor hood, a pair of side members hingedly mounted at their lower edges upon the frame bars of the vehicle, a top member hinged at its rear end and having side edges formed for coaction with said side members to hold the latter stationary, arms on said side members, and rods pivotally connected with the top member and with said arms.

2. In a motor vehicle hood, a pair of side members hingedly mounted at their lower edges upon the frame bars of the vehicle, a top member hinged at its rear end and having its side edges formed for coaction with said side members to hold the latter stationary, arms on said side members, and rods pivotally connected with the top member and with said arms, and means connected with the top member near the hinged end thereof for effecting swinging movement thereof.

3. In a motor vehicle hood, a pair of side members hinged at their lower edges upon the frame bars of the vehicle, a top member hinged at its rear end and having its side edges formed for engagement with said side members for normally holding the latter against movement, and foot operated means carried by the top member whereby it may be positively swung upwardly to release said side members.

4. In a motor vehicle hood, a pair of side members hinged upon the frame bars of the vehicle, a top member hinged near its rear end and having its side edges formed for interfitting engagement with said side members for holding the latter normally stationary, means connecting the top member and the side members for simultaneous movement, and pedal means connected with the top member for positively moving the same.

5. In a motor vehicle hood, a pair of side members hingedly mounted upon the frame bars of the vehicle, a top member hinged near its rear end and having side portions coacting with said side members to hold the latter against movement, a pedal member depending from the top member and operable for effecting upward movement thereof, and means for holding the top member in elevated position.

6. In a motor vehicle hood, a pair of side members hingedly mounted upon the side bars of a vehicle frame, a top member hinged near its rear end and coacting with said side members to form a closure, a pedal depending from the rear portion of said top member and designed to receive pressure for effecting upward tilting movement.

7. In a motor vehicle hood, a top member hingedly mounted at its rear end, a pedal member depending from the top member and positioned to receive pressure from the operator's foot for effecting upward tilting movement.

8. In a motor vehicle hood, a top member hingedly mounted at its rear end, a pedal member depending from the top member and positioned to receive pressure from the operator's foot for effecting upward tilting and means engageable with said pedal member for holding the top in upwardly swung position.

In testimony whereof I affix my signature.

CLAUDE I. DAWSON.