C. C. LA PLANTE.

AUTO TOP.

APPLICATION FILED FEB. 2, 1918.

1,294,489.

Patented Feb. 18, 1919.

2 SHEETS—SHEET 1.

Fig. 1.

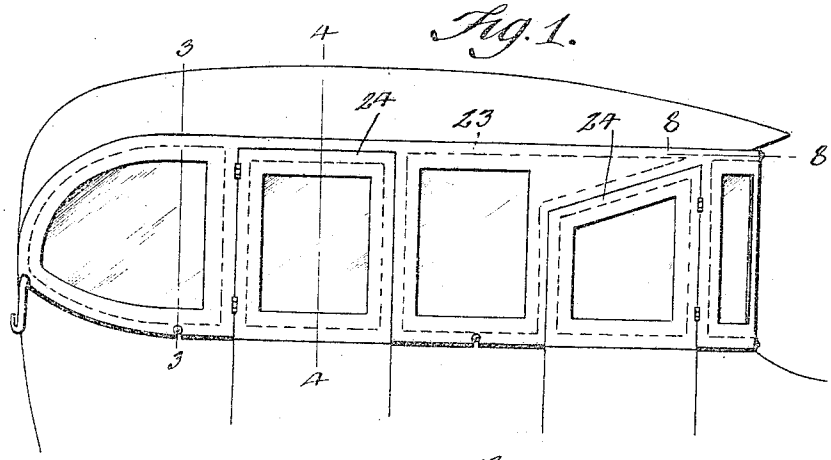


Fig. 3.

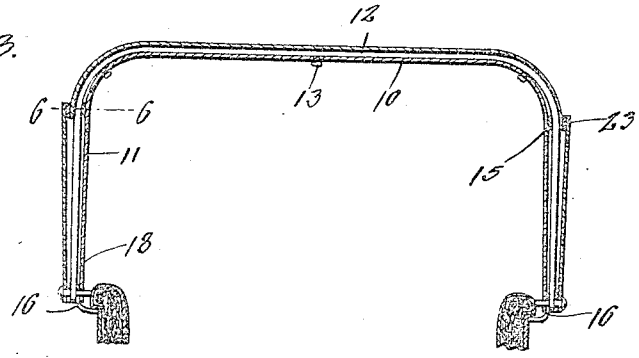


Fig. 4.

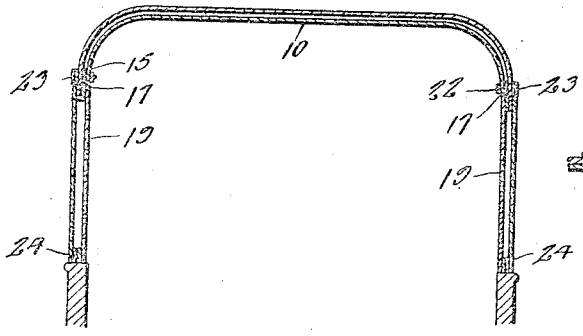
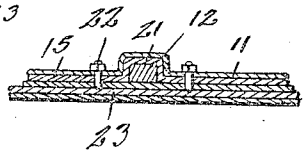


Fig. 6.



WITNESSES

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2 SHEETS—SHEET 2.

Fig. 2.

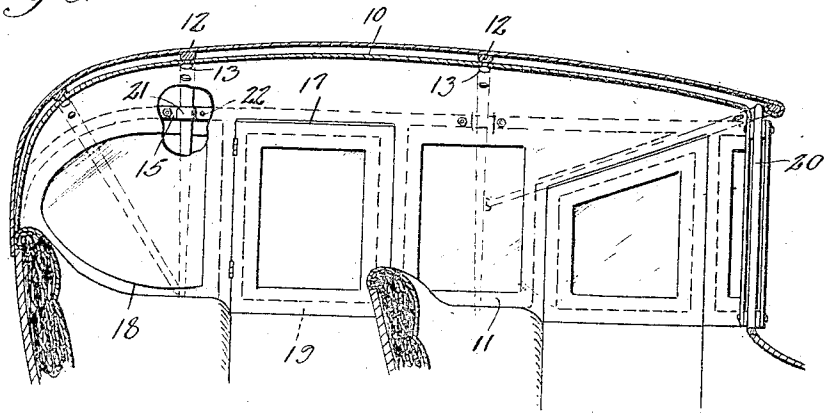


Fig. 5.

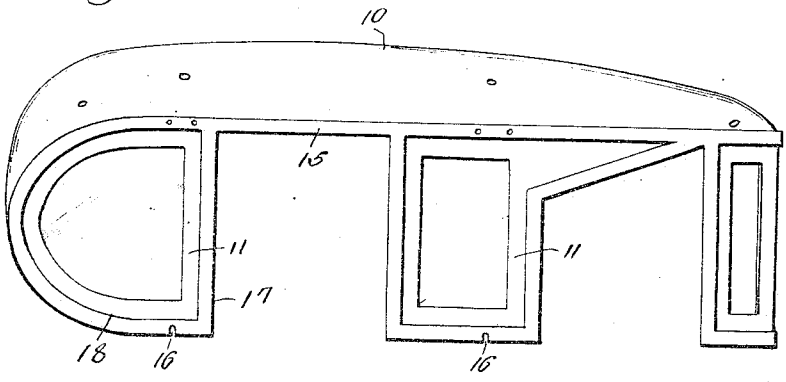


Fig. 7.

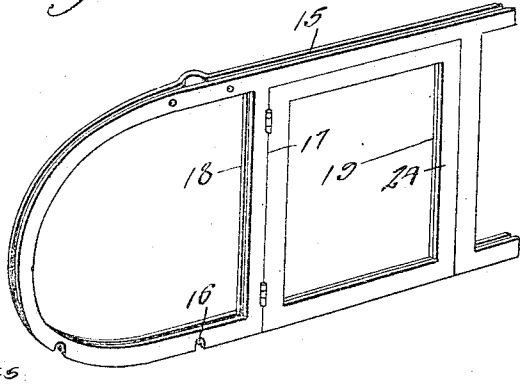
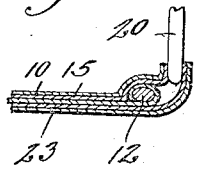


Fig. 8.



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AUTO-TOP.

1,294,489. Specification of Letters Patent. Patented Feb. 18, 1919.

Application filed February 2, 1918. Serial No. 215,095.

To all whom it may concern:

Be it known that I, CLIFFORD C. LA PLANTE, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Auto-Tops, of which the following is a specification.

This invention relates to motor vehicle construction and aims to provide a removable means which may be secured around the sides of the vehicle to entirely inclose and render the same storm proof.

To successfully accomplish this, the invention includes an inner lining which entirely covers the under side of the top and extends downward and closes the space between the top and the upper edge of the vehicle body, while an additional closure is provided upon the outside of the vehicle surrounding the space between the top and the upper edge of the body so that a double wall is formed at this point.

The invention also contemplates a novel form of supporting frame for the closure, which provides for suitable door and window openings for the convenience of the occupants of the vehicle, novel means being also provided for securing the closure to the bows of the top to permit of its ready application and removal.

Other objects and advantages of the invention will appear when the following description is read in connection with the accompanying drawings, in which:—

Figure 1 is a side elevation of the upper portion of the body of a motor vehicle equipped with the present invention;

Fig. 2 is a central longitudinal sectional view of the same;

Fig. 3 is a transverse sectional view on the line 3—3 of Fig. 1;

Fig. 4 is a similar view on the line 4—4 of Fig. 1;

Fig. 5 is a side elevation of the closure removed from the vehicle body;

Fig. 6 is a sectional view on the line 6—6 of Fig. 3;

Fig. 7 is a fragmentary perspective view of the rear end of the stiffening frames; and

Fig. 8 is a detail sectional view on the line 8—8 of Fig. 1.

Referring in detail to the drawings, the invention includes an inner lining designated at 10, which is adapted to be removably secured to the under side of the vehicle top and to extend downwardly on each side thereof as indicated at 11. The lining 10 is removably secured to the bows 12 of the top by means of fastening devices 13.

Each of the side extensions 11 of the lining 10 has secured thereto a stiffening frame 15, the said frame having its upper edge bearing against the inner lower edge of the vehicle top, while the lower edge of the frame extends along and overlaps the upper side edges of the vehicle body. The lower edge of the frame 15 is provided with suitable notches 16 which engage over the brackets or pivots upon which the bows 12 are mounted. The frame 15 is provided with suitable door and window openings 17 and 18 respectively, the latter being closed by sheets of mica, celluloid, glass or other transparent material, while the door openings have hinged thereto frames 19 also suitably glazed, so that the occupants of the vehicle may look out. One of these frames 15 is provided upon each side of the vehicle, the forward edges being secured to or engaged with the sides of the wind shield 20. To securely hold the frame 15 in position, squared portions 21 engage around the inside of the bows 12, the said strip being secured to the frame by fastening devices 22. This construction serves to stiffen the extensions 11 of the lining 10 and to provide a smooth and pleasing interior finish to the vehicle.

If desired an additional closure may be provided upon the outside of the vehicle, this closure consisting of a frame 23, similar in shape and construction to the frame 15 and being suitably covered or finished so as to add to the appearance of the outside of the vehicle. The frame 23 is secured to the frame 15 and has its forward edge secured to or contacting with the wind shield 20. There is also provided upon each side of the vehicle, doors 24, which are hingedly secured to the frame 23 and when both frames are employed the doors 19 are carried by the doors 24.

Various changes may be made in the form, proportion and minor details of construction and the right is reserved to make such changes.

Having described the invention what is claimed is:—

1. The combination with a vehicle provided with a top and normally open sides, of a lining covering the underside of the top and extending downward to the upper

edge of the vehicle body, a double stiffening frame positioned between the top and the upper edge of the vehicle body, means for removably securing the lining to the top of the vehicle and means for removably securing the frames upon the inner and outer sides of the bows of the top in spaced relation.

2. The combination with a vehicle provided with a top, normally open sides and a wind shield, of parallel frames adapted to occupy the space between the lower edge of the top and the upper edge of the vehicle body on each side thereof, said frames each having window and door openings and being positioned upon the inner and outer sides of the bows of the top, the forward ends of each of the said frames being curved inwardly to engage upon the inner and outer edges of the wind shield and notches in the lower edges of the frames for engagement with the brackets of the bows.

In testimony whereof I affix my signature.

CLIFFORD C. LA PLANTE.