

April 16, 1929.

G. OLGUIN
TACKLESS AUTOMOBILE TOP

1,709,367

Filed Aug. 17, 1926

2 Sheets-Sheet 1

FIG. 1.

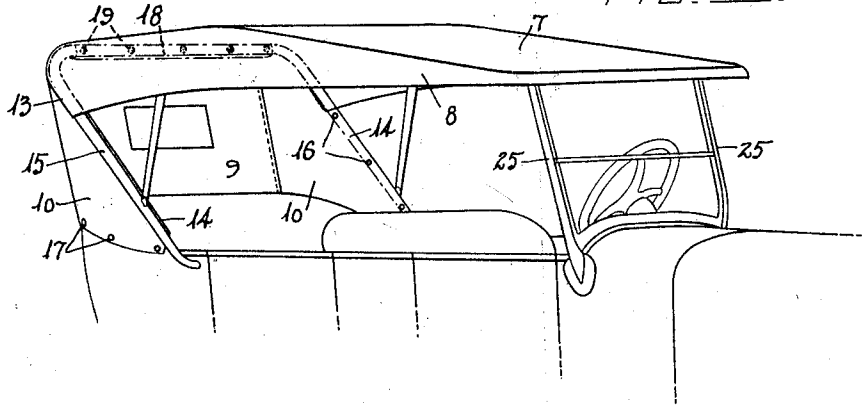


FIG. 4.

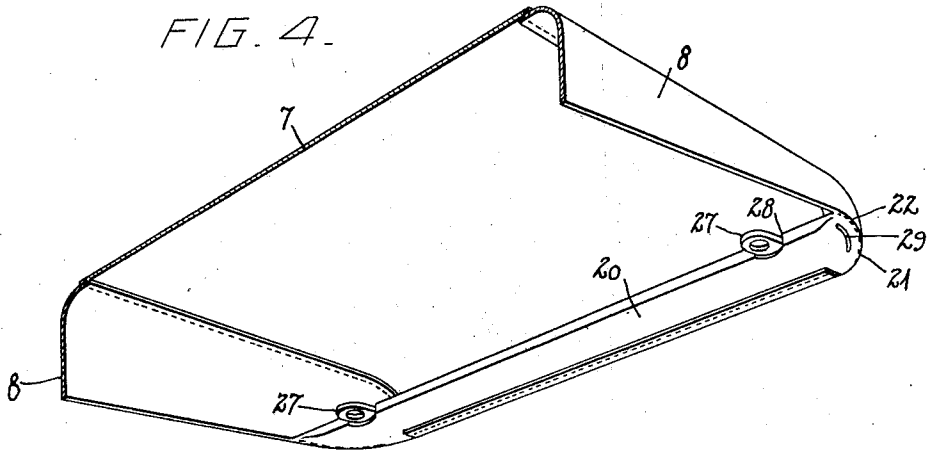
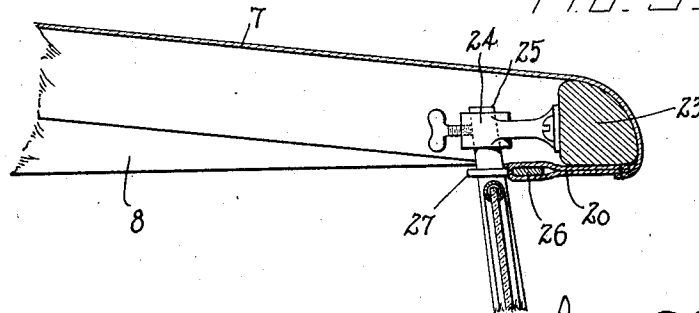


FIG. 3.



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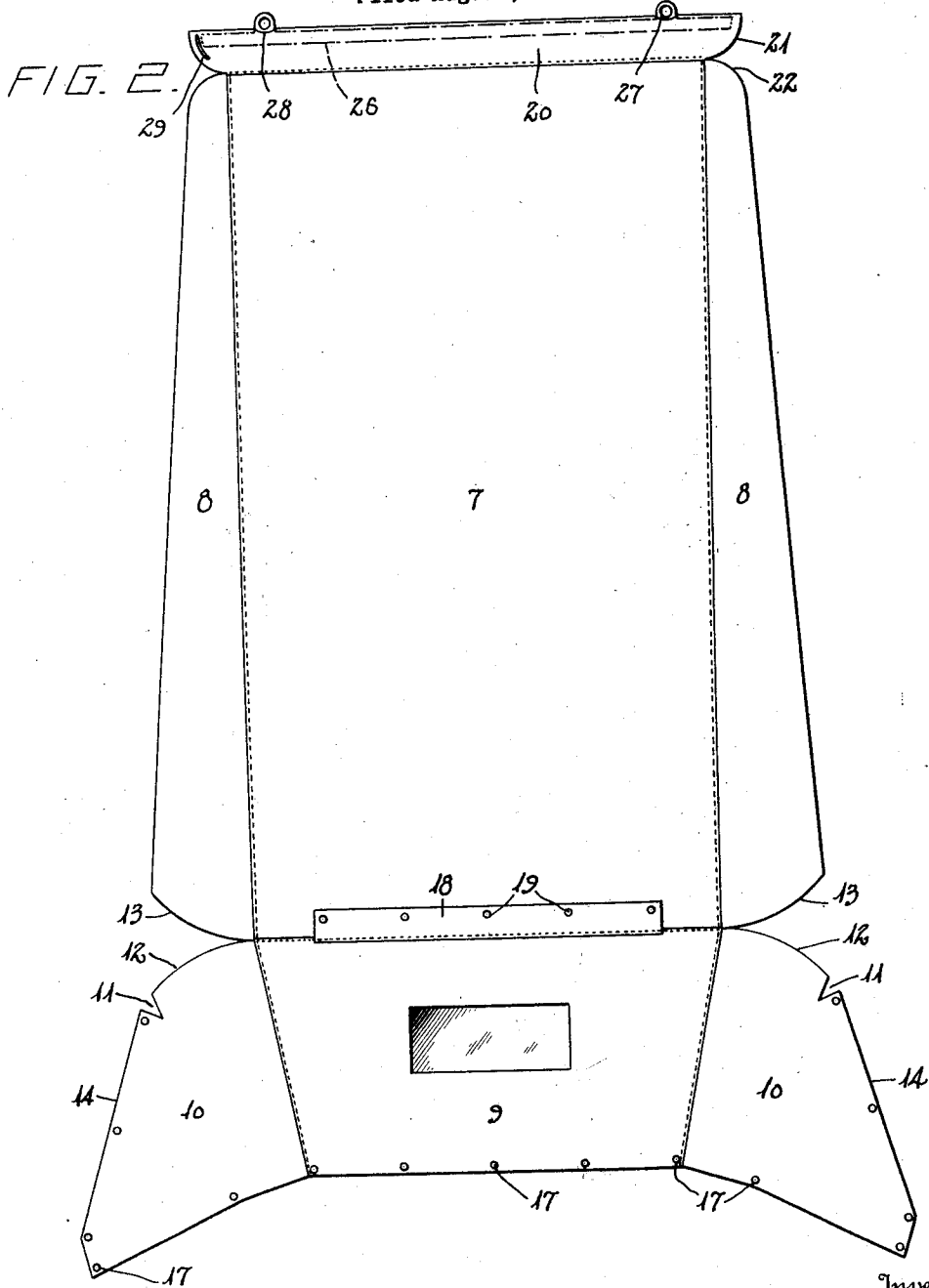
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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE.

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TACKLESS AUTOMOBILE TOP.

Application filed August 17, 1926. Serial No. 139,725.

The present invention relates to automobile or vehicle tops, and aims to provide a novel and improved top which may be readily fitted on the top bows without the use of tacks or other securing elements such as ordinarily used.

Another object of the invention is the provision of a top which may be conveniently placed on the bows, over the old top when worn out or directly over the bows after the old top is removed, in order that the top may be applied by an inexperienced person and without requiring tools, the top also being readily removed for purpose of patching or repairing the same conveniently.

With the foregoing and other objects in view, which will be apparent as the description proceeds, the invention resides in the construction and arrangement of parts, as hereinafter described and claimed, it being understood that changes can be made within the scope of what is claimed, without departing from the spirit of the invention.

The invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view showing the improved top as applied to an automobile.

Fig. 2 is a bottom plan view of the top laid out flat, prior to the completion of some of the seams.

Fig. 3 is an enlarged longitudinal section through the front end or vizor portion of the top as applied to the front bow and wind-shield post.

Fig. 4 is a perspective view of the front end or vizor portion of the top looking from underneath.

The top is composed of suitable fabric, as usual, and may be made in any size and shape for different automobiles. The top, in its main construction, is of conventional form, having the deck or roof portion 7, depending aprons or side portions 8 along the longitudinal edges thereof, a rear curtain 9 at the rear end of the portion 7, and side wings or portions 10 united with the rear curtain 9. The rear curtain wings 10 have notches 11, and curved edges 12 between said notches and the seam between the portion 7 and curtain 9, which edges 12 are stitched to the rear curved ends 13 of the portions 8, in order to fit over the rear bow 15. The wings 10 have the portions 14 extending from the notches 11 to the free ends of the wings 10 in order to overlap the limbs of the bow 15

on the inner sides thereof. The portions 14 and bow 15 are detachably connected by the glove fasteners 16 or other suitable fastening elements. Similar fastening elements 17 are provided for attaching the lower edges of the rear curtain 9 and wings 10 to the vehicle body, as well known.

A flap 18 is attached to the top along the seam between the body portion 7 and rear curtain 9 and is adapted to be passed partly around the crown portion of the rear bow 15 for holding the top on said bow at the rear end of the top, said flap 18 being detachably secured to the bow 15 by means of glove fasteners 19 or other suitable detachable securing elements.

Attached to the front end of the portion 7 of the top is a doubled fabric member 20, preferably of the same material as the top, and forming a hem or pocket. The ends of the member 20 are curved, as at 21, and are sewed to the curved forward ends 22 of the portions 8, whereby the member 20 is fastened below the front end portion of the top, thereby providing a rearwardly opening pocket or recess to receive and accommodate the front bow 23 of the folding frame of the top. The bow 23 has clamps 24, as well known, to engage over the upper ends of the wind-shield posts 25, and the member 20 extends below the bow 23.

A metal bar 26 is disposed within the hem member 20, and has at its rear edge the rearwardly projecting apertured ears 27 projecting through openings 28 in the rear edge of the member 20, whereby said ears 27 may be slipped over the posts 25, for holding the front end portion of the top firmly in place. The hem member 20 has a slot or opening 29 at one end in order to enable the bar 26 to be inserted and removed.

In applying the top, preferably after the old top has been removed, although the present top may be applied over an old top, the rear portion of the present top is applied to the bow 15 and the glove fasteners 16, 17 and 19 made fast. The bow 23 is then detached from the posts 25, by loosening the clamps 24, and said bow is then folded or broken rearwardly slightly, to enable the front end portion of the top to be placed over the bow 23, with the member 20 and bar 26 under said bow. The bow 23 is then moved into place with the ears 27 engaging over the posts 25 below the clamps 24. This will hold the top

taut, and no tacks or similar securing elements need be used to be driven or engaged into the bows which are usually of wood. The present top may be installed in a few minutes, and may be manufactured at small cost. By eliminating the use of tacks the rotting of the bows is avoided, and when the bows have already rotted slightly because of the use of tacks on the old top, it is not generally necessary to replace the bows. The present top may also be removed quickly for making repairs or placing a patch thereon, thereby simplifying the repairing or patching of the top and saving expense.

Having thus described the invention, what is claimed as new is:—

1. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, and a fabric cover fitted removably over said bow and having means to fit over said posts below the aforesaid means.

2. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, and a fabric cover having a pocket at its forward end, said bow being removably fitted in said pocket to detachably connect the forward end of the cover with said bow, and said pocket having means below the aforesaid means to engage over said posts.

3. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, and a fabric cover having its forward end extending removably over said bow and provided with a portion extending under the bow and having provisions to engage over said windshield posts below the aforesaid means.

4. A vehicle top comprising windshield posts, a front bow having means to engage

over said posts, a fabric cover having a pocket at its forward end in which said bow is removably fitted to connect the forward end of said cover detachably with said bow, and a bar assembled with the lower portion of said pocket below said bow and having apertured ears extending rearwardly beyond the edge of the lower portion of the pocket to engage over said posts below the aforesaid means.

5. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, a fabric cover extending over said bow, and a portion extending rearwardly from the forward end of said cover below the bow and engaging said posts below said means.

6. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, a fabric cover having a pocket at its forward end in which said bow is removably fitted for detachably connecting the forward end of said cover with said bow, said pocket having a portion extending rearwardly below the bow, and a bar within said portion having apertures receiving said posts below the aforesaid means.

7. A vehicle top comprising windshield posts, a front bow having means to engage over said posts, a fabric cover having a pocket at its forward end removably receiving said bow for detachably connecting the forward end of said cover with said bow, said pocket having a doubled portion below said bow, and a bar within said doubled portion having apertured ears extending rearwardly from said portion to engage over said posts.

In testimony whereof I hereunto affix my signature.

GUSTAVO OLGUIN.