H. R. WHITE.

CONVERTIBLE MOTOR CAR BODY.

APPLICATION FILED MAY 11, 1920.

1,420,298.

Patented June 20, 1922.

2 SHEETS—SHEET 1.

Fig. 1.

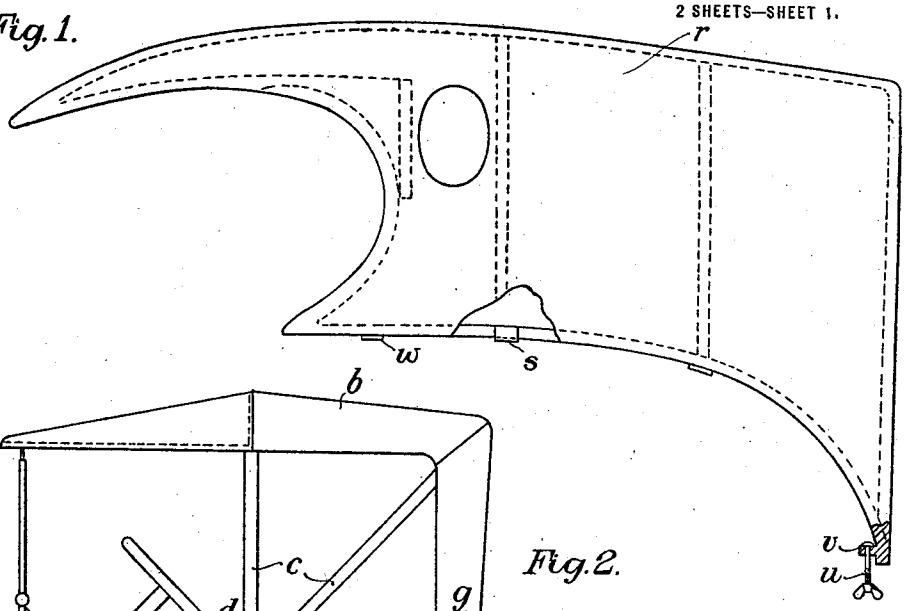


Fig. 2.

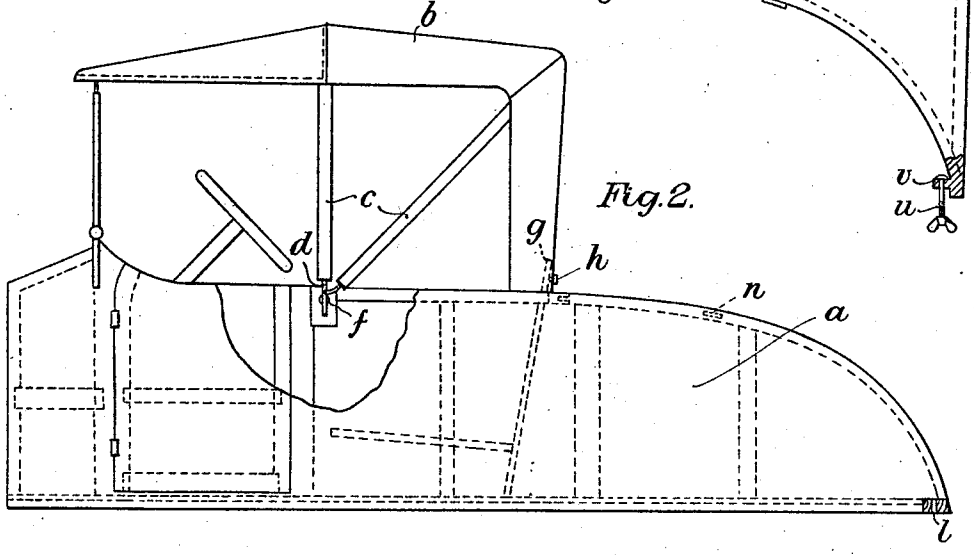
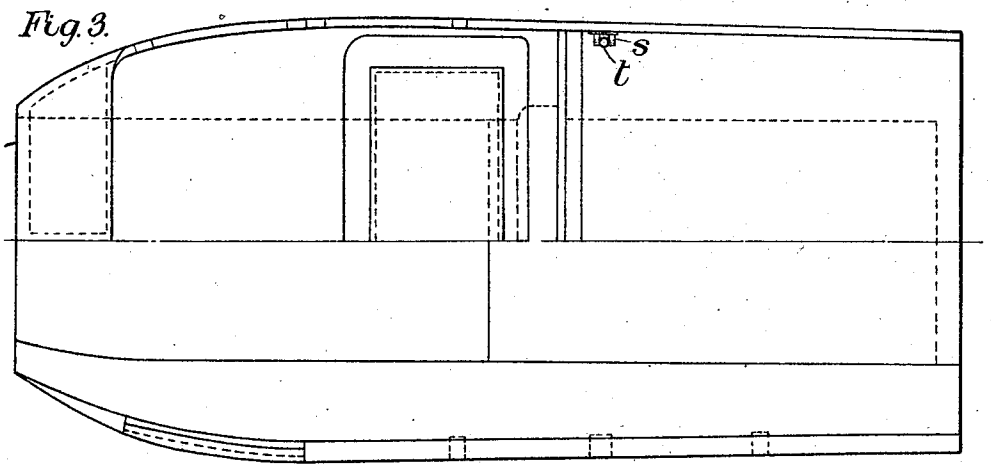


Fig. 3.



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2 SHEETS—SHEET 2.

Fig. 4.

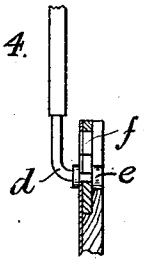


Fig. 5.

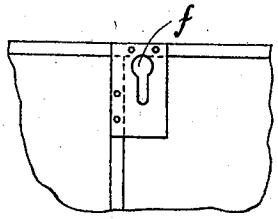
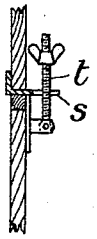


Fig. 6.



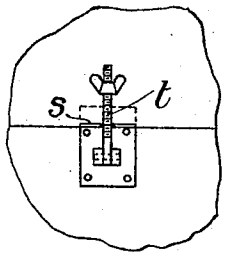


Fig. 7.

Fig. 8.

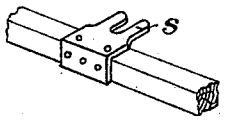


Fig. 9.

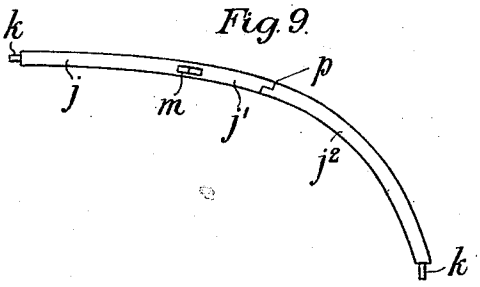
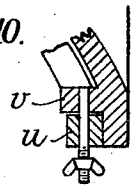


Fig. 10.



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UNITED STATES PATENT OFFICE.

HERBERT RICHARD WHITE, OF PORTSMOUTH, ENGLAND.

CONVERTIBLE MOTOR-CAR BODY.

1,420,298. Specification of Letters Patent. **Patented June 20, 1922.**

Application filed May 11, 1920. Serial No. 380,642.

To all whom it may concern:

Be it known that I, HERBERT RICHARD WHITE, of Portsmouth, Hants, England, a subject of the King of Great Britain and Ireland, have invented certain new and useful Improvements in or Relating to Convertible Motor-Car Bodies, of which the following is a specification.

This invention relates to convertible motor car bodies.

The object of this invention is to construct a double purpose car which can be rapidly and effectively transformed from a "pleasure type" car to a commercial type of car.

According to this invention the hood fittings, which carry the hood sticks and canvas of a pleasure type car, are detachably mounted in keyhole bearings disposed on either side of the body, and to remove the hood it is only necessary to "spring" the hood sticks and fittings and disengage studs formed thereon from the keyhole slots on each side. The canvas back of the hood is fixed to the body on the back of the seat in the usual manner by "turnbuttons." On the back of the car body a boot top is detachably mounted in one or more sections, the said boot top being provided with studs to engage in the body, and the sections, having lap joints at their edges to lap over one another. The boot top is further provided with budget locks to secure it to the body. On removal of the hood and boot top a commercial body top is so constructed and adapted to be fitted on to the car body and attached thereto in a rigid and efficient manner. The attachment is effected by forked or drilled plates or lugs securely fastened to the commercial body top member, and hinged bolts fixed to the main body with ring nuts adapted to engage therein. Rubber pads or other suitable resilient member or members are interposed between the body top and the body members to prevent vibration and rattling.

The drawings filed herewith show one method of carrying out this invention.

Fig. 1 is a side elevation of the commercial body top;

Fig. 2 is a side elevation of the car body and hood;

Fig. 3 is a plan of the main body with the commercial body top removed;

Fig. 4 is a sectional elevation of the keyhole bearing for the hood attachment;

Fig. 5 is a view of the keyhole bearing from the outside of the car with the panelling removed;

Figs. 6, 7, 8, are detailed views of the lugs and bolts for attaching the commercial body top to the main body.

Fig. 9 is a view of the boot top;

Fig. 10 shews the fixing device for the bottom of the commercial body top as hereafter described.

The car body *a* is provided with a hood *b* carried in the usual manner on hoodsticks *c* to which are fitted hood fittings *d*. On each hood fitting is formed a collar shaped stud *e* which engages in a keyhole bearing *f*. This bearing is so constructed that when it is desired to remove the hood, the stud *e* must be raised till it comes opposite the round portion of the keyhole, and then the hood fittings are "sprung" outwards in order to disengage the stud from the hole. The canvas back of the hood *b* is secured to the back of the seat *g* by turnbuttons *h*. The back of the body *a* is covered by a boot top *j* in two sections j' j^2 (Fig. 9) which is provided with studs *k* at the ends adapted to fit into holes *l*, formed in the body. The boot top is further provided with "budget locks" *m* adapted to fit into recesses *n* in the body members. The two sections of the boot top have lapped edges *p* (Fig. 9) where they join, thus section j^2 is held in position by the section j' which carries the budget locks. When it is desired to fit the commercial body top *r* the hood *b* is removed, also the boot top sections j', j^2 and the commercial body top *r* is lifted into position on the car body and is secured thereto by forked lugs or plates *s* (Figs. 7 and 8) into which engage hinged bolts *t* with wing nuts which are fixed to the body. These bolts serve to clamp the body top firmly on to the car body. Figs. 10 and 11 shew the wing nuts and bolts necessary for securing the bottom of the commercial body top at the back. The bolt *u* is passed through the overhanging portion of the wooden member *v* of the commercial body top and this bolt passes through the hole *l* in the car body member and is clamped as before by a wing nut. The hole *l* serves the double purpose for receiving the bolt *u* when the commercial body top is in use and for receiving the stud *k* when the boot top is in use. Pads *w* of rubber or other suitable resilient members are interposed between the body top and the car body to prevent rattling.

With a hood fitting and body top constructed in accordance with this invention it is possible to alter a pleasure car into a commercial car in a few minutes without the use of any tools, further the commercial body top when fixed will be free from rattle and undesirable movement.

What I desire to secure by Letters Patent is:—

1. A car body having fixed sides, a detachable hood, a detachable cover forming the top and back which together with the sides form a boot, the floor of said boot, when the cover is removed, forming a loading space from side to side and from the back of the hood to the back of the car, a commercial body top adapted to replace said hood and boot top, said commercial body top being flush with the sides of the boot, and said loading floor space extending the full width of the body and from the roof to the floor for loading purposes.

2. A car body having fixed sides, a detachable hood, a detachable cover forming the top and back which together with the sides form a boot, the floor of said boot, when the cover is removed, forming a loading space from side to side and from the back of the hood to the back of the car, a commercial body top adapted to replace said hood and boot top, said commercial body top being flush with the sides of the boot, and said loading floor space extending the full width of the body and from the roof to the floor for loading purposes and means for detachably mounting said hood comprising a keyhole bearing in each side of the car body, a stud on each hood fitting adapted to operate in said keyhole bearing so constructed that the said stud can be disengaged from the said key hole bearing irrespective of the angle of the hood fittings.

In testimony whereof I have signed my name to this specification.

HERBERT RICHARD WHITE.