April 7, 1936. G. SHERIFF 2,036,610

BODY OF MOTOR ROAD VEHICLES

Filed Oct. 31, 1935

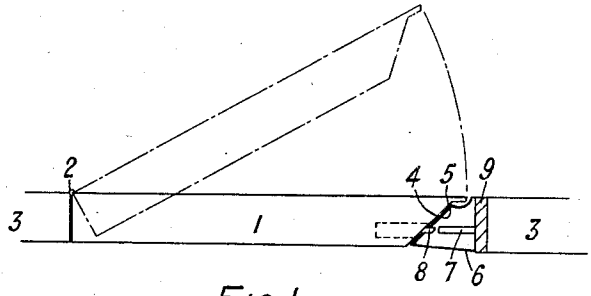


FIG. 1.

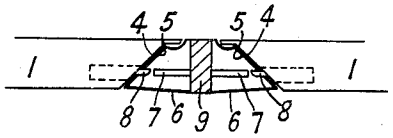


FIG. 2.

Inventor
George Sheriff
By Pennie Davis Marvin & Edmonds
Attorneys

Patented Apr. 7, 1936

2,036,610

UNITED STATES PATENT OFFICE

2,036,610

BODY OF MOTOR ROAD VEHICLES

George Sheriff, Glasgow, Scotland

Application October 31, 1935, Serial No. 47,567
In Great Britain November 7, 1934

1 Claim. (Cl. 296—44)

This invention relates to automobile bodies and provides a construction so contrived that, when a body is subjected to abnormal pressure, the doors of the body are prevented from jamming or are caused to burst open.

It is known to provide an automobile body including doors each presenting a bevelled edge-face engageable with a correspondingly bevelled edge-face on a door jamb of the body structure, the bevels of said edge-faces being such that, in the event of the body structure being subjected to abnormal pressure, said bevelled edge-faces will interact to prevent jamming of the doors or to cause the doors to burst open.

The invention resides in the feature that each door jamb is collapsible and is fitted with a striker aligned with the bolt of the associated door lock and adapted, on collapse of the jamb, to engage and depress the bolt and free the door.

The invention is illustrated diagrammatically in the accompanying drawing in which Fig. 1 is a part plan part section and Fig. 2 a similar view showing a modification.

As shown, each door 1 is hinged at 2 to the automobile body structure 3 and presents a bevelled edge-face 4 engageable with a correspondingly bevelled edge-face 5 on a door jamb 6 forming part of the body structure 3.

It will be seen that the bevels of the edge-faces 4, 5 are such that, in the event of the body structure 3 being subjected to abnormal pressure, the co-operative edge-faces 4, 5 will interact to prevent jamming of the doors.

Each jamb 6 is hollow, and collapsible under abnormal pressure of the body structure, and is fitted with a striker pin 7 aligned with the bolt 8 of the associated door lock and adapted, on collapse of the jamb, to engage and depress the opposed bolt 8 clear of its keeper socket in the door jamb, and thus to free the door from the restraint of its bolt.

A jamb may be constituted as a metallic tube backed by a rigid metallic or other upright 9.

As shown in Fig. 2 an adjacent pair of doors 1 co-operate with an adjacent pair of jambs 6 disposed on opposite sides of a common upright 9.

I claim:

An automobile body including door jambs presenting bevel faces and doors each presenting a bevelled edge-face engageable with a correspondingly bevelled face on the associated door jamb, each of said doors being provided with a door lock incorporating a bolt and at least one of the door jambs being collapsible and provided with a striker aligned with the bolt so that, on collapse of the jamb, the bolt may be depressed to free the door.

GEORGE SHERIFF.