US00D603295S

(12) United States Design Patent

Honeycutt et al.

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(45) Date of Patent: ** Nov. 3, 2009

(54) **VEHICLE BODY PORTIONS AND WING**

(75) Inventors: **Daniel Barry Honeycutt**, Salisbury, NC (US); **Daniel Dean Kurtz**, Concord, NC (US); **Donald E. Krueger**, Stony Point, NC (US)

(73) Assignee: **National Association for Stock Car Auto Racing, Inc.**, Daytona Beach, FL (US)

(**) Term: **14 Years**

(21) Appl. No.: **29/250,519**

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(51) **LOC (9) Cl.** **12-08**
(52) **U.S. Cl.** **D12/86**
(58) **Field of Classification Search** ..... D12/1, D12/16, 85–88, 90–93, 95–96, 98–99, 109, D12/112, 117; D21/424, 433, 434; 296/181.1, 296/181.3, 183.1, 185.1, 37.6, 183, 24.1, 296/181.5, 186.1, 187.1, 187.13, 190.08, 296/203.1, FOR. 111, FOR. 115; 180/89.1, 180/233, 311
See application file for complete search history.

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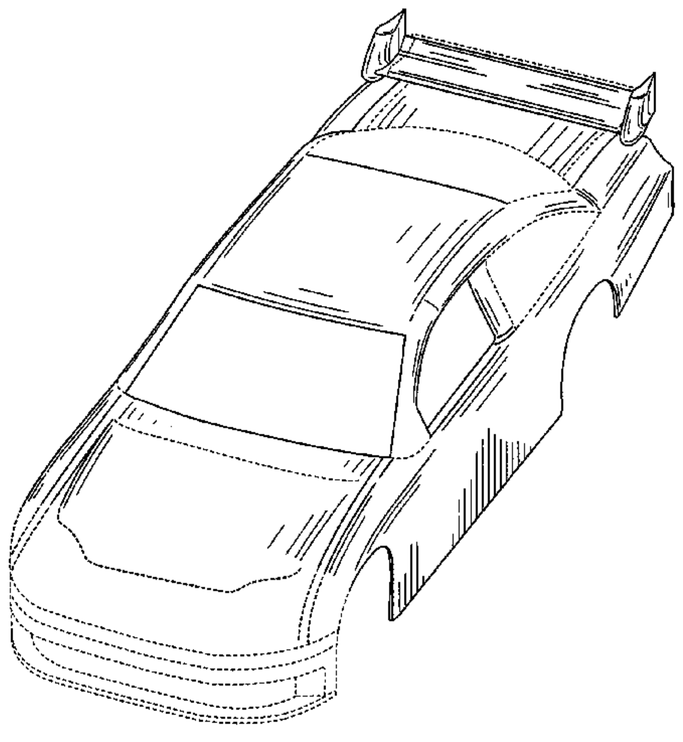

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Primary Examiner—Sandra Snapp
(74) *Attorney, Agent, or Firm*—Alston & Bird LLP

(57) **CLAIM**

The ornamental design for vehicle body portions and wing, as shown and described.

DESCRIPTION

FIG. **1** is a perspective view of a vehicle body portions and wing showing an embodiment of my new design;

FIG. **2** is a top plan view thereof;

FIG. **3** is a left side elevation view thereof;

FIG. **4** is a right side elevation view thereof;

FIG. **5** is a front elevation view thereof;

FIG. **6** is a rear elevation view thereof;

FIG. **7** is a bottom plan view thereof as seen from line **7**—**7** in FIG. **6**;

FIG. **8** is a cross-section view thereof as seen from line **8**—**8** in FIG. **6**;

FIG. **9** is a perspective view of an endplate of the wing thereof;

FIG. **10** is a perspective view of a vehicle body portions and wing showing another embodiment of my new design;

FIG. **11** is a top plan view thereof;

FIG. **12** is a left side elevation view thereof;

FIG. **13** is a right side elevation view thereof;

FIG. **14** is a front elevation view thereof;

FIG. **15** is a rear elevation view thereof;

FIG. **16** is a bottom plan view thereof as seen from line **15**—**15** in FIG. **15**;

FIG. **17** is a cross-section view thereof as seen from line **16**—**16** in FIG. **15**;

FIG. **18** is a perspective view of an endplate of the wing thereof;

FIG. **19** is a perspective view of a vehicle body portions and wing showing yet another embodiment of my new design;

FIG. **20** is a top plan view thereof;

FIG. **21** is a left side elevation view thereof;

FIG. **22** is a right side elevation view thereof;

FIG. **23** is a front elevation view thereof;

FIG. **24** is a rear elevation view thereof;

FIG. **25** is a bottom plan view thereof as seen from line **23**—**23** in FIG. **24**;

FIG. **26** is a cross-section view thereof as seen from line **24**—**24** in FIG. **24**;

FIG. **27** is a perspective view of a vehicle body portions and wing showing yet another embodiment of my new design;

FIG. **28** is a top plan view thereof;

FIG. **29** is a left side elevation view thereof;

FIG. **30** is a right side elevation view thereof;

FIG. **31** is a front elevation view thereof;

FIG. **32** is a rear elevation view thereof;

FIG. **33** is a bottom plan view thereof as seen from line **23**—**23** in FIG. **32**; and,

FIG. **34** is a cross-section view thereof as seen from line **24**—**24** in FIG. **32**.

The broken lines shown herein are for illustrative purposes only and form no part of the claimed design. The broken lines of the front bumber, front portion of the hood, upper edge of the front hood, lower edge of the A-posts, rear trunk, separations between the horizontal wing and the end plates, wing wickers, wing attachments and supports, and tail lights illustrate environmental structures and form no part of the claimed design. The broken lines of the rear side windows and rear window define boundaries of the claimed design and form no part of the claimed design.

1 Claim, 28 Drawing Sheets

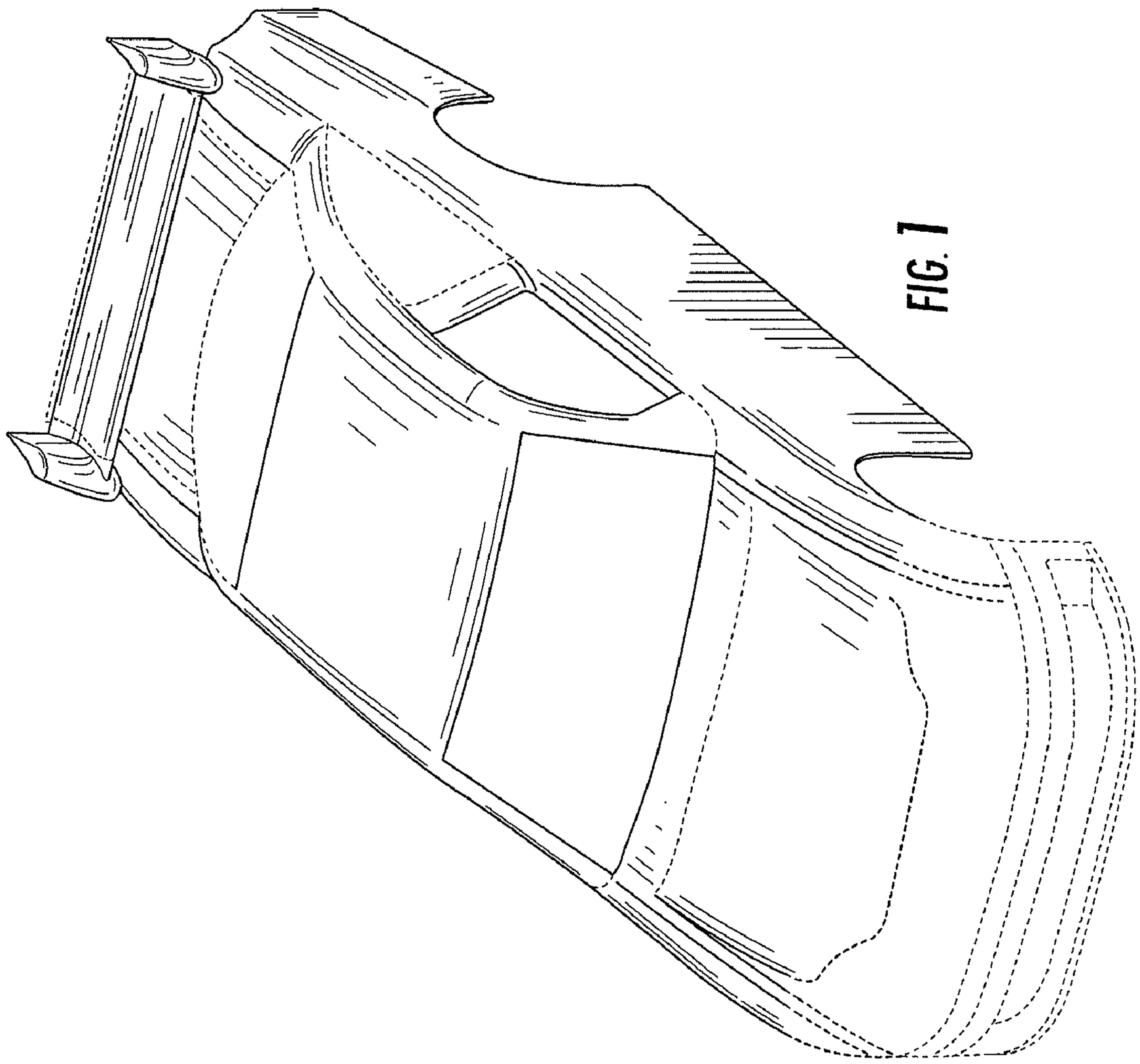

FIG. 1

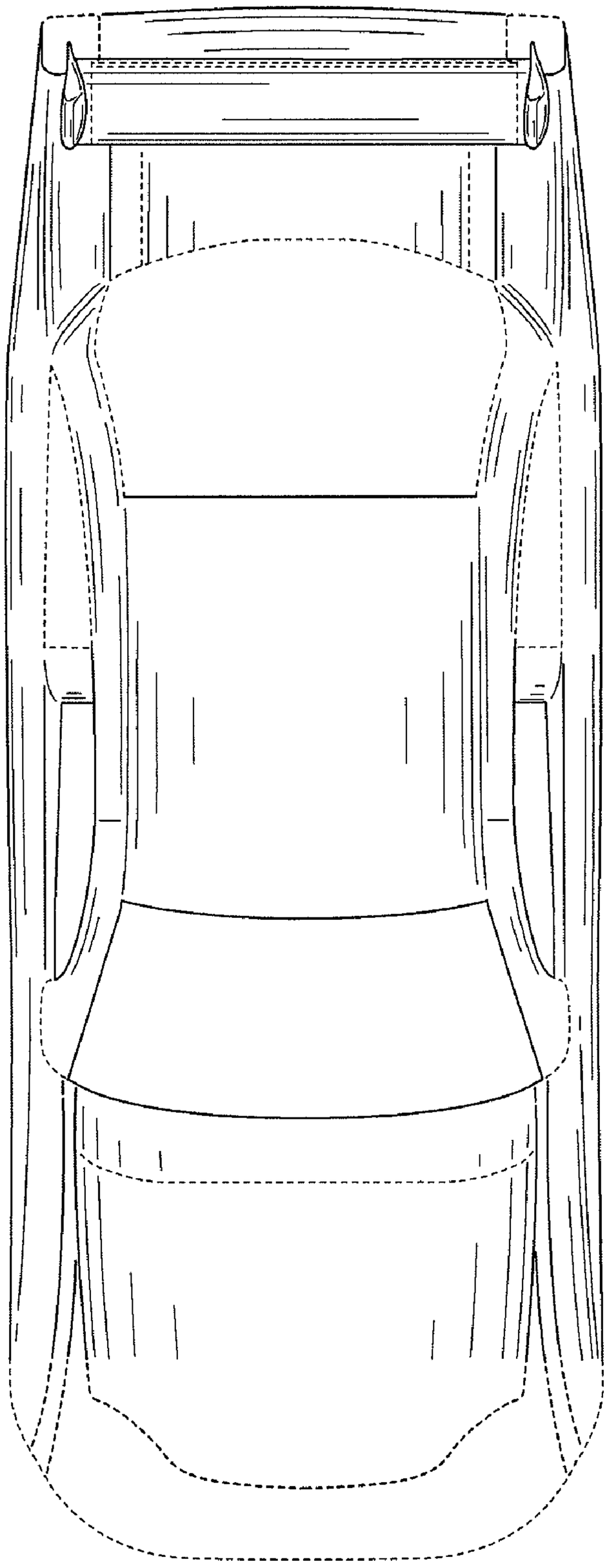

FIG. 2

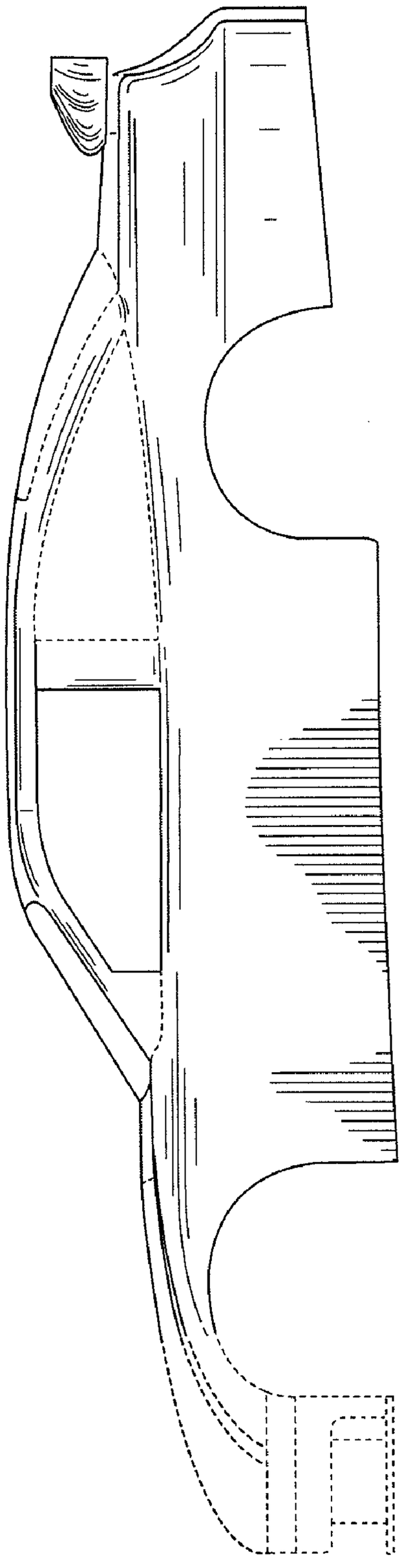

FIG. 3

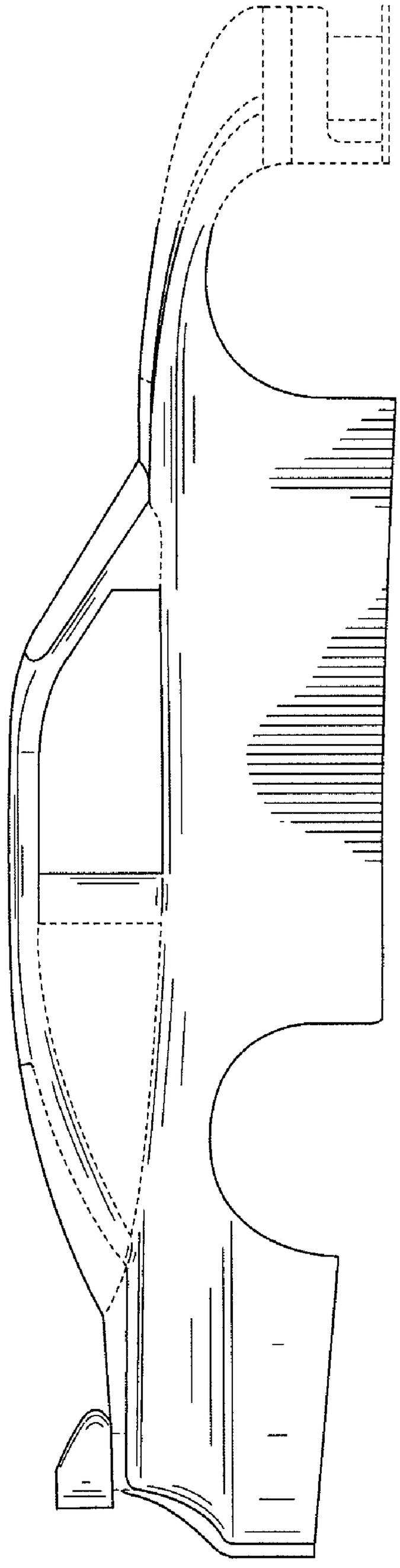

FIG. 4

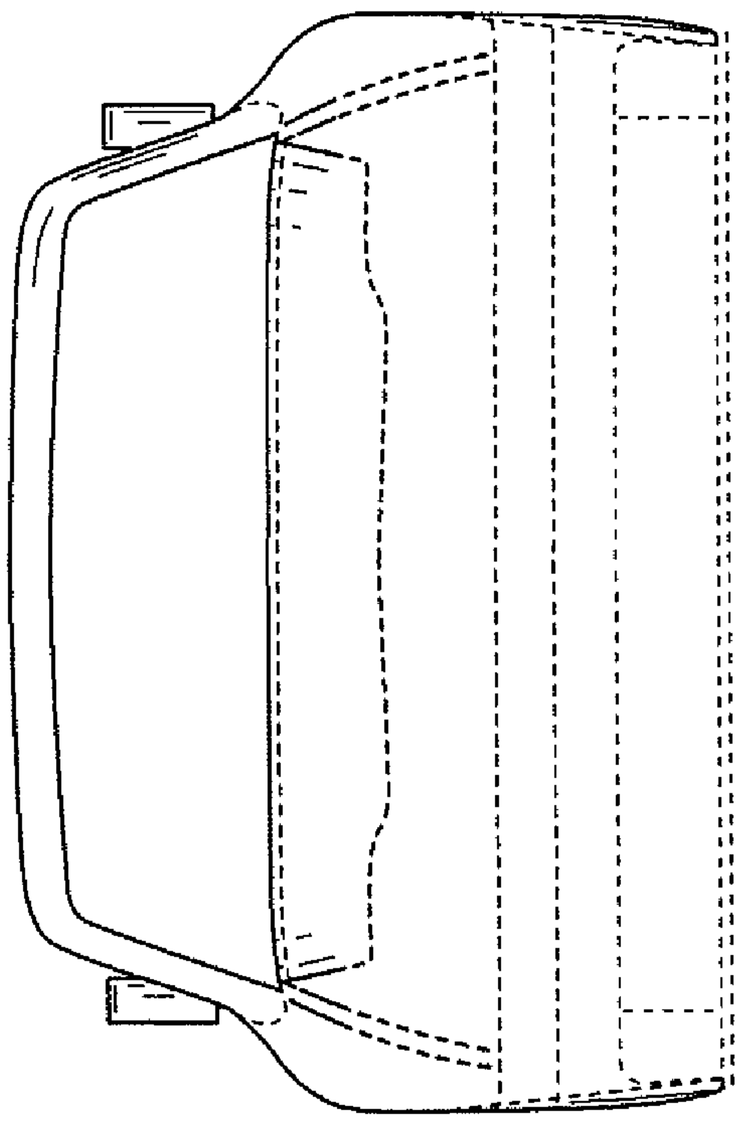

FIG. 5

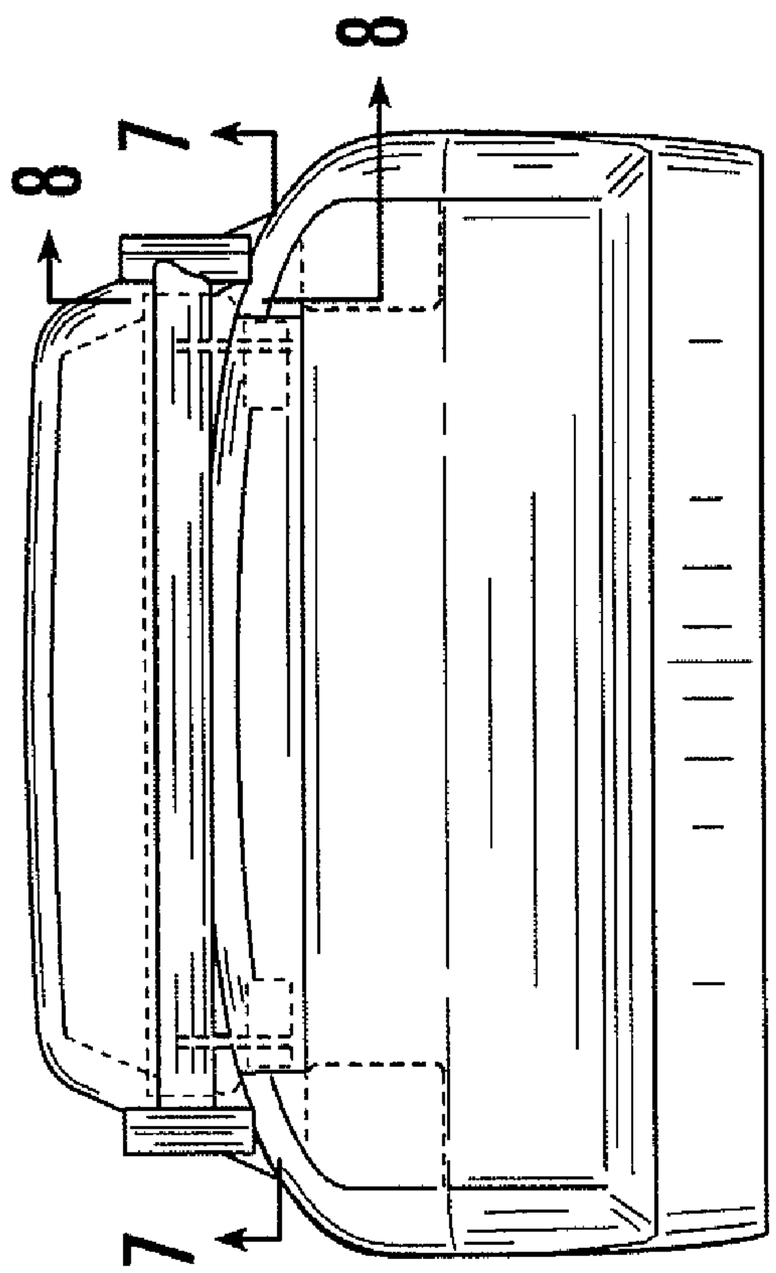

FIG. 6

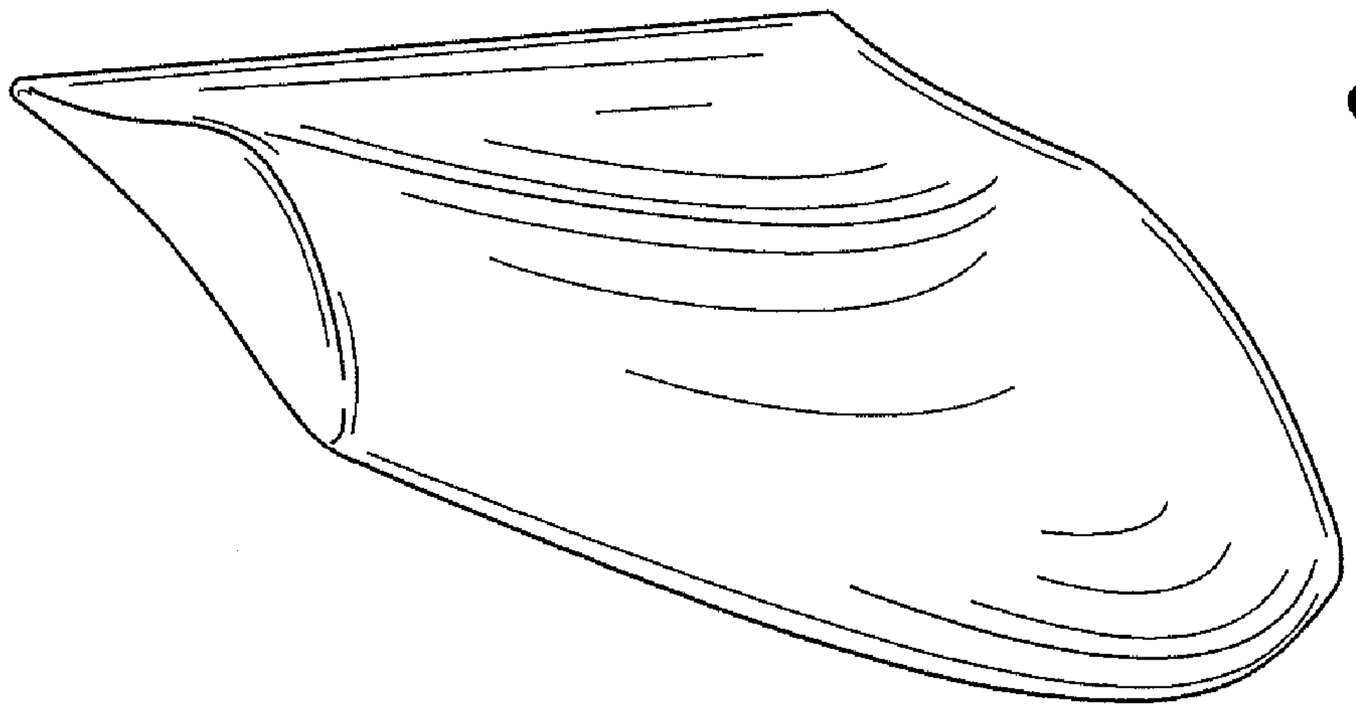

FIG. 9

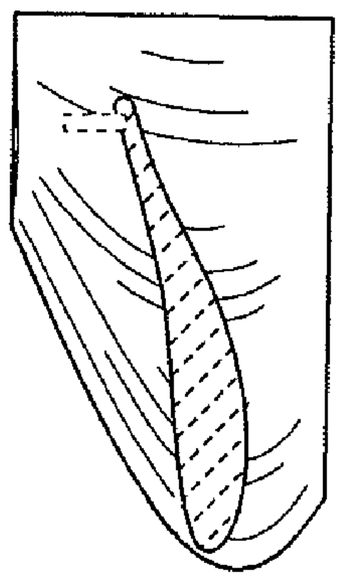

FIG. 8

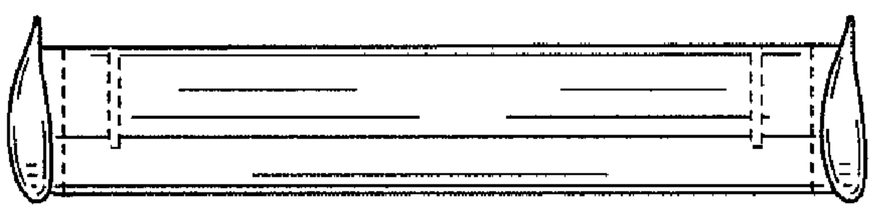

FIG. 7

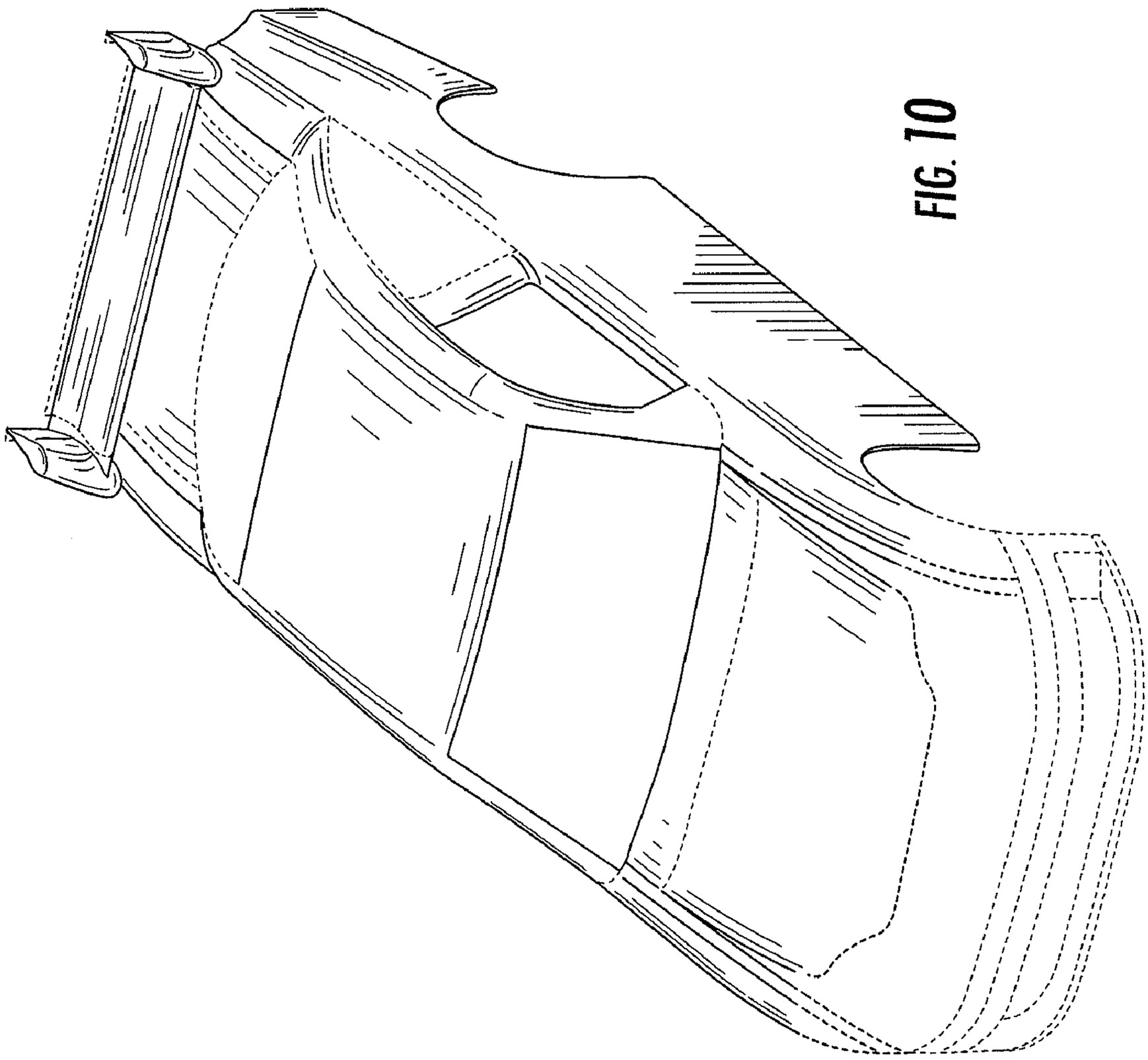

FIG. 10

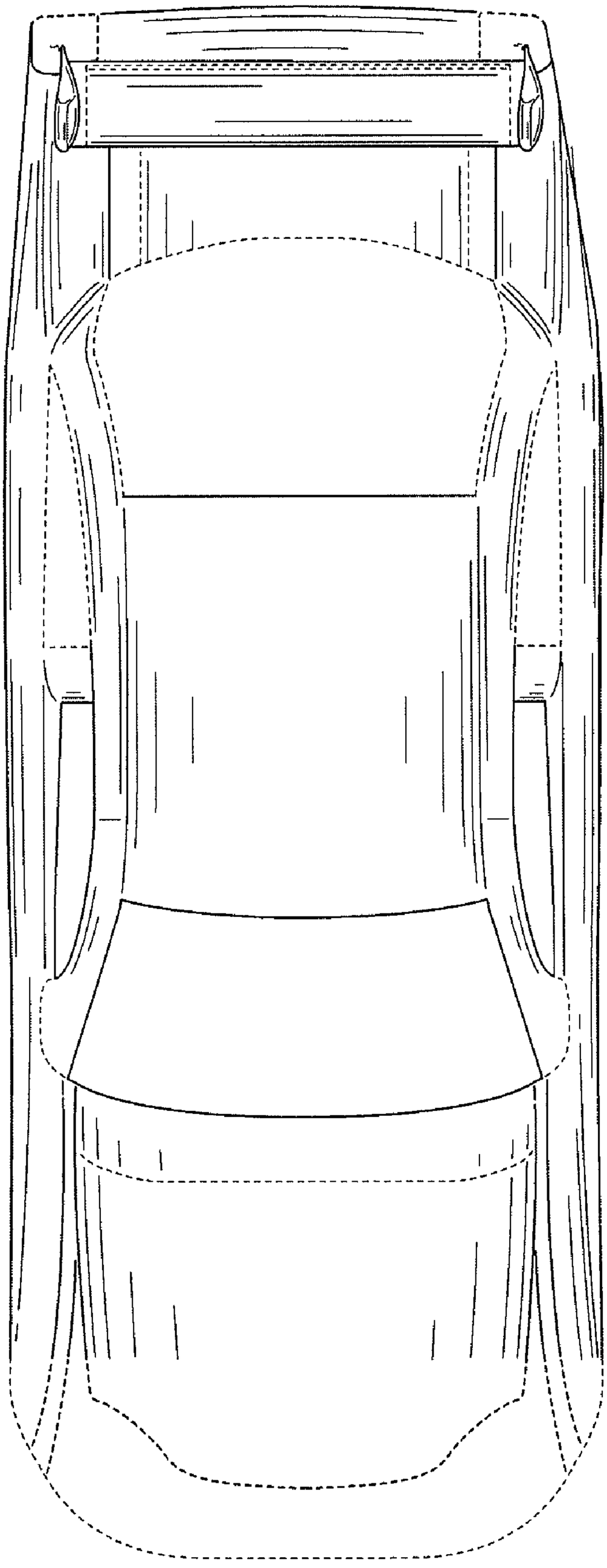

FIG. 11

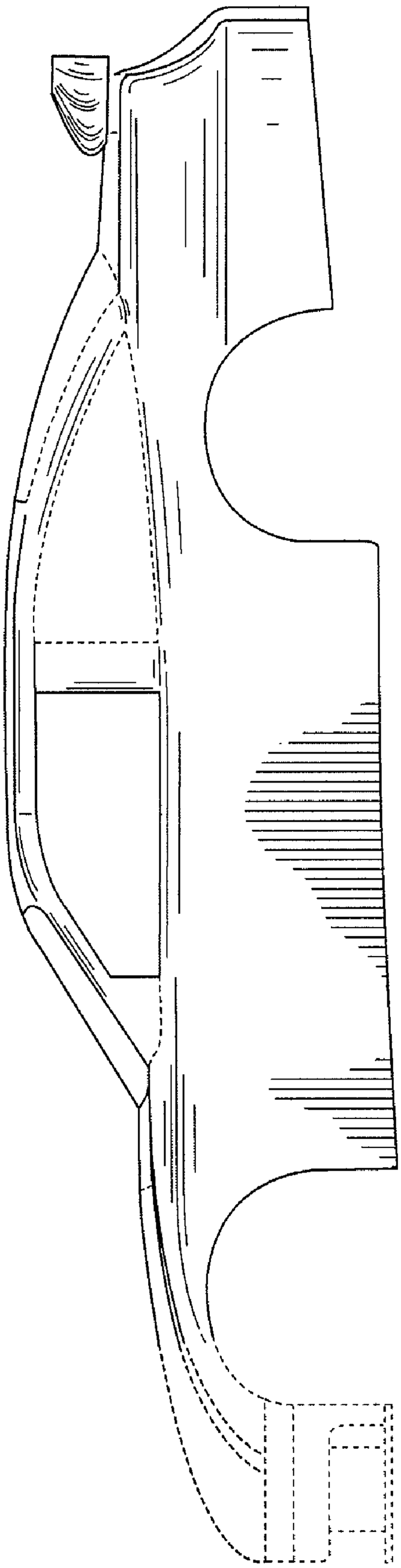

FIG. 12

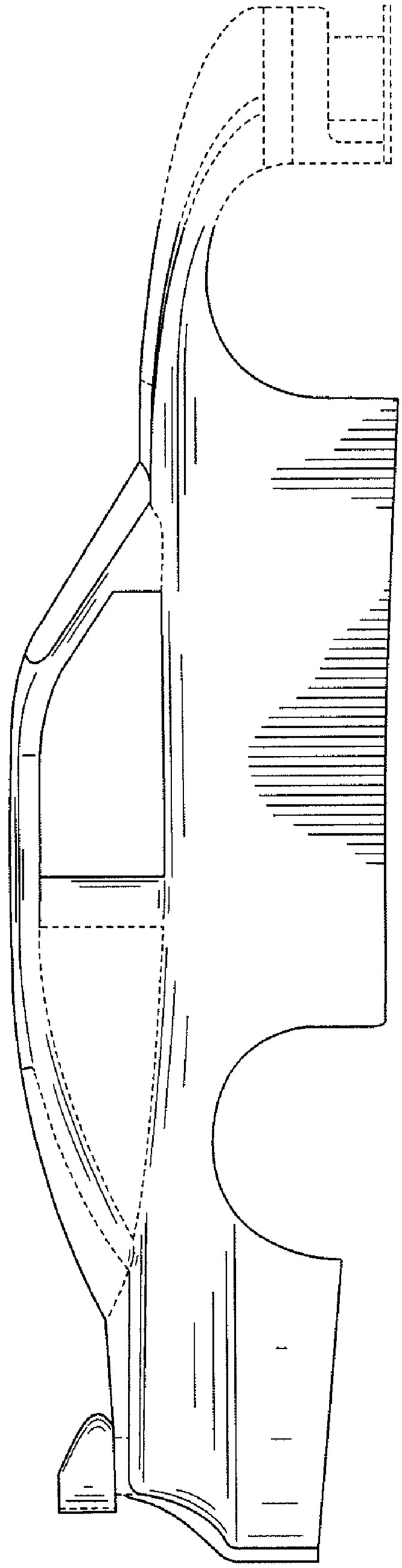

FIG. 13

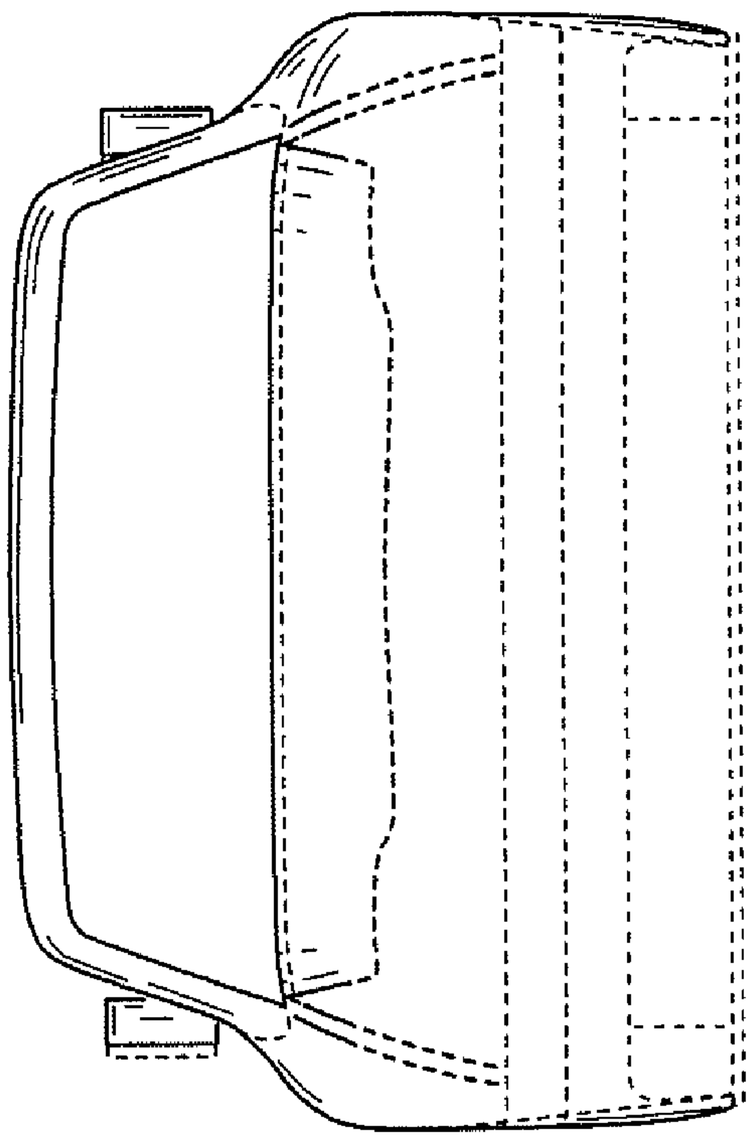

FIG. 14

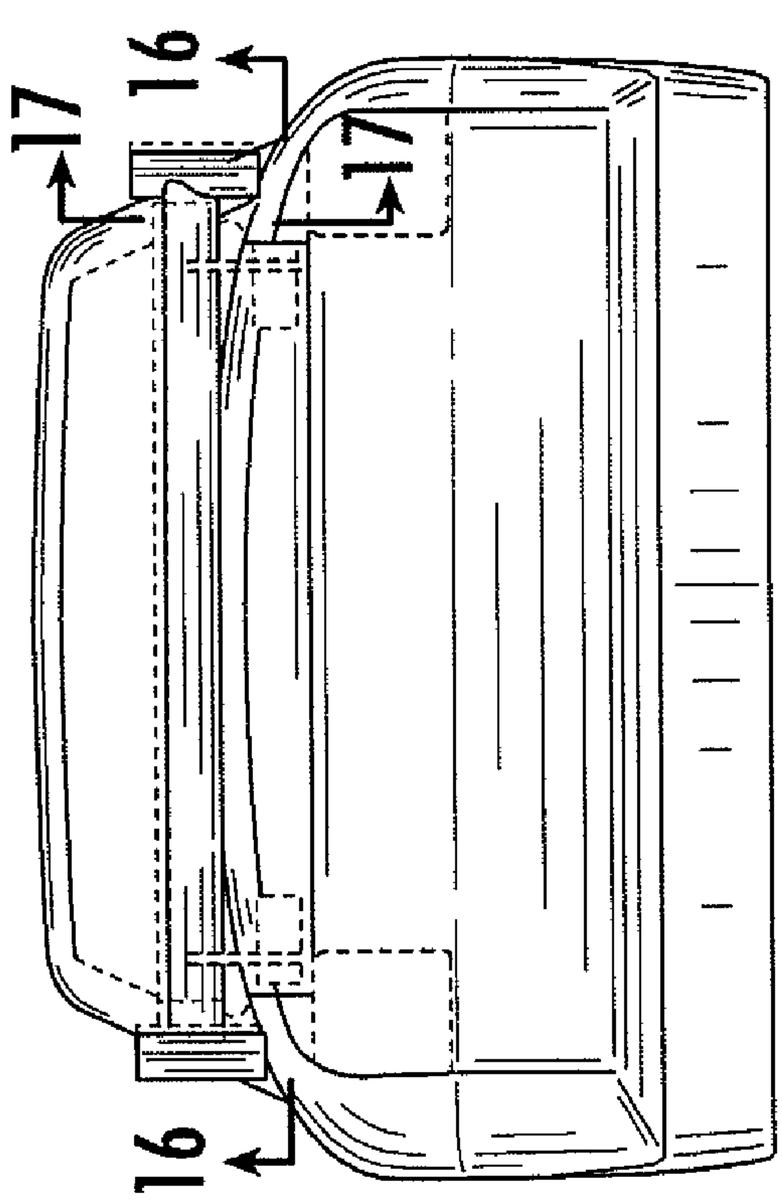

FIG. 15

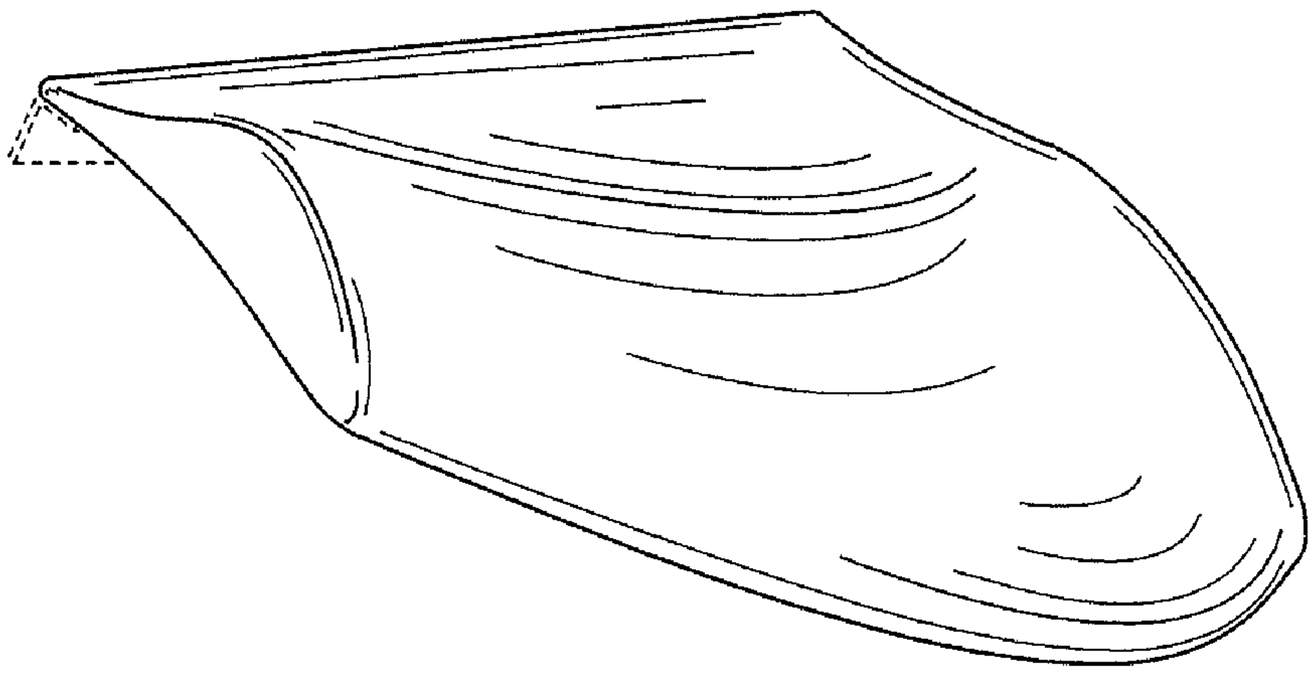

FIG. 18

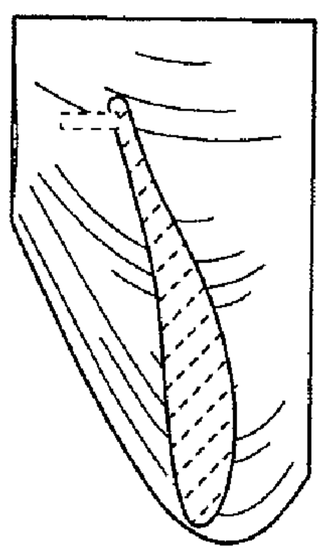

FIG. 17

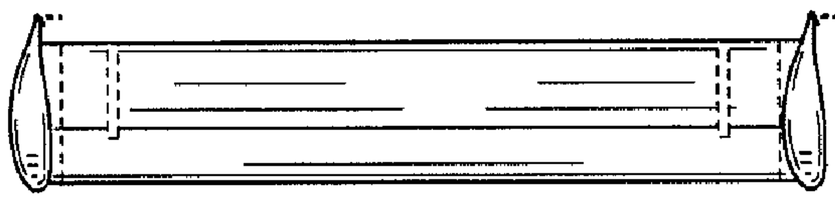

FIG. 16

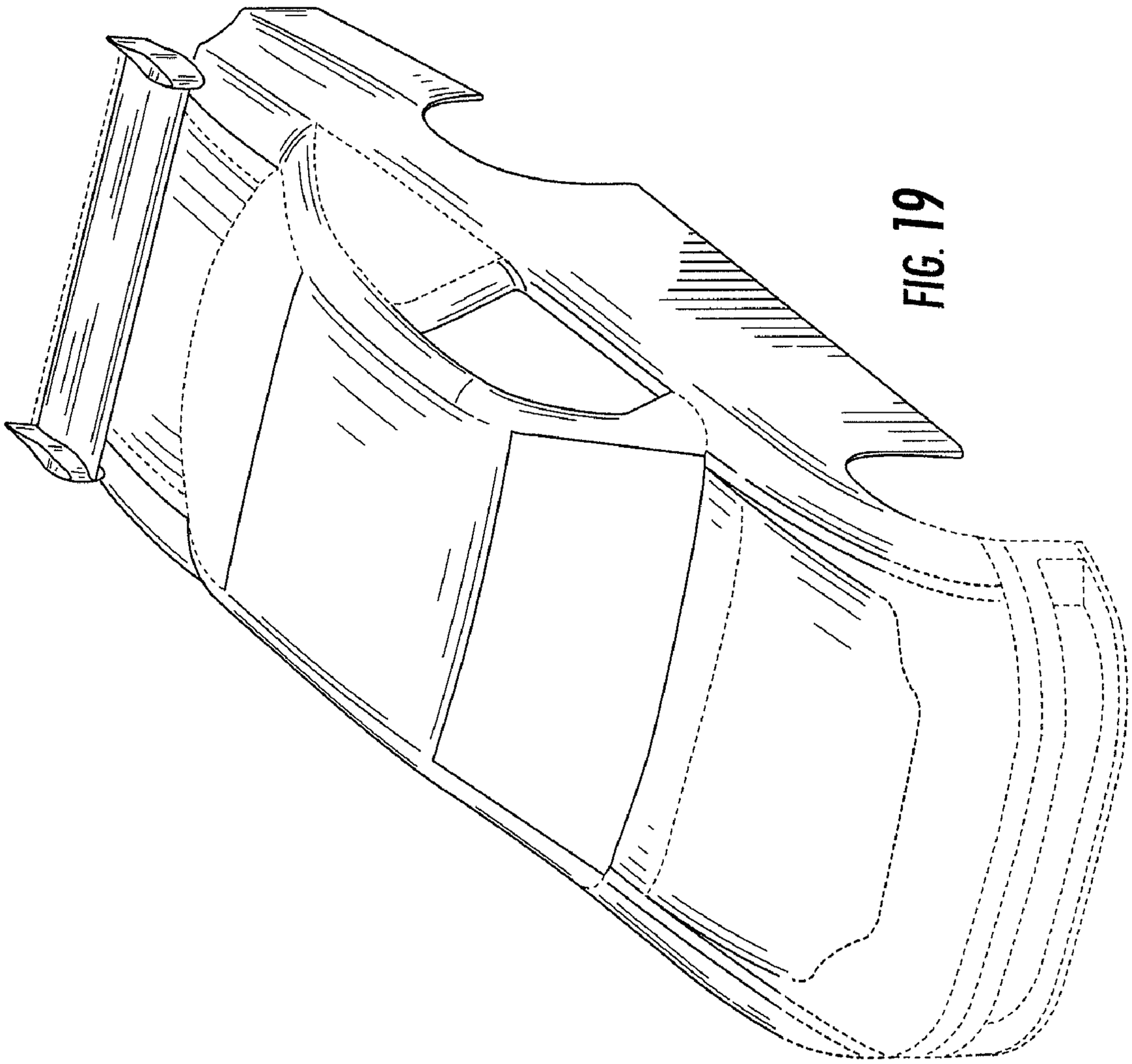

FIG. 19

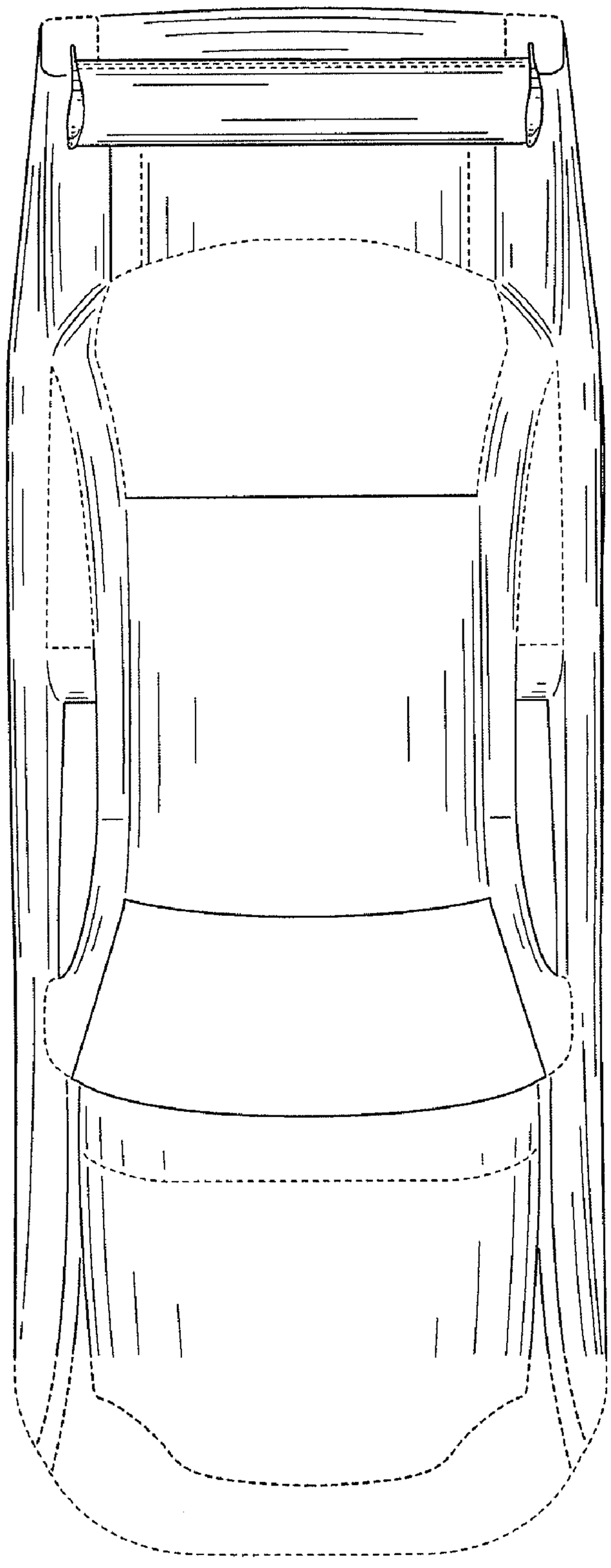

FIG. 20

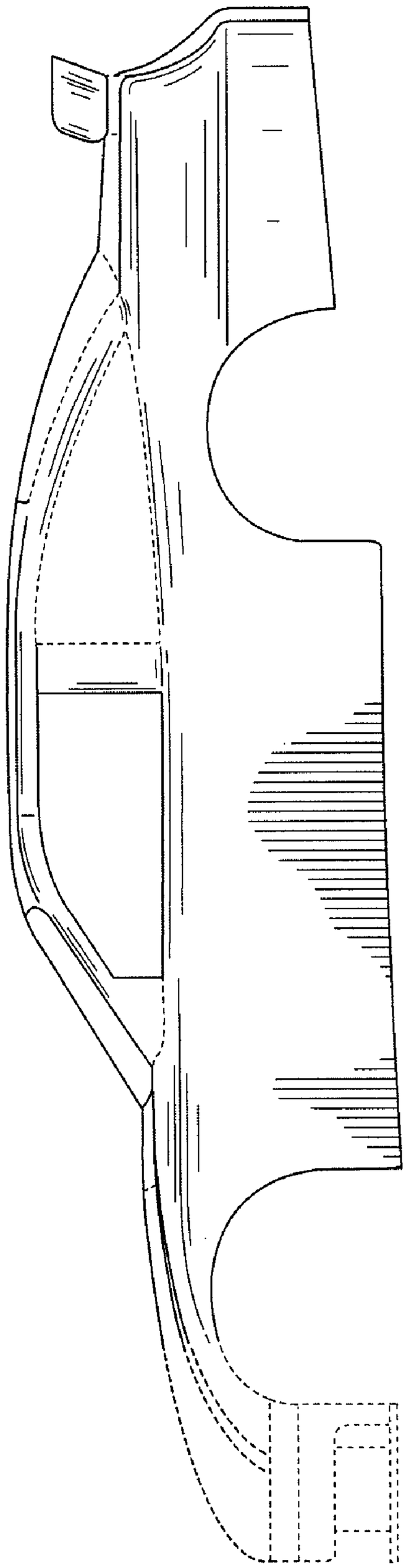

FIG. 21

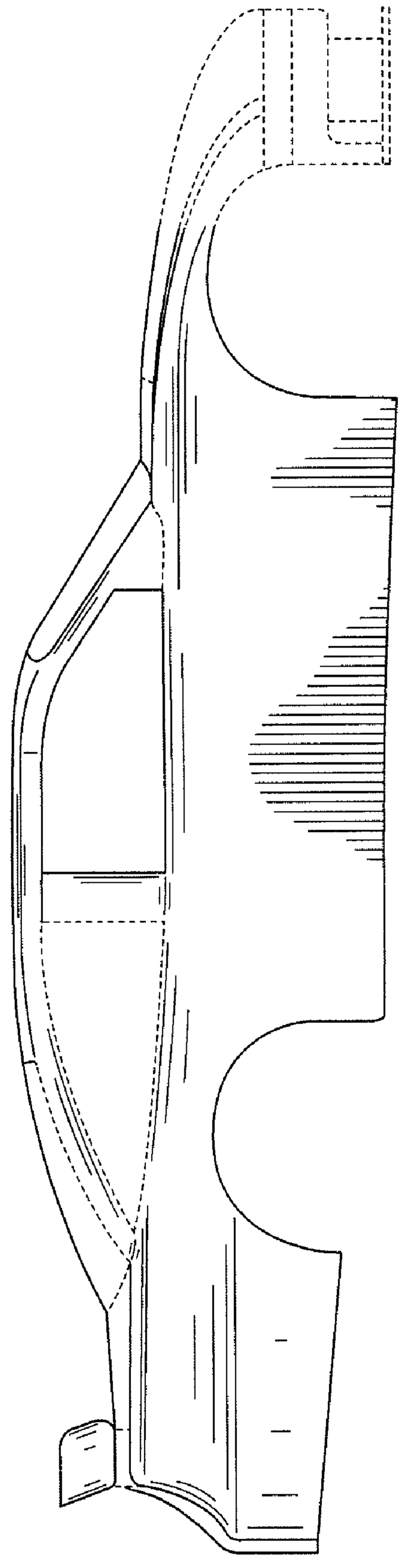

FIG. 22

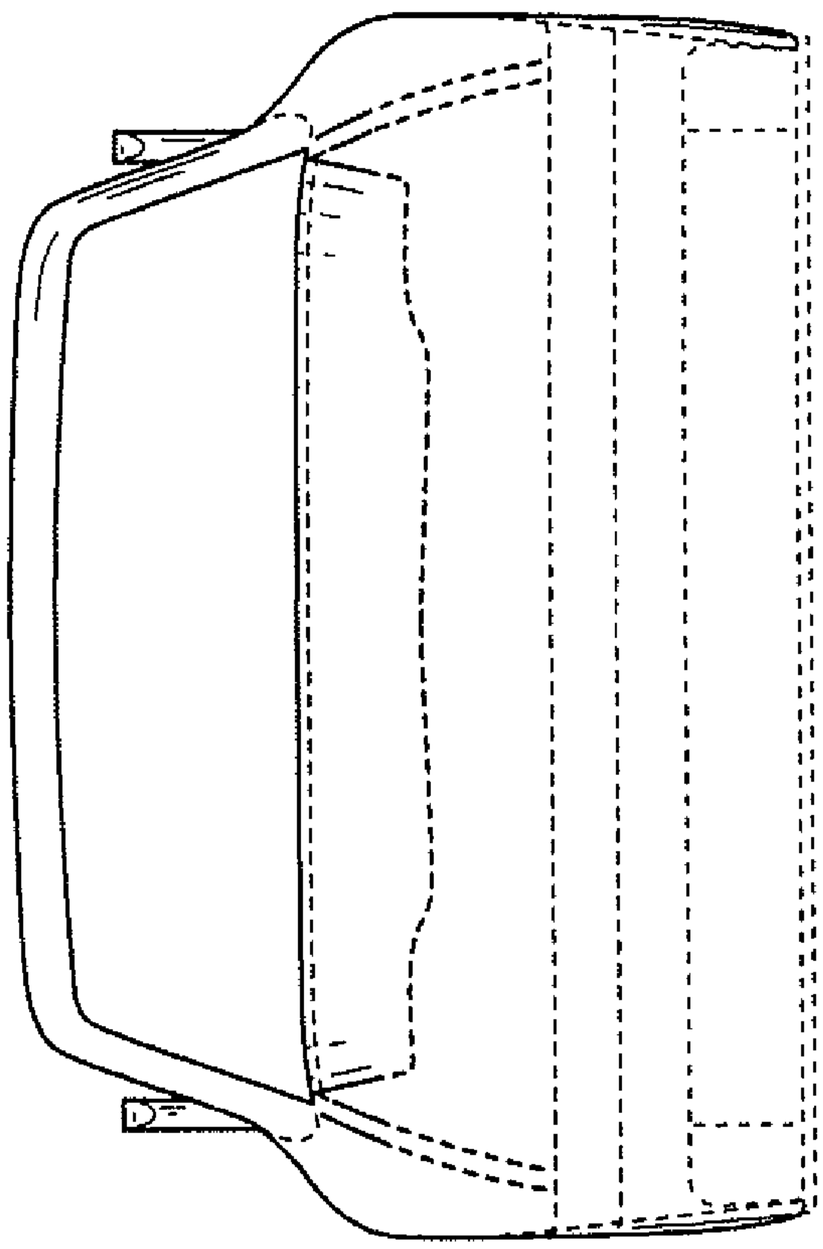

FIG. 23

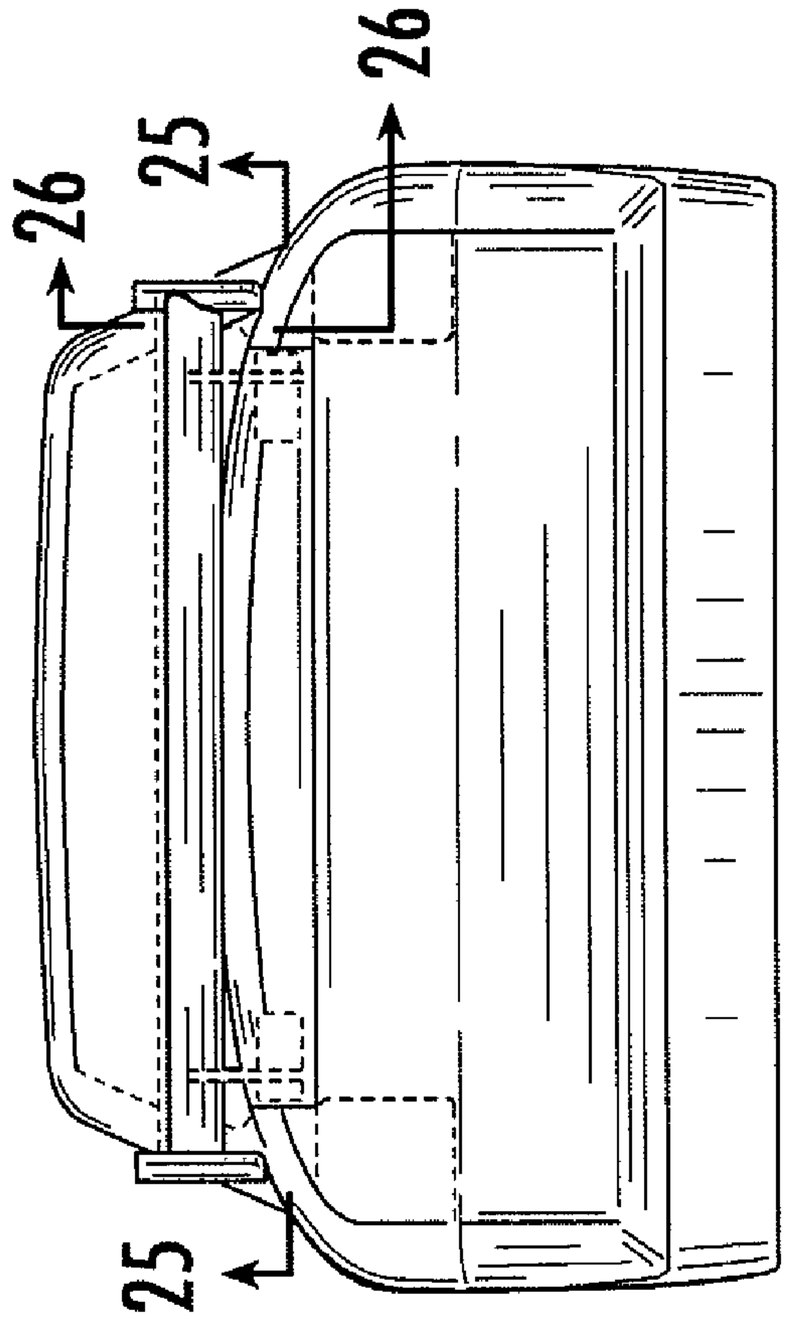

FIG. 24

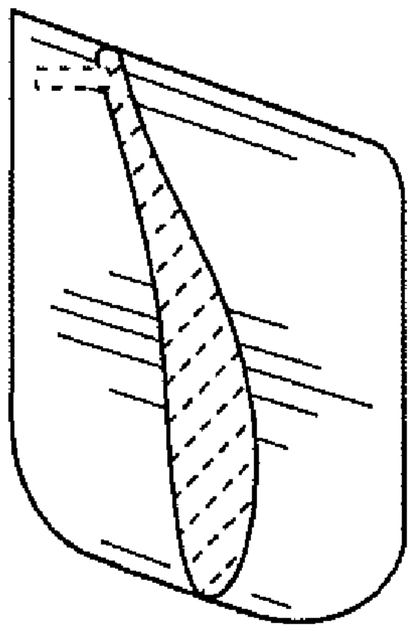

FIG. 26

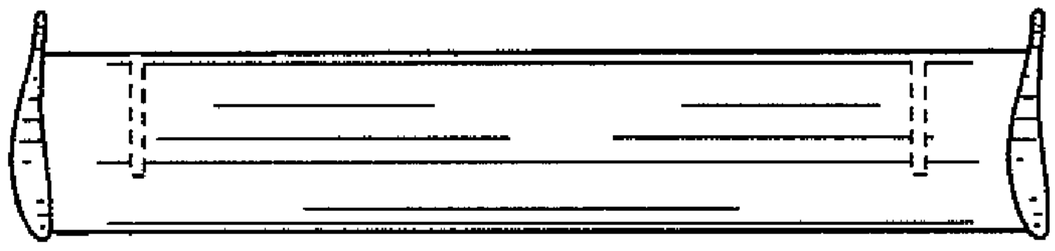

FIG. 25

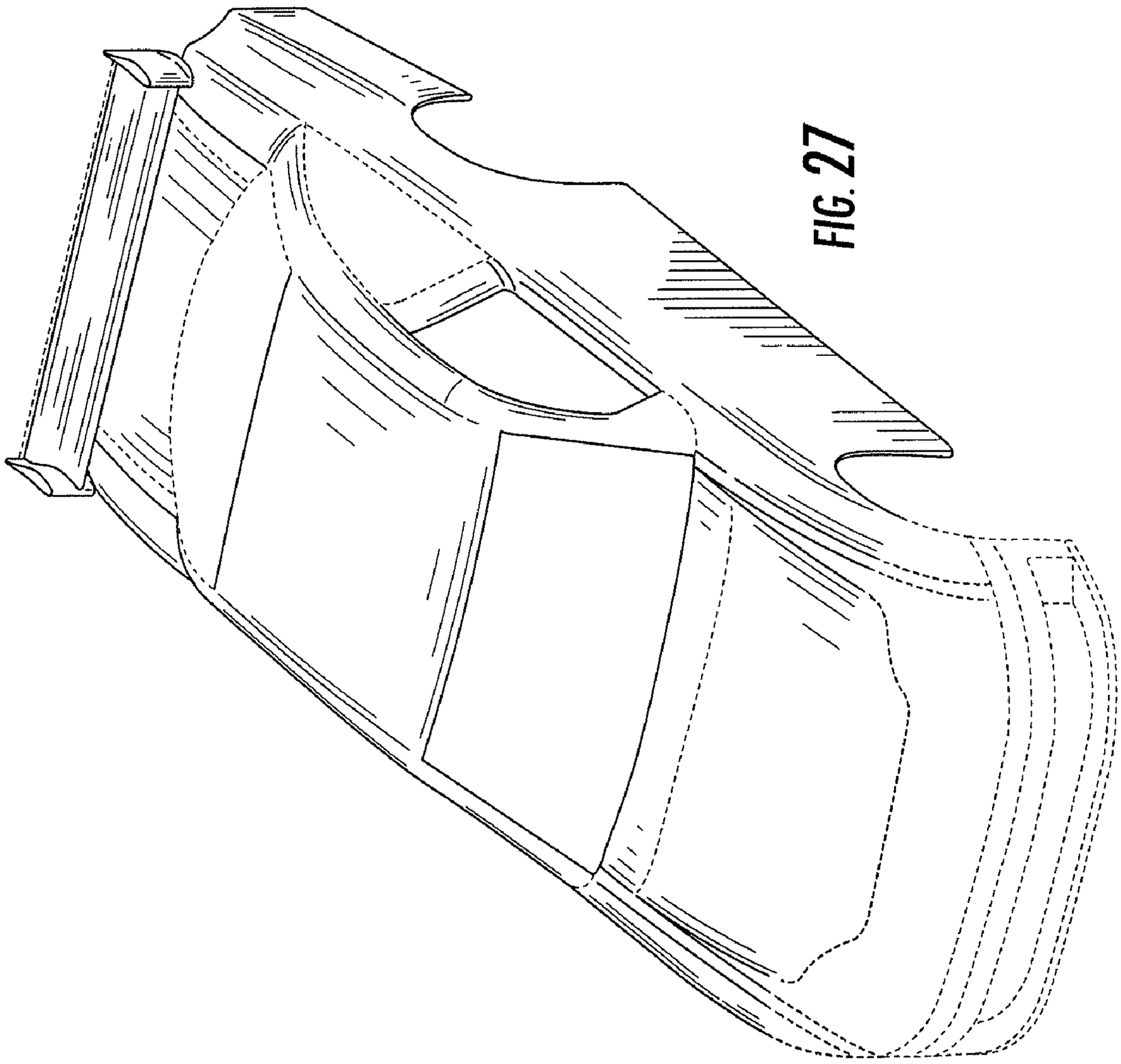

FIG. 27

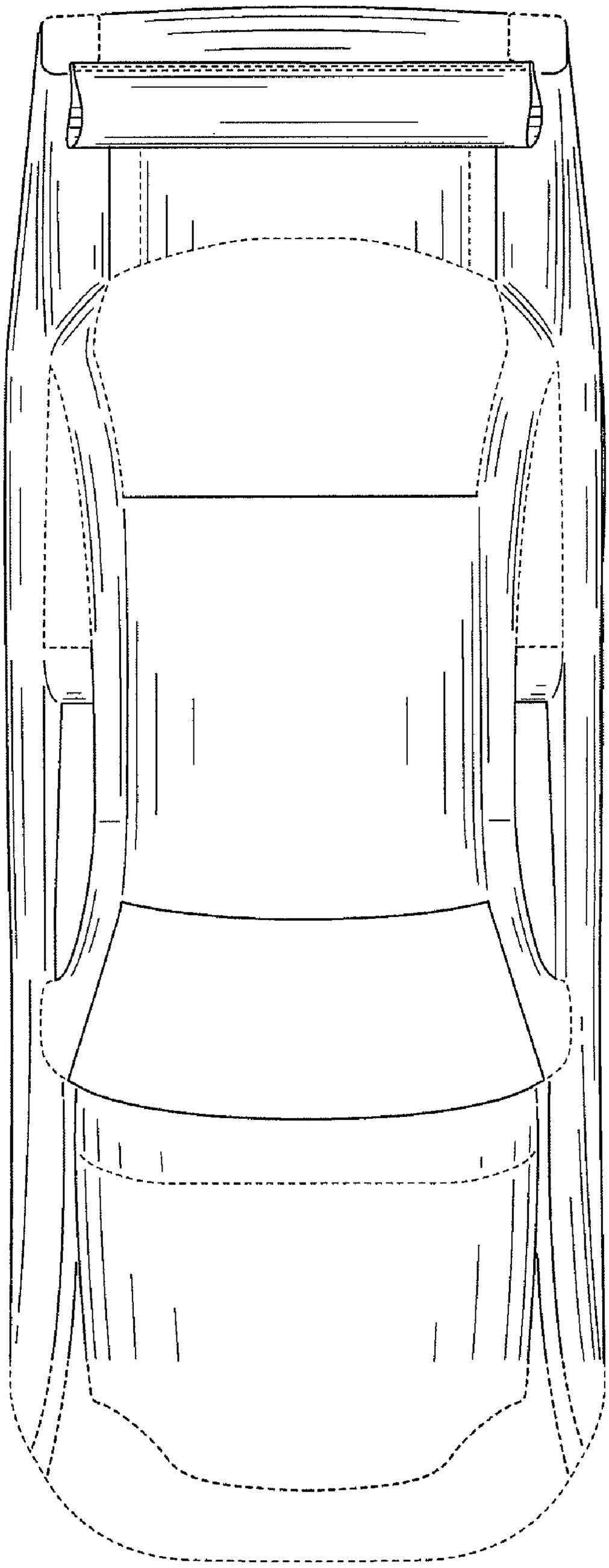

FIG. 28

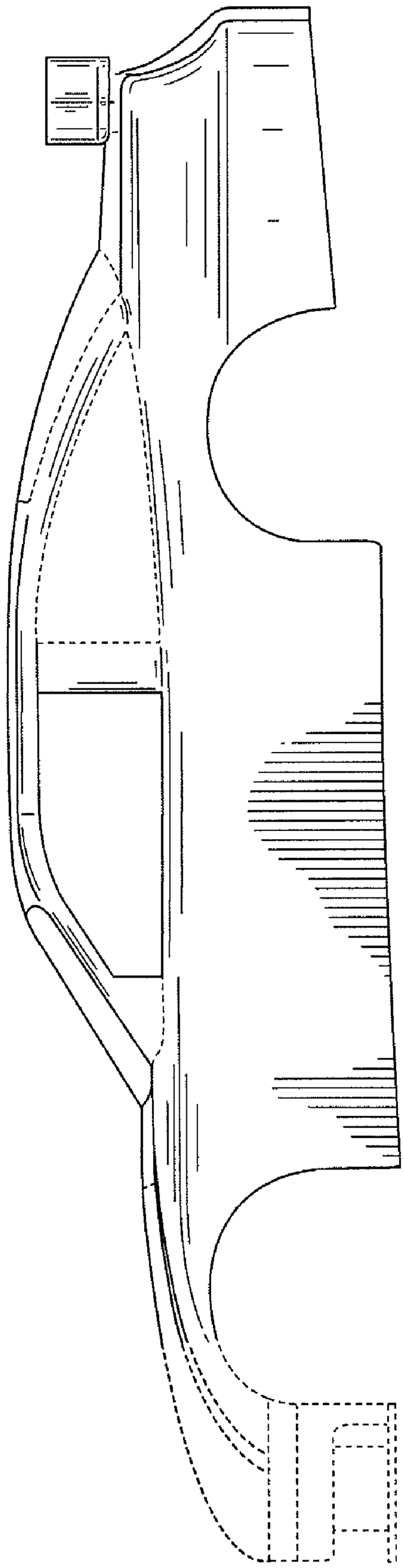

FIG. 29

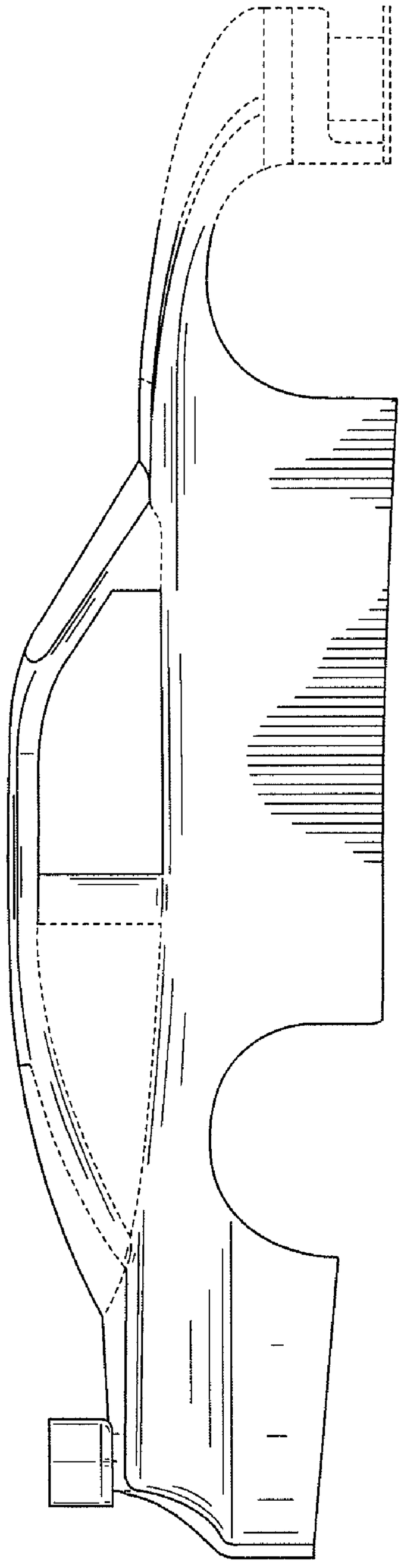

FIG. 30

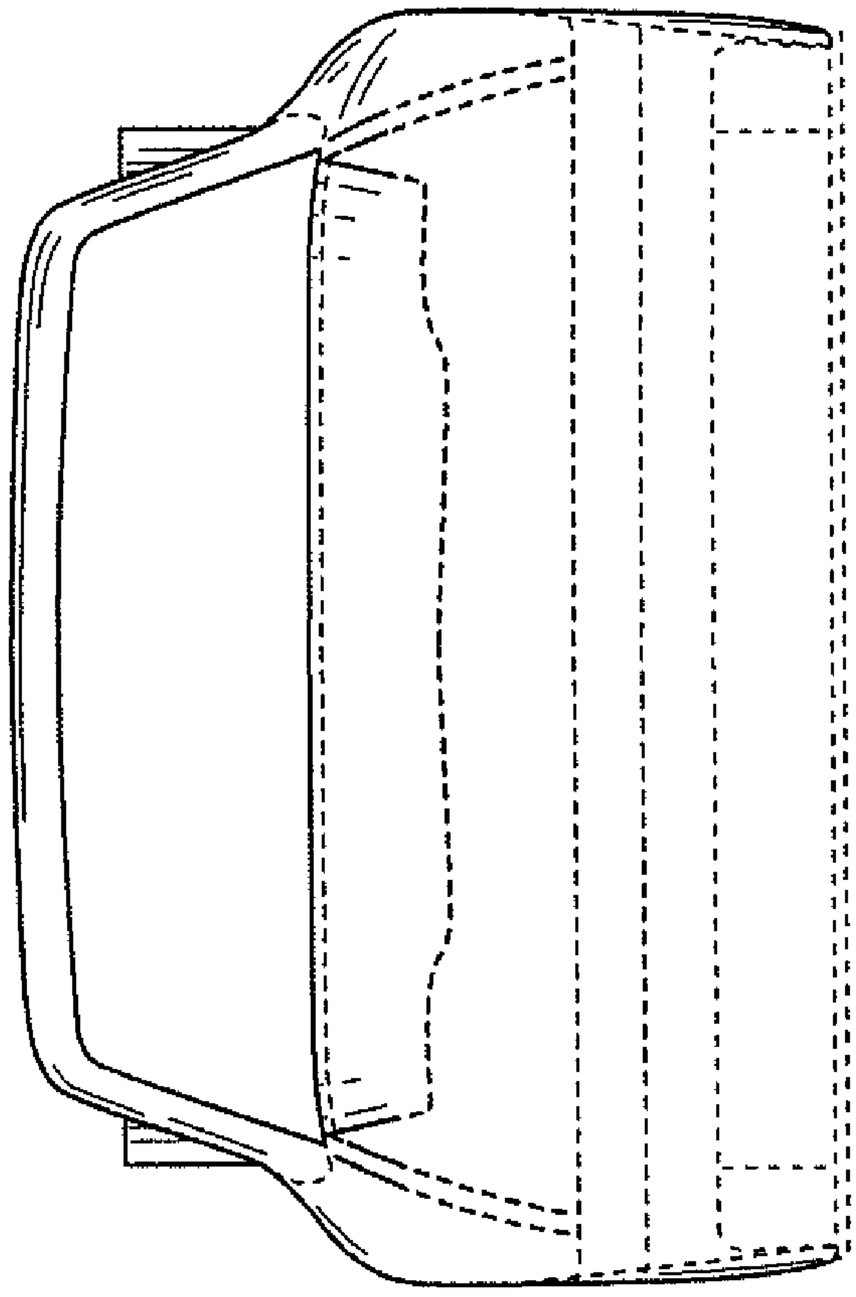

FIG. 31

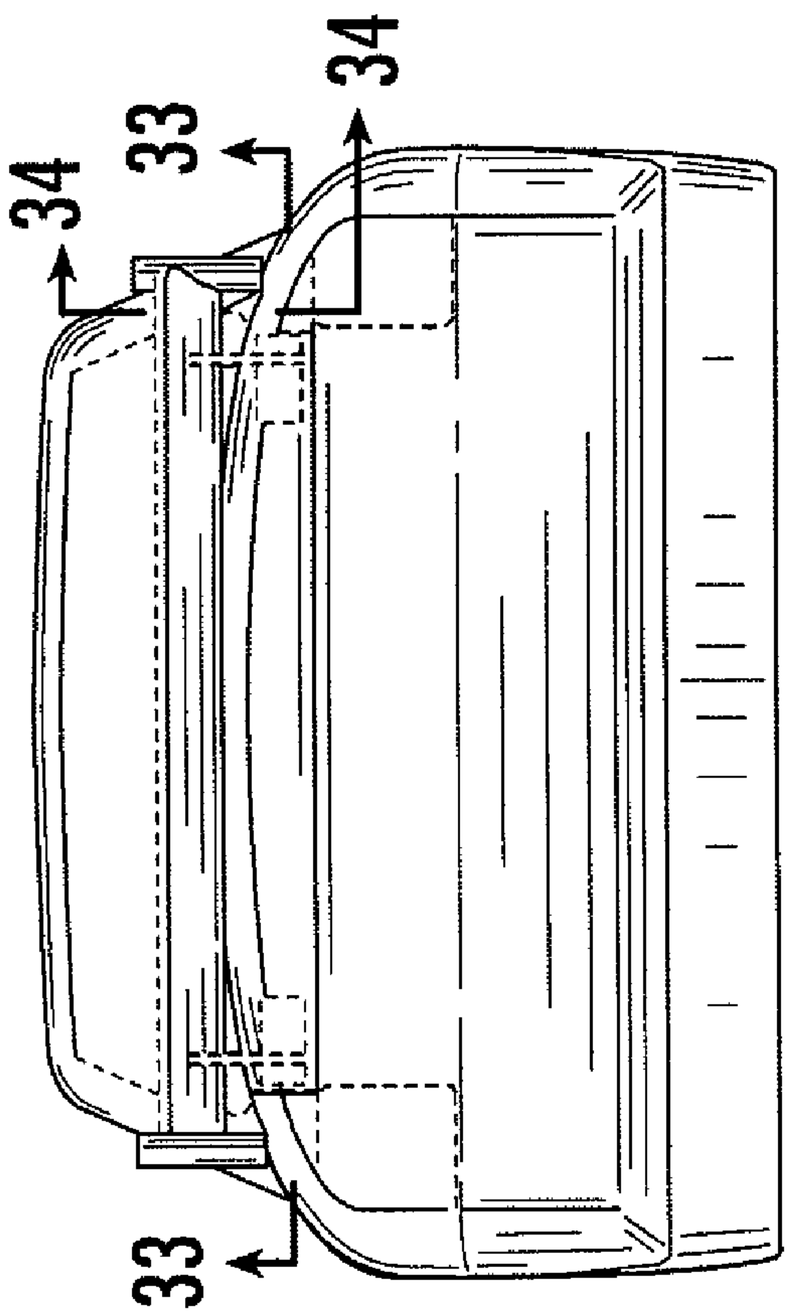

FIG. 32

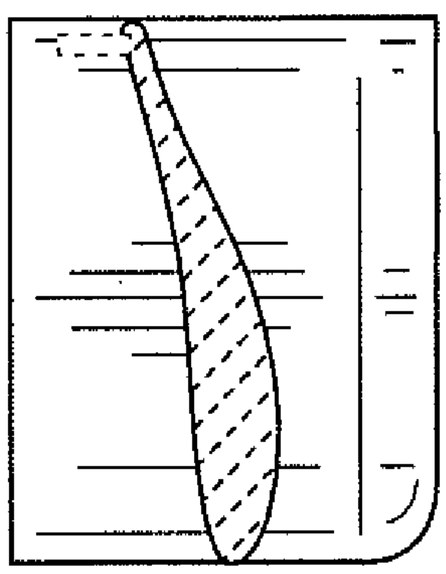

FIG. 34

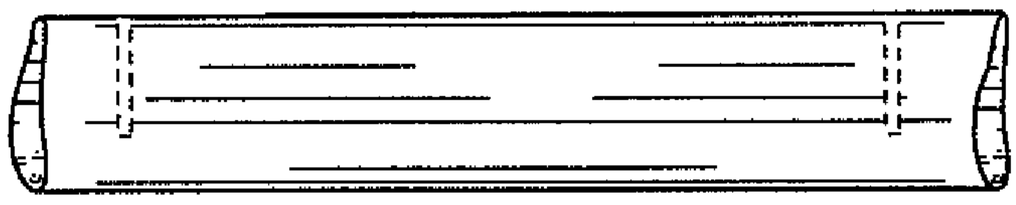

FIG. 33