Feb. 11, 1941. A. L. MEPHAM 2,231,277

CARRYING AND DISPLAY MOUNT FOR OUTBOARD MOTORS

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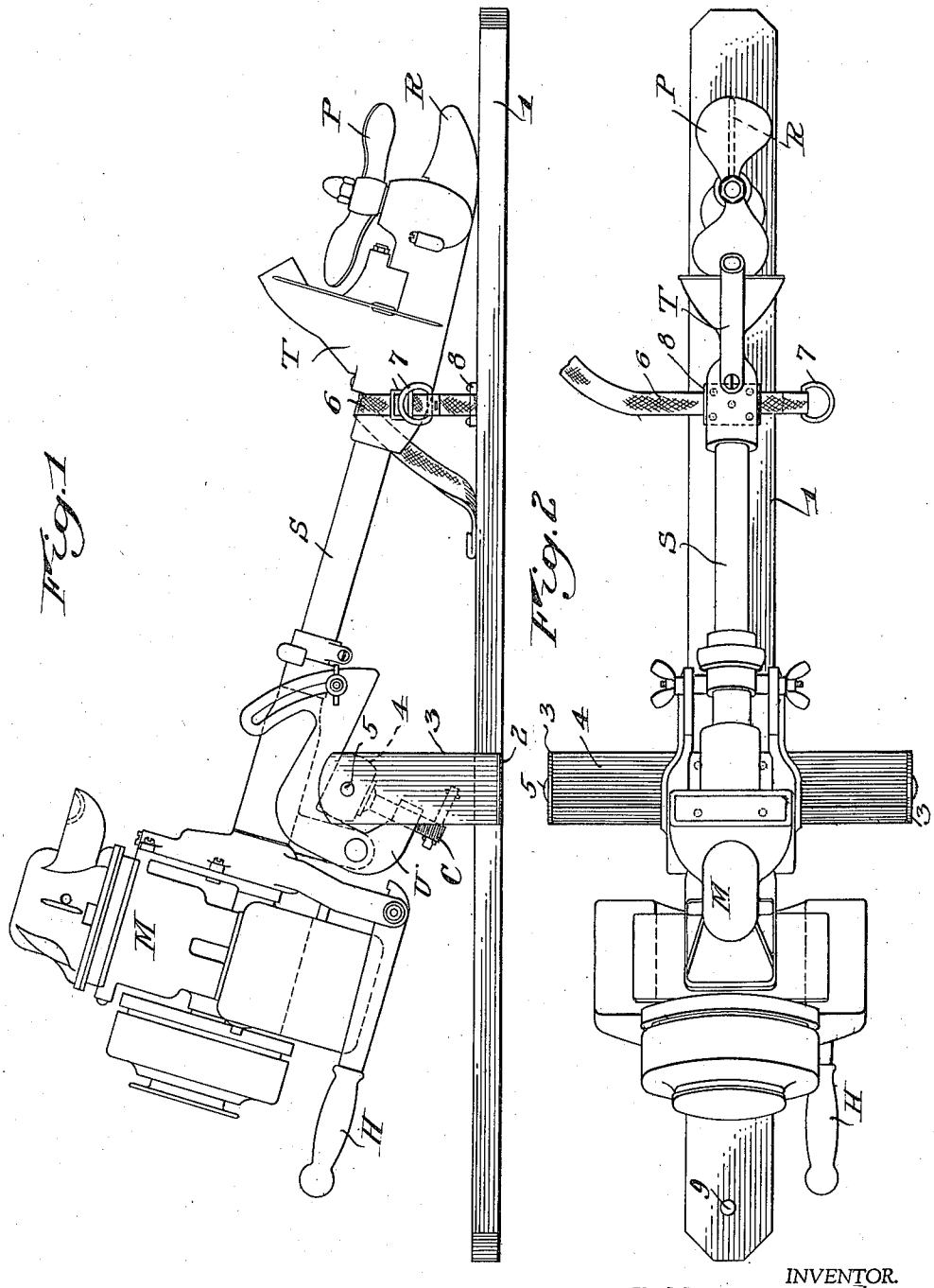


Fig. 1

Fig. 2

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Fig. 3

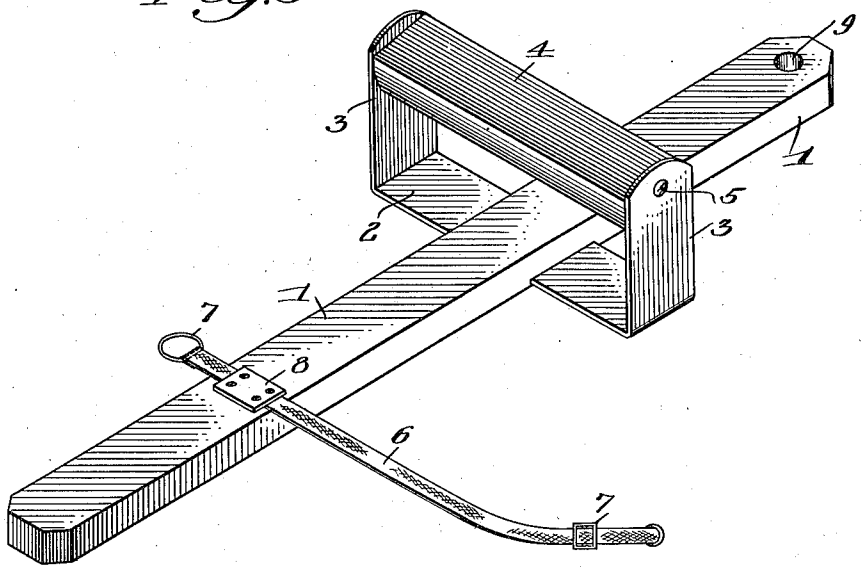
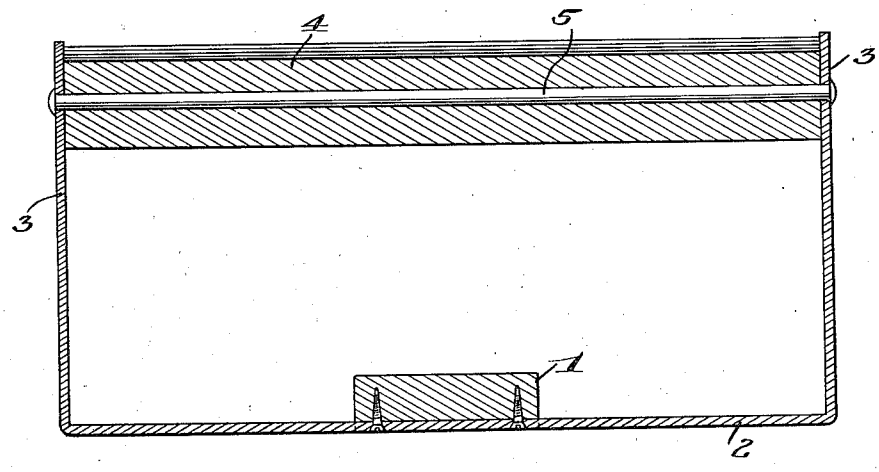


Fig. 4



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UNITED STATES PATENT OFFICE

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CARRYING AND DISPLAY MOUNT FOR OUTBOARD MOTORS

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Application January 18, 1940, Serial No. 314,457

2 Claims. (Cl. 248—126)

My present invention relates to carrying and display racks and it has for its object to provide a simple, inexpensive and convenient mount for marine outboard motors. These motors when in use on the stern of a boat consist of an upper power unit including a carburetor, a screw clamp for attaching it securely to the stern of the craft, a vertical shaft and a propeller and rudder at the lower end thereof. A projecting handle on the power unit controls the acceleration and also serves as a tiller for the rudder control. These various instrumentalities project in different directions and are subject to injury if the motor is roughly handled or left in exposed positions. The purpose of the invention is to provide a mounting for the motor of a nature that will support it securely without adding greatly to its weight, which will give it stability in most any position for shipment or storage, and will enable it to be displayed to advantage as in selling in either a reclined or a vertical position, which latter is similar to that of its working position. To these and other ends, the invention resides in certain improvements and combinations of parts, all as will be hereinafter more fully described, the novel features being pointed out in the claims at the end of this specification.

In the drawings:

Figure 1 is a side elevation of a carrying and display mount constructed in accordance with and illustrating one embodiment of the invention, there being also shown in connection therewith and in side elevation an outboard motor in place thereon;

Figure 2 is a top plan view;

Figure 3 is a perspective view of the mounting alone, and

Figure 4 is a vertical section through the cross piece and bridge, much enlarged.

Similar reference numerals throughout the several views indicate the same parts.

Referring more particularly to the drawings, 1 indicates a longitudinal back strip, preferably of wood and of a length slightly longer than the motor outfit for which it is intended. Just past the center, toward one end is a transverse piece 2 which is secured to the back strip to produce the general form of a cross. This piece 2 I make of metal, letting it into the underside of the strip 1, as I wish to provide and do provide at the terminals two upstanding posts 3 which can be done with metal by bending the ends up of an integral strap or sheet as shown. A bridge piece 4 spans the space between the posts at a suitable distance from the back or base strip 1 to give the clearance hereinafter explained. This bridge piece is flattened and has a rod 5 running longitudinally through the center, by means of which it turns freely on the posts 3. Near the opposite end is affixed a flexible strap 6 provided with buckling devices 7, which strap running transversely of the base or back strap 1, is held by a securing plate 8.

Referring more particularly to Figures 1 and 2 and to the outboard motor shown therein, M indicates generally the motor, H the controlling and steering handle or tiller, S the shaft, P the propeller and R the rudder. J is the jaw carrying the screw clamp C by means of which the motor is attached to the stern of the boat. In the use of the present device this element C is utilized to clamp the motor to the bridge piece 4 which supports the heavy power unit and in a position in which the parts are raised and none comes in contact with the ground line or even with the support. At the other end the machine rests in the present instance on rudder R contacting the base 1 to which it is secured by the strap 6 passing around the terminal casing T at the lower end of the shaft.

In this position while all but one part is raised out of contact with the base board or possible contact with the ground, the center of gravity is still so low that there is no liability of tilting the cross shaped affair in any direction. The pivoting of the bridge piece 4 is self-compensating in a way that makes the attachment of the strap 6 and the binding down of the contact point R doubly secure.

As the back board strip 1 projects beyond the motor at both ends it can not be pushed around with resulting damage from contact with walls or pillars and the cross piece and bridge act to the same effect, inasmuch as they are longer than the width of the unit.

Instead of this reclining position and particularly for the purpose of exhibition as in selling, the mount may be hung upon a wall so that it depends in a natural working position. For this purpose an eye 9 is provided in the end of the back strip. This suspension of the motor also places it in a safer position and conserves floor space.

I claim as my invention:

1. In a carrying and display mount for outboard motors, the combination with a longitudinal base and back strip, of a transverse strip secured thereto forming a cross, posts on the transverse strip, a bridge piece spanning the

space between the posts and adapted to receive the motor clamp as the rudder and propeller portion rests near one end of the back strip, and means on the latter for securing the rudder and propeller portion thereto.

2. In a carrying and display mount for outboard motors, the combination with a longitudinal base and back strip, of a transverse strip secured thereto forming a cross, posts on the transverse strip, a bridge piece spanning the space between the posts and adapted to receive the motor clamp as the rudder and propeller portion rests near one end of the back strip, and means on the latter for securing the rudder and propeller portion thereto, the bridge piece being flattened and pivoted on its longitudinal axis to the posts to adapt the inclination of the motor to permit contact of its rudder portion with the back strip.

ARTHUR L. MEPHAM.