Dec. 16, 1941. E. S. BERGLUND 2,266,683

OUTBOARD MOTOR STAND

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Fig. 1.

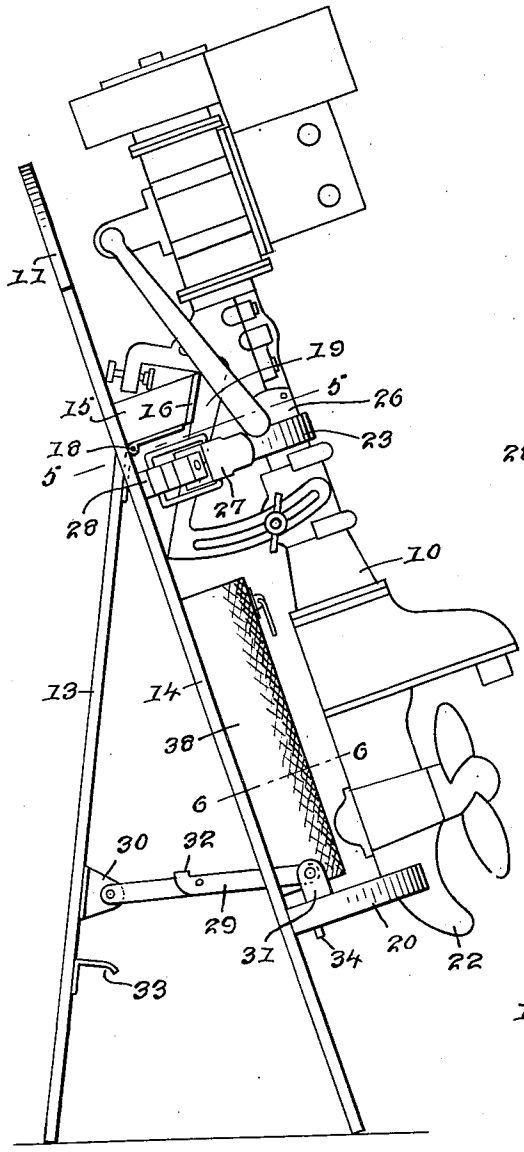
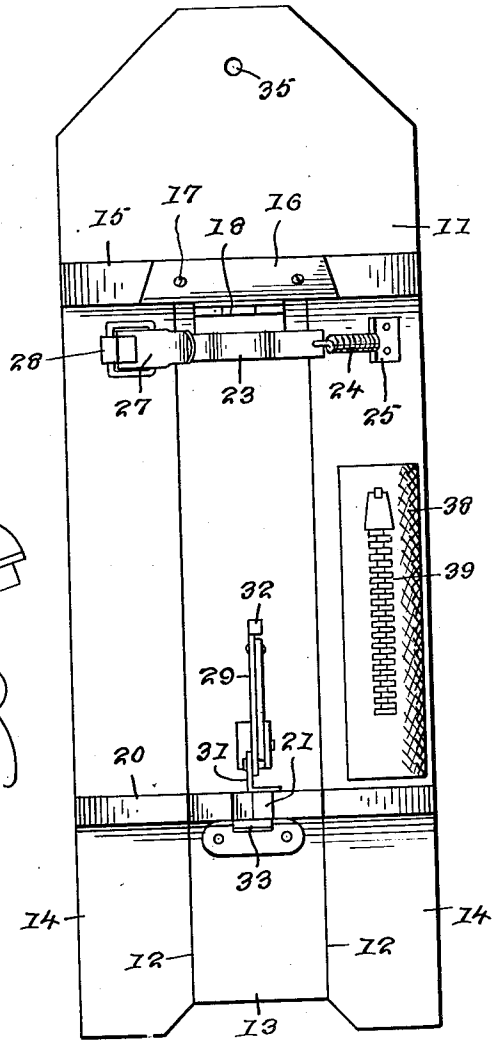


Fig. 2.



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Fig. 3.

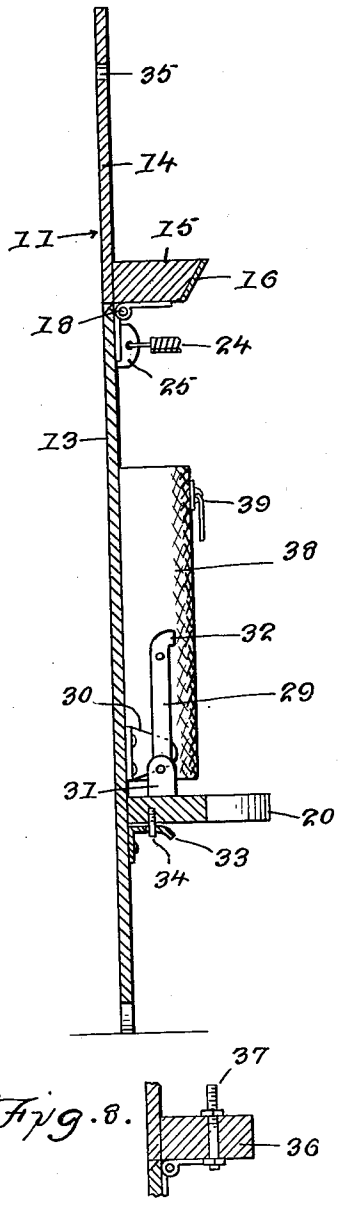


Fig. 8.

Fig. 4.

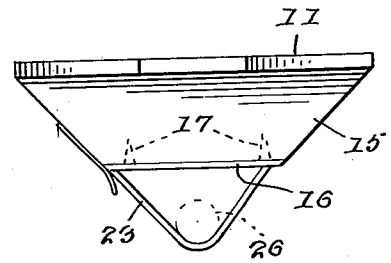


Fig. 5.

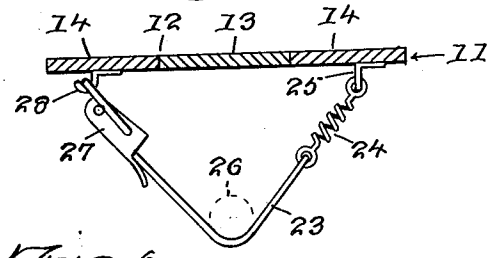


Fig. 6.

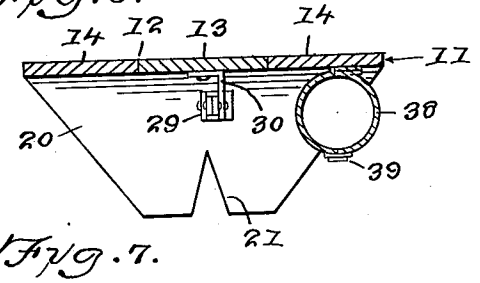
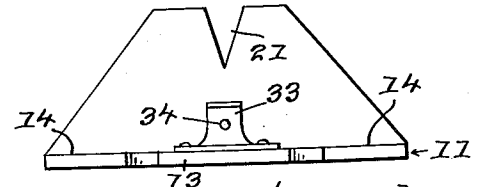


Fig. 7.



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OUTBOARD MOTOR STAND

Enoch Solomon Berglund, Stillwater, Minn.

Application April 11, 1941, Serial No. 388,151

1 Claim. (Cl. 248—195)

This invention relates to an outboard motor stand and has for an object to provide a stand to which an outboard motor may be secured to be hung upon a wall, or to be supported upright for storage, inspection or repairs, or to be supported horizontally and maintained from slipping on floors, seats and the like, and also to space the motor from sand when the motor is to be placed on the ground upon occasions.

A further object is to provide a device of this character which will be formed of a few strong, simple and durable parts, which will be inexpensive to manufacture, and which will not easily get out of order.

With the above and other objects in view, the invention consists of certain novel details of construction and combinations of parts hereinafter fully described and claimed, it being understood that various modifications may be resorted to within the scope of the appended claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming a part of this specification:

Figure 1 is a side elevation of the stand, shown with the third leg braced to form an easel for securing the outboard motor in upright position.

Figure 2 is a front elevation of the stand with the motor removed.

Figure 3 is a longitudinal sectional view of the stand with the third leg in closed position.

Figure 4 is a top plan view of the stand.

Figure 5 is a cross sectional view taken on the line 5—5 of Figure 1.

Figure 6 is a cross sectional view taken on the line 6—6 of Figure 1.

Figure 7 is a bottom plan view showing the bottom cross beam and latch for holding the third leg closed.

Figure 8 is a detail sectional view showing a modified form of the upper cross beam.

Referring now to the drawings in which like characters of reference designate similar parts in the various views, 10 designates a conventional outboard motor. The stand for the outboard motor comprises a relatively wide base board 11 of greater length and width than the motor. The central portion of the board is sawed longitudinally at equally spaced points, as shown at 12, to provide a center leg 13 which cooperates with two outer legs 14 formed by the sawing, to provide an easel when the center or third leg 13 is inclined rearwardly, as shown in Figure 1. The base board is provided near its upper end with a cross beam 15 of substantially isosceles trapezoid shape, the longer side of which is secured to the face of the base board, as best shown in Figure 3. The short front side of the cross beam is beleved inwardly and downwardly and is equipped with a wear plate 16, which is secured in place by screws 17 or other connectors. The upper end of the center or third leg 13 of the stand is hingedly secured to the bottom face of the cross beam near the base board by a conventional leaf hinge 18.

The cross beam 15 and bevel at the front side thereof is adapted to receive the supporting hook 19 which attaches the outboard motor to the stern of a small boat.

A lower cross beam 20 of substantially the same shape as the upper cross beam is secured with its long edge against the front face of the base board and is formed with a central V-shaped recess 21 in its front short edge for receiving a lower part 22 of the outboard motor. However, the recess may be of other shape than V-shape to accommodate various types of motors, as for example, U-shape.

Between the cross beams, there is mounted a leather or similar strap 23 which is secured at one end to a helical spring 24, carried by an angle bracket 25 which is mounted on one of the outer legs 14 of the stand. The strap is adapted to be placed astride the propeller shaft housing 26 of the outboard motor. The free end of the strap is provided with a conventional trunk latch 27 which is engaged over a hook 28, carried by the other outer leg 14 of the stem. The spring holds the strap snugly against the outboard motor so that the strap clamps the motor to the stand between the upper and lower cross beams 15 and 20.

A hinged brace 29 is pivotally secured at the rear end to an angle bracket 30 which is secured to the center or third leg 13 of the stand. The front end of the brace is pivotally secured to an angle bracket 31, which is secured to the top face of the lower cross beam 20. When the hinged brace is extended, as shown in Figure 3, a stop lug 32 carried by one of the arms of the brace extends over the top edge of the other arm of the brace and prevents the brace from collapsing.

When the brace is folded, the center or third leg 13 will be drawn by the brace to lie flush between the two outer legs 14. The center or third leg is then locked in this position by an annular spring catch 33, which is secured to the center or third leg and is provided with a recess to receive a stud 34 which extends downwardly from the bottom face of the lower cross beam 20.

In this position of the legs, the stand may be laid upon the ground to space the motor above sand, or may be laid flat on the floor of a motor vehicle to transport the outboard motor horizontally.

An opening **35** is formed in the base board above the upper cross beam **15** to permit the stand and motor strapped thereto being suspended from a hook or other projection on a wall, post or other support.

In practicing the invention, more than two cross beams may be used to accommodate the stand to receive various types of motors. Also, the upper cross beam **36**, as best shown in Figure 8, may be provided with bolts **37** to accommodate the device to receive various types of outboard motors.

A bag **38** is mounted on one of the legs **14**, in any preferred manner, and is provided with a zipper closure **39**. The bag may be used to receive the starting rope for the motor and the necessary tools.

From the above description it is thought that the construction and operation of the invention will be fully understood without further explanation.

What is claimed is:

An outboard motor stand comprising a base board of greater width and length than the outboard motor to be secured thereto, the base board having the central portion sawed longitudinally at spaced points throughout the greater portion of its length to provide a center leg and legs outside of the center leg, a hinge securing the center leg at the upper end to the base board to provide a tripod when the center leg is rocked rearwardly from the base board, a folding bracket connected to the center leg and to the base board for limiting rearward movement of the center leg, a cross beam secured adjacent the top of the front face of the base board beveled on its front edge for receiving the attaching hook of an outboard motor, a lower cross beam mounted on the front face of the base board adjacent the lower end thereof provided with a recess for receiving a lower part of the motor, a helical spring secured to the base board between the beams, a strap secured at one end to the spring, the strap being adapted to straddle the propeller shaft housing of the motor, means for securing the free end of the strap to the base board, and means connected to the center leg and to the lower cross beam for latching the center leg in inoperative position flush with the base board when the folding bracket is folded.

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