My invention relates to improvements in outboard motor stands.

The objects of this invention are, first, to provide a portable outboard motor stand that can be rolled from place to place; second, to provide a stand on which an outboard motor may be clamped and supported in the same position in which it is attached to a boat.

Other objects of the invention will be apparent from the following description, reference being had to the accompanying drawings.

To the above end, generally stated, the invention consists of the novel devices and combination of devices hereinafter described and defined in the claims.

In the accompanying drawings, which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings:

Fig. 1 is a side elevation of the invention having mounted thereon an outboard motor indicated by means of broken lines;

Fig. 2 is a front elevation of the invention;

Fig. 3 is a view principally in plan, some parts being removed, and other parts being sectioned on the line 3–3 of Fig. 1;

Fig. 4 is a fragmentary view partly in side elevation and partly in section taken on the line 4–4 of Fig. 3;

Fig. 5 is a fragmentary detail view partly in elevation and partly in section taken on the line 5–5 of Fig. 3; and

Fig. 6 is a fragmentary plan view of the motor support.

The numeral 1 indicates a truck having a shallow body mounted on four casters 2. This body comprises a pair of outer main sills 3, a pair of inner secondary sills 10, a bottom member 11 and a top member 12. The sills 9 and 10 are interposed between the bottom member 11 and the top member 12 and said members are rigidly secured to the main sills 3. End and intermediate spacing blocks 13 are interposed between the sills 9 and 10 and rigidly secured thereto. The secondary sills 10 rest on the bottom member 11 and are rigidly secured thereto. Said secondary sills 10 are spaced below the top member 12 and afford tracks 14 for supporting a pair of drawers 15, as will presently appear. Obviously, the members 11 and 12 afford cross-ties for the main sills 9. The drawers 15 extend into the body of the truck 7, one from each end thereof and between the secondary sills 10. Said drawers 15 have on the upper edge portions of their side members out-turned shoes 16 which slidably rest on the tracks 14 and support said drawers from the secondary sills 10. The intermediate blocks 13 are endwise spaced from the front blocks 13 to leave post pockets 17 between said blocks and the sills 9 and 10.

A yoke-like frame 18 is removably mounted on the body of the truck 7 and comprises a pair of posts 19 and a cross-tie bar 20. This cross-tie bar 20 rigidly connects the posts 19 at their upper end portions. The posts 19, at their lower end portions, are removably mounted in the pockets 17 and hold the frame 18 in a rearwardly inclined position. Said posts 19 rest, at their lower ends, on the bottom member 11. Thumb-nut-equipped bolts 21 extend through aligned holes in the sills 9 and 10 and the posts 19 and thereby rigidly but detachably secure said posts to the body of the truck 7.

A pair of horizontally disposed arms 22 is rigidly secured to the posts 19 just under the bar 20 and project rearwardly therefrom. These arms 22 support a rod 23 from their outer end portions. Formed in the body of the truck 7 just rearward of the posts 20, is a recess or open top compartment 24.

An outboard motor 25, illustrated by means of broken lines, is clamped to the transverse tie-bar 26 by the same clamping means by which it is attached to a boat. It is well known that it is the general practice of owners of outboard motors to remove the same from a boat, upon landing, and store the motor in a garage, basement or other suitable place. It is always difficult to store an outboard motor so that it will be out of the way and where the same will not be damaged or broken. By the use of my improved motor stand, an outboard motor may be quickly and easily attached thereto and in its natural position and where the same will not be damaged and can be easily transported from place to place by simply rolling the stand.

Fishing rods, nets and other paraphernalia can be stood in the recess 24 and held in upright position by the arms 22 and the rod 23. Fishing tackle, reels, etc., as well as motor parts may be stored in the drawers 15 and a tackle box and other objects may be placed on the top member 12 of the body of the truck 7.

It will be understood that the invention described is capable of various modifications within the scope of the invention herein disclosed and claimed.

What I claim is:

1. An outboard motor stand comprising a truck body having front and rear pairs of wheels, and
an upstanding frame attached to the truck body substantially directly over one pair of said wheels and inclined toward the other pair of said wheels including a transverse member on which an outboard motor may be clamped and supported therefrom in its usual position.

2. An outboard motor stand comprising a truck body having front and rear pairs of wheels, a frame including a pair of posts attached to the truck body substantially over one pair of said wheels and inclined toward the other pair of said wheels, and a transverse tie-bar connecting said posts at their upper ends and to which bar an outboard motor may be clamped and supported therefrom in its usual position.

3. The structure defined in claim 2 in which the truck is provided with pockets in which the posts are removably mounted.

4. An outboard motor stand comprising a truck having main sills and inner secondary sills, spacing blocks interposed between the main and secondary sills, certain of said blocks being spaced to leave a pair of pockets therebetween, a pair of posts removably mounted in said pockets and held thereby in rearwardly inclined positions, and a bar connecting said posts at their upper end portions and to which bar an outboard motor may be clamped and supported therefrom in its usual position.

5. The structure defined in claim 4 in which the truck further includes top and bottom members connecting the main sills and spaced apart by said sills to form an open-ended drawer compartment.

6. The structure defined in claim 4 in which the truck further includes top and bottom members connecting the main sills and spaced apart by said sills to form an open-ended drawer compartment, said secondary sills being spaced below the top member to afford tracks for drawers mounted in said compartment.

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