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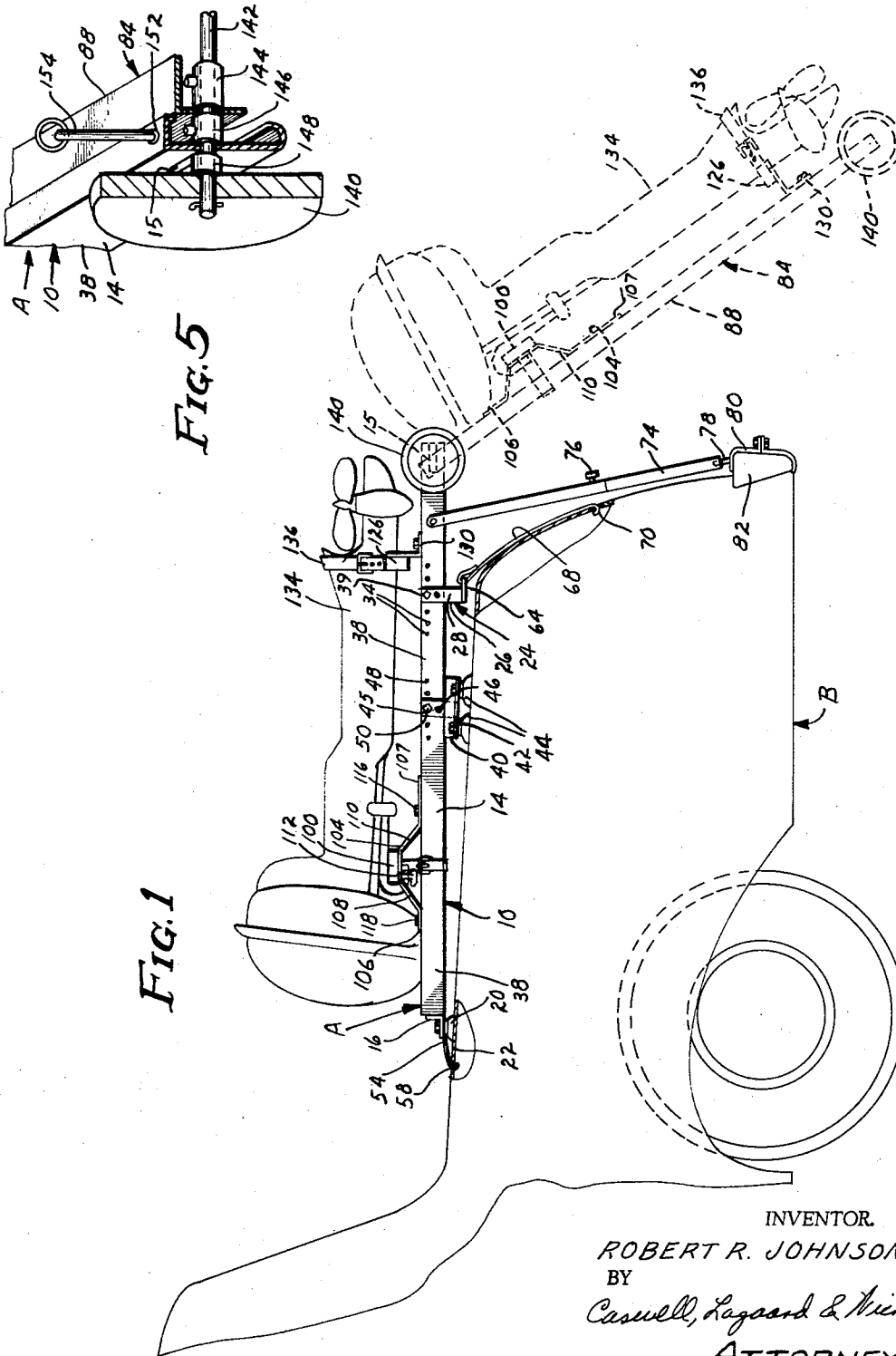
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OUTBOARD MOTOR CARRIER FOR TRUNK LID OF AN AUTOMOBILE

Filed Feb. 10, 1965

3 Sheets-Sheet 1



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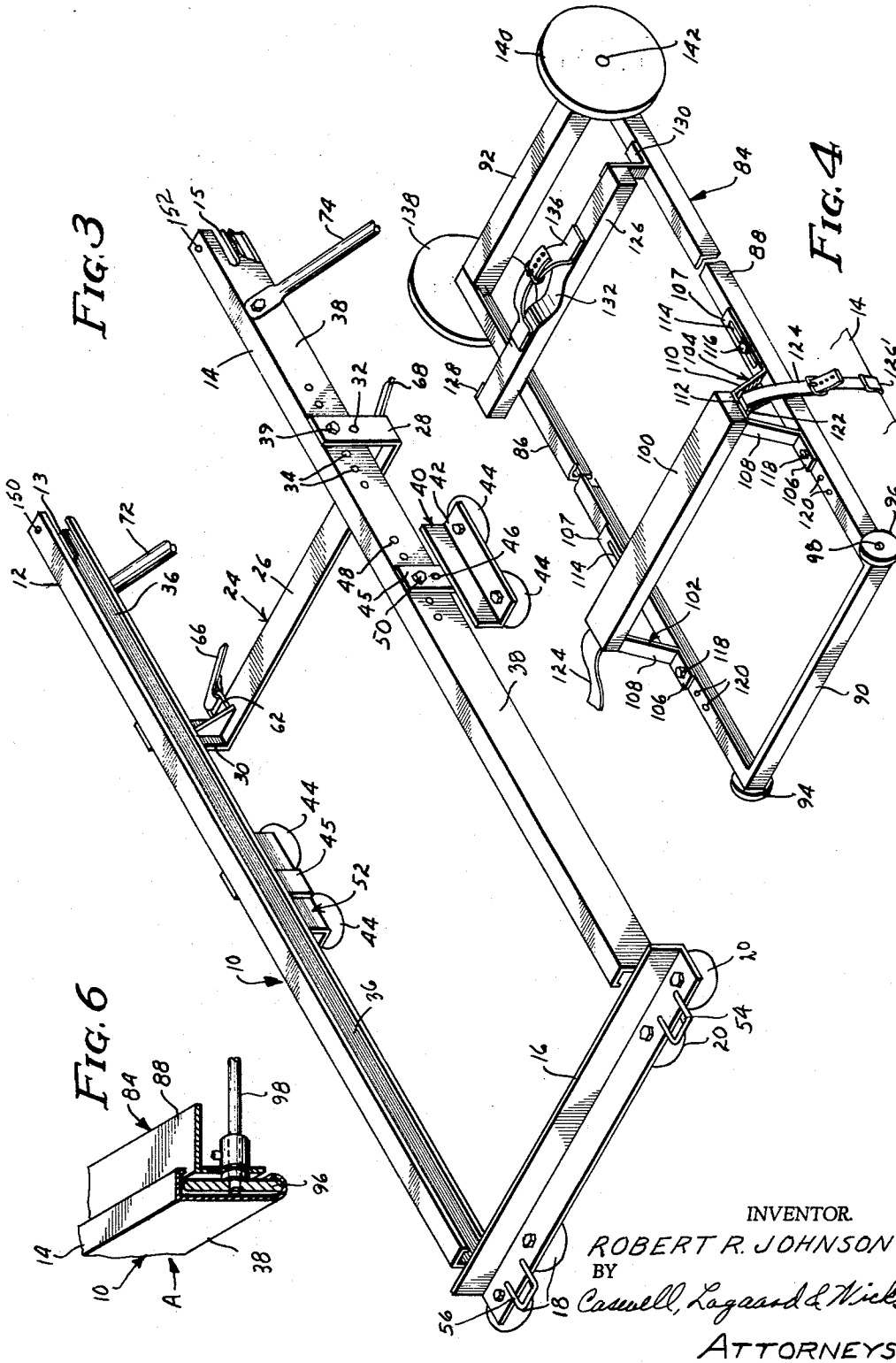
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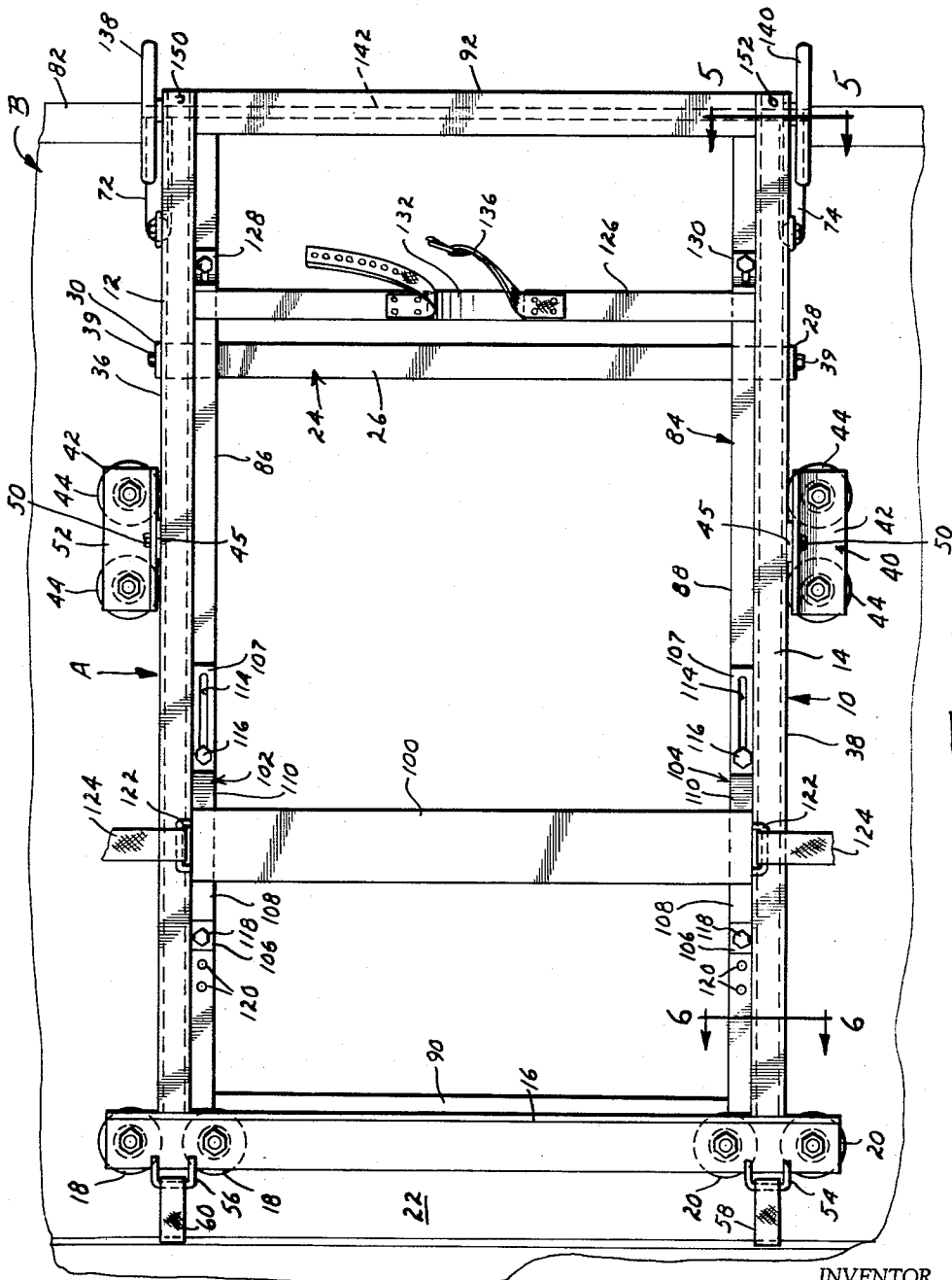
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3,229,838 OUTBOARD MOTOR CARRIER FOR TRUNK LID OF AN AUTOMOBILE

Robert R. Johnson, 624 4th St., Proctor, Minn.
Continuation of application Ser. No. 219,474, Aug. 27,
1962. This application Feb. 10, 1965, Ser. No. 433,841
4 Claims. (Cl. 214—450)

This application is a continuation of application, Serial No. 219,474, filed August 27, 1962.

The invention relates broadly to means for transporting an outboard motor and more particularly to a carrier for the motor which is removably mounted on the trunk lid of an automobile.

It is an object of the invention to provide a carrier for an outboard motor which is mounted on the trunk lid of an automobile. It is also an object to provide a carrier which has a carriage member on which the outboard motor is mounted and which is removably mounted on the carrier.

It is a further object to provide an outboard motor carriage which is not only removably mounted on the carrier but which is used to transport the motor over the ground when the carriage is removed from the carrier on the trunk lid.

It is a still further object to provide a carrier having a motor carriage which allows easy and quick removal of the motor from the carrier to the ground and placement of the motor from the ground to and upon the carrier.

It is also an additional object to provide a carrier for an outboard motor for the trunk lid of an automobile which allows access to the trunk through opening of the lid.

It will not be here attempted to set forth and indicate all of the various objects and advantages incident to the invention, but other objects and advantages will be referred to in or else will become apparent from that which follows.

The invention will appear more clearly from the following detailed description when taken in connection with the accompanying drawings, showing by way of example a preferred embodiment of the inventive idea wherein like numerals refer to like parts throughout.

In the drawings forming part of this application:

FIGURE 1 is a side elevational view of an outboard motor mounted on the carrier mounted on the trunk lid of an automobile, the carriage of the carrier and the motor thereon being shown in broken lines in a partially removed position.

FIGURE 2 is a top plan view of the carrier.

FIGURE 3 is a perspective view of the carrier frame.

FIGURE 4 is a perspective view of the carriage removed from the carrier frame.

FIGURE 5 is a section on the line 5—5 of FIGURE 2.

FIGURE 6 is a section on the line 6—6 of FIGURE 2.

Referring to the drawings in particular, the carrier A includes the frame 10 which includes the longitudinal spaced channel members 12 and 14 which are rigidly connected at the front ends thereof by the end brace member 16. Each of the channel members 12 and 14 form a track as hereinafter described and is provided with a slot 13 and 15, respectively, at the rear end thereof. Secured to the underside of the front end brace 16 are the pairs of suction cups 18 and 20 which engage the front upper surface of the trunk lid 22. Further provided is the transverse brace 24 formed of the straight bar portion 26 and the upstanding end members 28 and 30. The end members 28 and 30 are each formed with a series of holes 32, any of which may be aligned with any of a series of holes 34 formed in the side wall portions 36 and 38 of the chan-

nel members 12 and 14, respectively. The selective alignment of the holes 32 of end members 28 and 30 with the holes 34 of the channel walls 36 or 38 by means of the nut-equipped bolt 39 allows vertical and horizontal adjustment of the transverse brace 24 which is necessary to adapt the frame to various size and shape trunk lids.

The numeral 40 designates a bracket for supporting the frame 10 on the trunk lid 22 and the same includes the horizontal angle piece 42 to which is secured the pair of vacuum cups 44. Extending upwardly from the angle piece 42 is the vertical piece 45 formed with a series of holes 46, any of which may be aligned with any of the holes 48 formed in the wall 38 of the channel 14 by means of the nut-equipped bolt 50. A bracket 52, identical to bracket 40, is adjustably secured to the wall portion 36 of channel 12.

Further provided are the strap loops 54 and 56 in which are positioned the hooks 58 and 60, respectively. Each of the hooks 58 and 60 engage under the front edge of the lid 22. Also provided are the strap loops 62 and 64 on which the straps 66 and 68 are secured. Secured to each end of the straps 66 and 68 is a hook 70 which is engaged under the rear edge of the trunk lid 22.

A pair of identical hollow support rods 72 and 74 are provided, the upper end of each secured to the channel 12 and 14, respectively. The support rods 72 and 74 are telescopic and adjustable in length by means of a thumb screw 76. Each of lower ends of the support rods 72 and 74 is mounted on a pin 78 which extends upwardly into the lower hollow end of the rod, the pin 78 secured to a clamp 80 which is mounted on the rear bumper 82 of the automobile B.

The numeral 84 designates a carriage which includes the longitudinal side angle members 86 and 88, the front ends thereof being rigidly connected by the front brace 90. The rear ends of the side members 86 and 88 are rigidly connected by the rear brace 92. Mounted on the side members 86 and 88 adjacent the front ends thereof are the small wheels 94 and 96, respectively. The wheels 94 and 96 are rotatably mounted on the shaft 98 which is connected to the members 86 and 88. The wheels 94 and 96 are of a diameter whereby the same will rotate within the channels 12 and 14, respectively.

Further provided is the front motor support 100 to which the motor is clamped by means of the conventional clamps found on an outboard motor.

The support 100 is secured to the identical brackets 102 and 104, each bracket formed with the short foot portion 106, the long foot portion 107, the leg portions 108 and 110 and the top portion 112 connected thereto and mounting the support 100. The support 100 is adjustable fore and aft on the members 86 and 88 of the carriage 84 by means of a slot 114 formed in the long foot portion 107 of each of the brackets 102 and 104. A nut-equipped bolt 116 is mounted in the slot 114 and secured to the side member. The short foot portion 106 of each of the brackets 102 and 104 is adjustably secured to the side member 86 or 88 by means of the nut-equipped bolt 118 extended through one of a series of holes 120 formed in the side members 86 and 88.

The support 100 has secured to each end thereof a loop 122 to each of which is secured the adjustable strap 124, and on the lower end of each of the straps 124 is the hook 126' which is engaged under the side edge of the channel members 86 and 88 to hold the carrier member in place.

Further provided is the support saddle member 126 which is secured transversely of the carriage 84 by means of the brackets 128 and 130 mounted on the side members 86 and 88 of the carriage 84. The support saddle member 126 has formed on the top edge thereof the

centrally formed depression 132 in which the shaft 134 of the motor is positioned. The depression 132 aids in positioning the motor centrally of the saddle 126 and prevents the motor from moving laterally on the saddle. The shaft portion 134 of the motor is held in the depression 132 by means of the adjustable strap 136 connected to the saddle 126.

The carriage 84 has mounted on the rear or lower end thereof the wheels 138 and 140, particularly FIGURE 5. The mounting of each wheel is identical and includes the shaft 142 rotatably mounted on the side members 86 and 88 at the rear ends thereof. The shaft 142 is positioned on the members 86 and 88 by means of the collars 144 and 146 secured on each side of the vertical angle portion of the longitudinal side member 88, for example. A further collar 148 is provided which is spaced from the collar 146 and against which the wheel 140 bears.

The channel members 12 and 14 are each formed with a pair of holes 150 and 152, respectively, which receive a pin such as 154.

In using the carrier A, the frame 10 is mounted on the trunk lid 22 by means of the suction cups 18 and 20 together with the cups 44 and held tightly in position by the straps 58 and 60, and the pair of straps 124. The straps 66 and 68 which engage the lower edge of the trunk lid aid in preventing the unit from moving forward upon a sudden stop of the automobile. To further support the carrier A, the supports 72 and 74 are connected to the bumper as hereinbefore set forth.

The motor 134 is then clamped onto the support 100 and secured to the saddle 126 by means of the strap 136.

Assuming the motor is on the carriage 84 and the carriage is removed from the frame 10, the carriage and motor may be easily mounted on the frame by placing the carriage and motor in the position shown in broken lines in FIGURE 1 with the small wheels 94 and 96 engaging in the rear outer ends of the longitudinal frame channel members 12 and 14, respectively. The carriage 84 is then lifted at its rear end and at the same time pushed forwardly so that the wheels 94 and 96 travel forwardly into the channel members 12 and 14, respectively, until the wheels 94 and 96 abut the brace 16 of frame 10.

As the carriage is put into position on the frame 10, the shaft 142 engages the slots 13 and 15 of the channels 12 and 14, respectively, particularly FIGURE 5. The pins 154 are then inserted through the pairs of holes 150 and 152, and as a result the shaft 142 abuts the pins inwardly thereof thereby locking the carriage upon the frame 10.

To remove the motor 134 and carriage 84 from the frame 10, the pins 154 are removed. The carriage 84 is then pulled rearwardly with the wheels 94 and 96 riding in the channels 12 and 14, respectively. As the carriage is withdrawn from the frame 10 as above, the outer end is lowered whereby the wheels 138 and 140 are positioned upon the ground as in FIGURE 1 with the small wheels 94 and 96 just within the outer ends of the channels 12 and 14. In this position, the carriage may be grasped by the front end brace 90 and pushed about at an angle upon the wheels 138 and 140 to wherever it is desired to use the motor.

The invention is not to be understood as restricted to the details set forth since these may be modified within the scope of the appended claims without departing from the spirit and scope of the invention.

Having thus described the invention, what is claimed as new and desired to be secured by Letters Patent is:

1. An outboard motor carrier for the trunk lid of an automobile, said carrier comprising in combination:

(a) a frame comprising two laterally spaced, longi-

tudinally extending, track defining channel members rigidly connected one to another by cross braces,
(b) said frame having suction cup means to engage the upper surface of said trunk lid,
(c) said frame also having strap and hook means to engage edge portions of said trunk lid,
(d) support rod means connected by the upper end thereof to said frame and having lower clamp means to engage a rear bumper of said automobile,
(e) a carriage having a front outboard motor support to engage clamps on said outboard motor, and a rear support saddle member to engage a shaft portion of said outboard motor,
(f) said carriage having front wheel means to engage said channel members of said frame, and
(g) said carriage having at the rear end thereof ground wheel means by which said carriage can be rolled to and from said automobile and by which said carriage can be supported from the ground as said front wheel means is engaged and disengaged from said channel members.

2. The apparatus as recited in claim 1, wherein there are two hook and strap means connected to each side of said carriage, each to reach around a respective proximate channel member and hook onto said carriage and thus hold said carriage in place.

3. The apparatus as recited in claim 1, wherein there is a pair of rear ground wheels mounted to a shaft on said carriage, each channel member having a slot to receive said shaft, and each channel member having pin means to secure said shaft in the slot of its respective channel.

4. In combination with an automobile having a trunk lid which is a predetermined distance from ground level, an outboard motor carrier comprising:

(a) a frame mounted immediately above said trunk lid at a predetermined distance above ground level and comprising two laterally spaced, longitudinally extending, track defining channel members rigidly connected one to another by cross braces,
(b) said frame having suction cup means to engage the upper surface of said trunk lid,
(c) said frame also having strap and hook means to engage edge portions of said trunk lid,
(d) a pair of support rods, each connected by the upper end thereof to a respective one of said channel members and having lower clamp means to engage a rear bumper of said automobile,
(e) a carriage having a front outboard motor support to engage clamps on said motor, and a rear support saddle member to engage a shaft portion of said motor,
(f) said carriage having on each side thereof a respective one of a pair of front wheels to engage a related channel member of said frame,
(g) said carriage having at the rear end thereof a pair of ground wheels by which said carriage can be rolled to and from said automobile, and
(h) said front wheels being spaced from said rear wheels a distance greater than the distance of said frame above ground level, whereby said front wheels can be brought into and out of tracking engagement with said channel members while said carriage is supported from ground level by said ground wheels.

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HUGO O. SCHULZ, *Primary Examiner*.