March 14, 1950 E. L. PARKER 2,500,375

MOTOR LOCK

Filed March 24, 1945

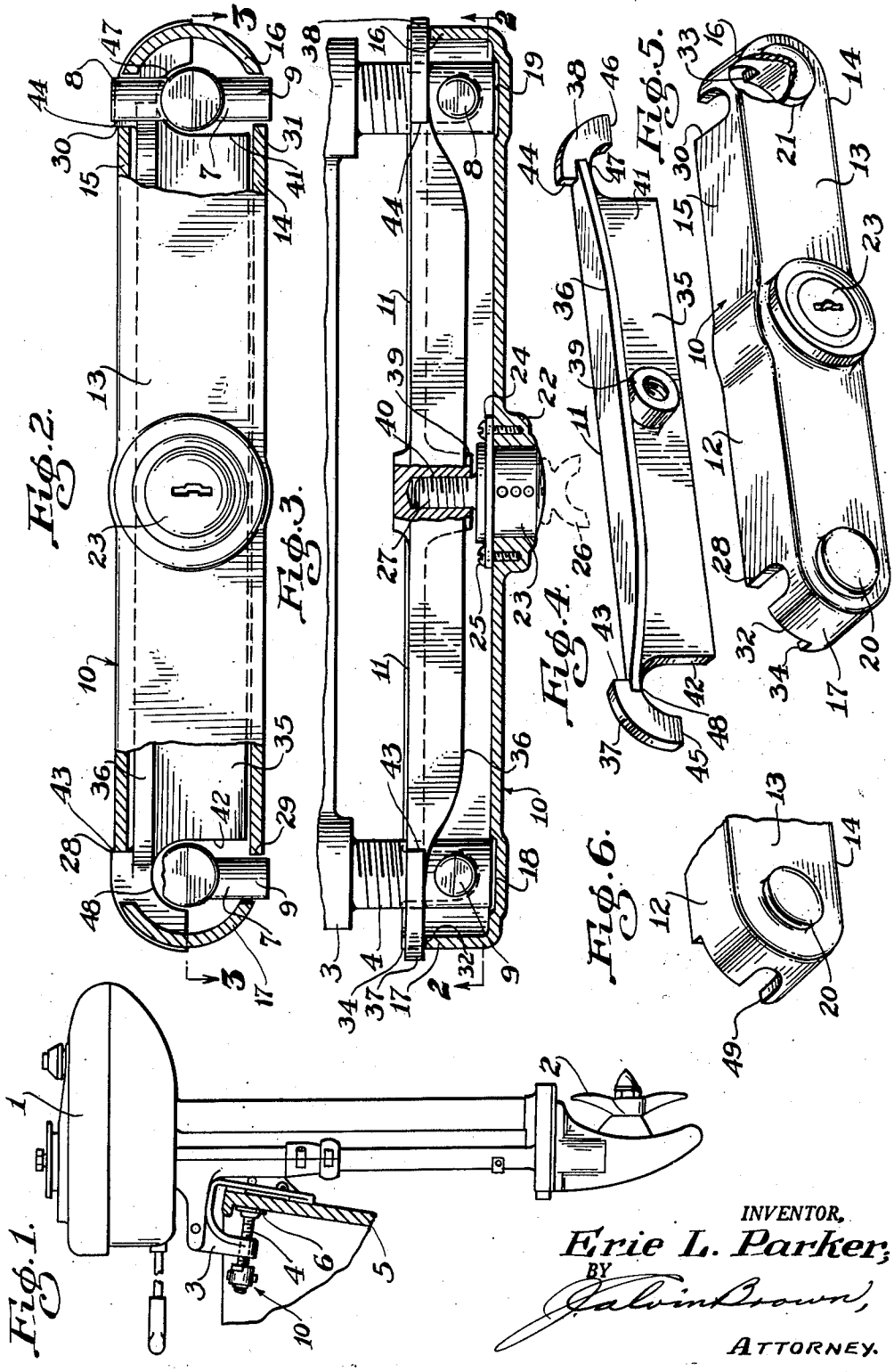


Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

Fig. 5.

Fig. 6.

INVENTOR.
Erie L. Parker,
BY
Calvin Brown,
ATTORNEY.

Patented Mar. 14, 1950

2,500,375

UNITED STATES PATENT OFFICE

2,500,375

MOTOR LOCK

Erle L. Parker, Los Angeles, Calif.

Application March 24, 1945, Serial No. 584,708

4 Claims. (Cl. 115—17)

1

The present invention relates to motor locks and specifically to a type adapted to maintain security against theft of so-called outboard motors. Motors of this classification generally propel small boats on lakes and include a motor adapted to drive a propeller, the motor being mounted at the stern of the boat by means of clamp screws. The motor as a rule is readily detachable from the boat, for which reason theft is likely to occur. The present invention is adapted to prevent theft of this type of motor.

The present invention contemplates a simple means which may be readily secured to the clamp screws for an outboard motor and which will hold the said clamp screws against movement.

Another object is to provide a motor lock which is simple in construction, inexpensive in cost of manufacture, foolproof in operation and a positive assurance against clamp screw rotation when the device is locked in position of service.

With the above and other objects in view, the invention consists in the novel and useful provision, construction, association and relative arrangement of parts, members and features all as shown in one embodiment in the accompanying drawing, described generally and more particularly pointed out in the claims.

In the drawing:

Fig. 1 is a side elevation of an outboard motor shown attached at the stern of a boat with the motor lock of the present invention in place;

Fig. 2 is a front elevation of the assembled motor lock, certain parts being shown in section and taken on the line 2—2 of Figure 3;

Fig. 3 is a fragmentary sectional view on the line 3—3 of Fig. 2;

Fig. 4 is a perspective view of a cover member of the motor lock;

Fig. 5 is a perspective view of the casing member of said motor lock; and

Fig. 6 is a fragmentary perspective view of a modified form of the casing member.

Referring now with particularly to the drawing, and the several figures thereof, I have shown in Fig. 1 an outboard motor 1, which includes the usual internal combustion engine adapted to drive a propeller 2 through the medium of a shaft, not shown. The outboard motor assembly includes a stern bracket 3, and the stern bracket carries at least two spaced apart clamp screws 4, whereby the motor assembly may be positioned on the stern 5 of the boat, and held clamped thereto by means of clamp screws 4. As the clamp screws 4 are easily turned it is a simple matter to remove the motor from the boat. The

2

present invention contemplates a means adapted to prevent turning movement of the clamp screws after said screws are positioned for engagement with the stern 5 of the boat. The clamp screws may assume various forms; usually a screw of this type has a foot member 6 for engagement with the stern 5 and a crosspiece 7. This crosspiece may be in the form of a wing with sides of equal length, or one side may be of greater length than the other. For the present invention I have assumed that a wing-type clamp screw is used, the wings having equal length, as for instance shown in Fig. 2 at 8 and 9.

The motor lock designated as an entirety by 10 is formed in two parts, illustrated in Figs. 4 and 5, and designated as 11 and 12. The part 12 constitutes a casing, having a front wall 13, bottom and top walls 14 and 15, respectively, with curved end walls 16 and 17 connecting the top and bottom walls. The front wall 14 is provided with two spaced apart concavities 18 and 19, said concavities adapted to accommodate the ends of the clamp screws 4, as best illustrated in Fig. 3. Depending upon the method of constructing the casing, enlargements 20 and 21 may appear on the outer surface of said front wall 13, resultant upon deformation of material in forming the concavities 18 and 19. The front wall 13 is provided intermediate its ends with an outwardly facing annular flange 22, see Fig. 3. A lock designated generally as 23 is confined by said flange 22, the case of said lock being held in any suitable manner, such as by a plate 24, held by screws 25, received within threaded openings in the flange 22. This lock may be of the type adapted to receive a key 26, which key when inserted within the lock is capable of being turned so as to rotate a screw 27.

The top and bottom walls 14 and 15 respectively are provided with aligned slots adjacent each curved end 16 and 17, as shown at 28 and 29, for one end, and 30 and 31 for the opposite end. The curved ends 16 and 17 are segmentally reduced in width for a portion thereof, as shown at 32 and 33. This reduction in width provides a shoulder, as illustrated for one end at 34.

The part 11, which constitutes a cover for the casing, includes an elongated back wall 35, a top wall 36 in substantially right angular relationship thereto, and a pair of members 37 and 38 forming curved segmental annular extensions of both the back and top walls. The back wall 35 is centrally provided with an enlargement 39, which is centrally screw-threaded at 40. The arrangement of the parts is such that the height

of the wall 35, including the thickness of wall 36 will permit the cover to be received within the casing, as shown in Fig 2. The length of the back wall is such that its edges 41 and 42 lie closely adjacent the inner edge of the bottom wall bounding the slots 29 and 31, see Fig. 2. When the cover is confined within the casing the members 37 and 38 close entrance within slots 28 and 30, the ends 43 and 44 of said members 37 and 38 extending above the top surface of member 36 so as to receive therebetween the top wall 15 of the casing. The ends 45 and 46, of said members 37 and 38 respectively, rest upon the shoulder portions 34 of the curved ends 16 and 17 respectively. The screw 27 of the lock 23 may then be turned by the key 26 to cause co-engagement of the screw threads with the threaded bore 40, and thus draw the cover 11 into engagement with the casing 12, as illustrated in Fig. 3. The key may then be removed.

The operation, uses and advantages of the invention just described are as follows:

In the present form of the invention a definite distance between the clamp screws is contemplated. This distance is uniform for certain types of motors. After both clamp screws have been rotated within the threaded opening of the stern bracket 3 to tighten the clamp screws against the stern 5 of the boat, the wings of each clamp screw are turned so as to be substantially in parallel vertical relationship. The wings are positioned so as to span and lie within the parallel slots of the casing, that is, the aligned slots 28 and 29 in one instance, 30 and 31 in the second instance, as shown in Fig. 2. The cover member 11 is then placed upon the shank portions of the clamp screws, said shanks being confined within the curved portions 47 and 48; these curved portions are bounded by the curved inner edges of members 37 and 38, and the ends 41 and 42 of the back 35. When the key is within the lock and turned, the screw 27 is rotated, which screw upon engagement with the threaded bore 40 in the stud 39 draws the cover into tight engagement with the casing. The top member 36 of the cover lies within the casing adjacent the inner surface of top wall 15, see Fig. 2. The members 37 and 38 so cooperate with the casing, and particularly the shoulders 34, as to prevent relative tipping movement between the cover and the casing.

I may in certain embodiments of the invention slot the curved ends 16 and 17 in a manner similar to the slots 29 and 31, as for instance illustrated by 49 in Fig. 6, whereby one of the wing ends of the clamp screws may be confined in said slot, the other wing end lying within the confines of the casing. In such an instance I would not of necessity provide the wing-receiving slots in the top and bottom walls of the casing. In such a construction difficulty would be experienced by any unauthorized person in contacting the wings for the purpose of rotating the clamp screws. This construction would permit use of clamp screws having unequal length wings, and would likewise accommodate varyingly spaced clamp screws carried by a stern bracket, as is self-evident.

I claim:

1. In a device for locking wing type clamp screws for an outboard motor against movement when said clamp screws engage the stern of a boat, comprising a casing provided with spaced apart aligned grooves adapted to receive the wings of said clamp screws therebetween, and a cover for said casing adapted to rest between said clamp screws for confining the wings within the slots of said casing, and locking means for securing the cover to the casing.

2. A device for locking a pair of spaced wing type clamp screws for an outboard motor, including a casing having a front wall, top, bottom and end walls, said top and bottom walls provided with pairs of aligned transverse slots, said wing clamp screws spanning and being received in said slots; a cover for the casing adapted to hold the wings of said clamp screws against release from the casing slots; and lock means for holding the cover to the casing.

3. A device for locking a pair of spaced wing-type clamp screws for an outboard motor, including: a casing having a front wall, top, bottom and end walls, said top and bottom walls provided with pairs of aligned transverse slots, said wing clamp screws spanning and being received in said slots; a cover for the casing formed with a back wall and with a top wall and provided with end curved segmental extensions; said casing formed with cutout portions for receiving the said extensions of the cover, and lock means for holding the cover to the casing.

4. A device for locking a pair of spaced wing-type clamp screws for an outboard motor, including: a casing having a front wall, top, bottom and end walls, said top and bottom walls provided with pairs of aligned transverse slots, said wing clamp screws spanning and being received in said slots; a cover provided with a back wall and with a top wall, the top wall of the cover adapted for reception within the casing, said cover provided with a pair of curved segmental extensions adapted to overlie the screw portions of the clamp screws and to engage the wings of said clamp screws to prevent release thereof from the casing slots; and locking means centrally positioned between said casing and cover and adapted to hold the casing and cover in working relationship.

ERIE L. PARKER.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
568,831	Bliss	Oct. 6, 1896
1,328,882	Markham	Jan. 27, 1920
1,473,557	Ingersoll	Nov. 6, 1923
1,814,771	Sheinman	July 14, 1931
1,850,602	Pineo	Mar. 22, 1932
1,919,701	Morreale et al.	July 25, 1933
2,279,006	McWalters	Apr. 7, 1942

FOREIGN PATENTS

Number	Country	Date
416,843	Germany	Aug. 1, 1925