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OUTBOARD MOTOR STAND AND CARRIER

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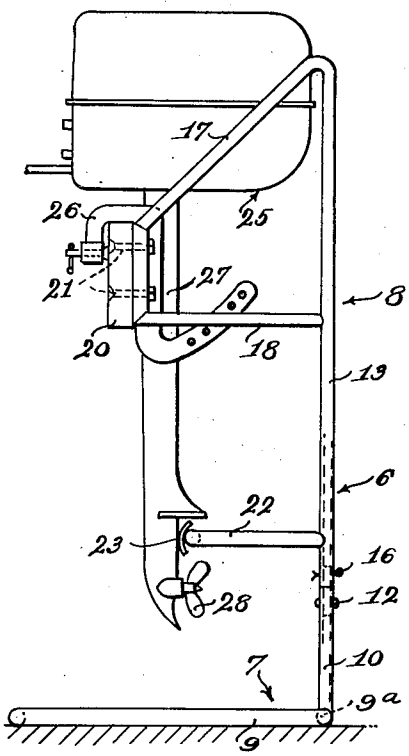


Fig. 1.

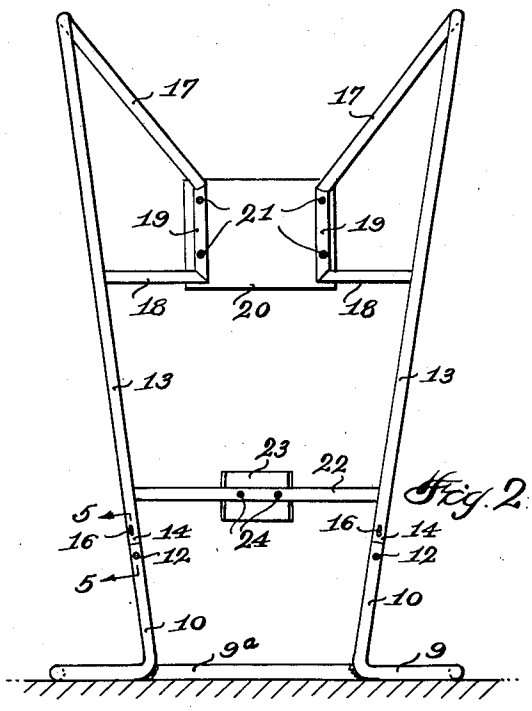


Fig. 2.

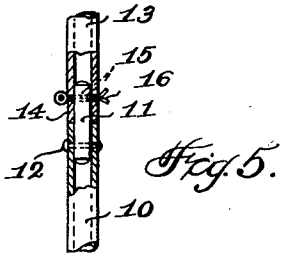


Fig. 5.

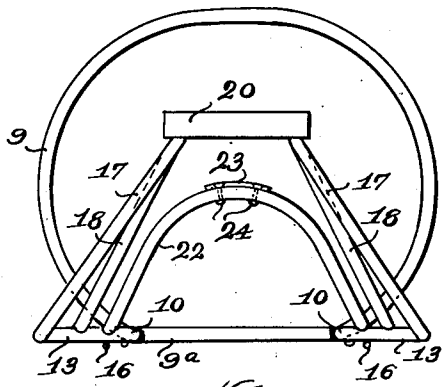
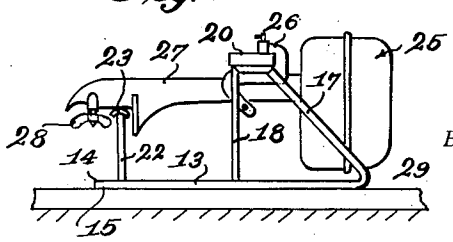


Fig. 3.

Fig. 4



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OUTBOARD MOTOR STAND AND CARRIER

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3 Claims. (Cl. 248—13)

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This invention relates to a novel construction of combination stand and carrier which may be utilized either for supporting an outboard motor in an upright, vertical position for storage, as for example in a dwelling and which may also be utilized as a carrier for supporting the outboard motor in a horizontal position while it is being transported as in the trunk of an automobile and which is so constructed that the motor will be held by the stand or carrier out of engagement with all parts of the vehicle while in transit so that the outboard motor and vehicle will not be damaged by parts of the motor rubbing portions of the vehicle due to motor vehicle vibration.

Still a further object of the invention is to provide a combination stand and carrier of extremely simple construction which will afford a stable support for an outboard motor in either an upright or horizontal position yet which will require but little more space than would be occupied by the outboard motor alone.

Still a further object of the invention is to provide a motor stand and carrier of relatively light weight construction which is capable of being very economically manufactured and sold yet which is of adequate strength to support the weight of an outboard motor in either an upright or a horizontal position.

Various other objects and advantages of the invention will hereinafter become more fully apparent from the following description of the drawing, illustrating a presently preferred embodiment thereof, and wherein:

Figure 1 is a side elevational view showing the device employed as a stand for supporting an outboard motor in an upright position and with an outboard motor shown applied thereto;

Figure 2 is a rear elevational view of the stand, with the motor removed, looking from right to left of Figure 1;

Figure 3 is a top plan view thereof;

Figure 4 is a side elevational view, on a reduced scale showing the device with the base section removed and utilized as a carrier for supporting an outboard motor in a horizontal position, and

Figure 5 is an enlarged fragmentary sectional view, partly in elevation, taken substantially along a plane as indicated by the line 5—5 of Figure 2.

Referring more specifically to the drawing, the the combination outboard motor stand and carrier in its entirety and comprising the invention is designated generally 6 and includes a base section, designated generally 7 and a carrier section, designated generally 8.

The base section 7, which is preferably formed of tubular metal includes a base 9 which is preferably of the shape of a segment of a circle and the ends of the tubular member forming said base 9 extend upwardly from the ends of said arcuate base portion and are disposed in a plane at substantially a right angle to the plane of

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the base 9. Said upwardly extending ends 10 are disposed in the same plane and in upwardly diverging relationship to one another, as best illustrated in Figure 2. A rigid stem or peg 11, as best illustrated in Figure 5 is secured in each upright 10 either by welding or by means of a fastening 12; the pegs or stems 11 project from the upper ends of the uprights 10. For supporting heavy motors, a brace 9a forming a part of the base 9 extends between the ends of the arcuate base portion at the points at which said ends merge with the uprights 10. The base 9a may be omitted when the stand and carrier 6 is intended only to support a small outboard motor.

The carrier section 8 includes a pair of corresponding, substantially straight tubular supporting members 13 which are disposed at an angle to one another and which have adjacently disposed ends 14 which are spaced a proper distance apart to receive the upper, exposed ends of the stems or pegs 11 for mounting the supports 13 detachably on the base uprights 10 and so that said supports 13 are then disposed in upright positions and in upwardly diverging relationship to one another, corresponding to the diverging relationship of the base uprights 10. The portions 14 and the upper ends of the stems 11 are preferably provided with transverse openings 15 which align when the ends 14 are resting on the upper ends of the uprights 10 for receiving cotter pins or similar fastenings 16 for detachably connecting the supports 13 to the uprights 10 and so that the supports 13 will then form extensions of the uprights 10, as illustrated in Figures 1 to 3. Said tubular supports 13 at their opposite, upper ends are turned inwardly and downwardly to form downwardly inclined downwardly converging arms 17. An arm 18 is secured at an end thereof to each support 13, intermediate of its ends and said arms 18 extend from the supports 13 in converging relationship to one another and terminate beneath and spaced from the converging ends of the first mentioned arms 17. The complementary arms 17 and 18 which are secured to or form a part of each support 13 are connected at their outer adjacents ends by a strap member 19 which may be welded or otherwise secured to the arms 17 and 18. A plank 20 extends between the strap members 19 and is fastened to the outer sides thereof by nut and bolt or other suitable fastenings 21. The plank 20 may be formed of wood or other suitable material and is preferably of a thickness approximately corresponding to that of a boat transom built to receive an outboard motor clamp.

An outboard motor drive shaft housing support forms a part of the carrier section 8 and comprises an arcuately shaped tubular member 22, the ends of which are secured to the portions 14 of the supports 13 in any suitable manner as by welding. The arcuate supporting member 22 is disposed below the arms 18, when

the carrier is in its upright position of Figures 1 to 3 and its intermediate portion is disposed closer to the supports 13 than said plank 20 is to the supports 13. A pad or cushion 23 is secured by fastenings 24 to the outer side of the intermediate portion of the drive shaft housing supporting member 22.

The outboard motor holder 6 may be assembled as illustrated in Figures 1 to 3 to form a stand for supporting an outboard motor 25 in an upright position. The motor is applied to the stand by engaging and securing the boat transom clamp 26 of the outboard motor 25 to the plank 20 and with the motor drive shaft housing 27 positioned on the inner side of said plank 20 and with its lower portion on the outer side of the supporting member 22 so that a part of the shaft housing 27 located above but adjacent the propeller 28 will bear against the pad 23. The holder 6 may thus be utilized as a stand for supporting the outboard motor 25 in an upright position for storage as in a home, summer cottage or boathouse. For transporting the motor 25 in an automobile, for example, in order to conserve space the cotter pins 16 may be removed and the upper holder section 8 lifted off of the base section 7. With the outboard motor 25 still applied to and supported by the section 8, as previously described, said section 8 may then be positioned with its supports 13 in a horizontal position and said supports 13 may be rested on a horizontal surface 29, as illustrated in Figure 4, such as the floor of a motor vehicle or the floor of a motor vehicle trunk to thus support the motor 25 above and out of engagement with the surface 29 and so that the entire weight of the motor will be borne on the supports 13. It will thus be apparent that the motor 25 may be carried as illustrated in Figure 4 in a motor vehicle without danger of any part of the motor rubbing the vehicle and being damaged thereby and the stand section 8 when thus utilized as a carrier as seen in Figure 4 will occupy with the motor 25 substantially no more space than would otherwise be occupied by the motor. Obviously, if sufficient space is available the base 7 may be left applied to the carrier section 8 and while the motor 25 is supported in a horizontal position and in any case the base section 7 may otherwise be conveniently carried in a motor vehicle so that the base section 7 may thereafter be used with the upper section 8 to provide a stand.

It will be noted that the longitudinal axis of the outboard motor 25 is disposed substantially centrally above the base portion 9 when the holder is assembled to form a stand, so that a stable support will be provided for the motor and likewise when the section 8 is utilized as a carrier, as seen in Figure 4, the center of gravity of the outboard motor 25 will be disposed between the supports 13 and intermediate of their ends so as to likewise provide a stable support for the motor in a horizontal position.

Obviously, the holder 6 may be of solid rather than tubular construction and various other modifications and changes are likewise contemplated and may obviously be resorted to, without departing from the spirit or scope of the invention as hereinafter defined by the appended claims.

I claim as my invention.

1. A holder for outboard motors comprising a carrier section and a base section, said carrier section including a pair of corresponding supports disposed at an angle to one another, a pair of arms projecting from each of said supports and disposed adjacent corresponding ends thereof, said arms being disposed at angles to the plane of the supports, a motor clamp receiving member secured to each of said arms at the ends thereof remote to the supports and adapted to be detachably secured to a boat transom clamp of an outboard motor for mounting the motor between the arms of the two supports and between said supports and the clamp receiving member, said base section including a base member adapted to rest on a supporting surface and disposed beneath said clamp engaging member and directly beneath an outboard motor engaged thereby, a pair of uprights rising from the base member and forming a part of said base section and disposed in upwardly diverging relationship, and means detachably connecting the upper ends of said uprights to adjacently disposed ends of said supports which are located remote to said arms for mounting the carrier section in an upright position on the base section and with said supports disposed in upwardly diverging relationship.

2. An outboard motor holder comprising a pair of substantially straight supporting members disposed at an angle to one another, means connecting said supporting members adjacent corresponding remotely disposed ends thereof including an outboard motor clamp engaging member offset from the plane of said supporting members and equally spaced with respect to each, said clamp engaging member being disposed in a plane parallel to the plane of said supporting members and being spaced from the ends of said supporting members, a connecting member connecting said supporting members near their opposite, adjacently disposed ends and having an intermediate motor drive shaft housing engaging portion offset from the plane of the supporting members and in the same direction as said clamp engaging member, said motor shaft housing engaging portion being disposed nearer the plane of the supporting members than the clamp engaging member to support an outboard motor in a position parallel to the plane of the supporting members and between said shaft housing engaging portion and the clamp engaging member.

3. An outboard motor holder as in claim 2, a base adapted to rest on a horizontal supporting surface, upwardly diverging standards rising from said base, and means detachably connecting the upper ends of said standards to the adjacently disposed ends of said supporting members for mounting said supporting members in an upright position on the standards, said base being sized whereby said motor clamp engaging member and the shaft housing engaging portion will be disposed directly above the base.

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