

June 10, 1958

W. D. SOSALLA
OUTBOARD MOTOR CARRIER

2,838,320

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2 Sheets-Sheet 1

Fig. 1

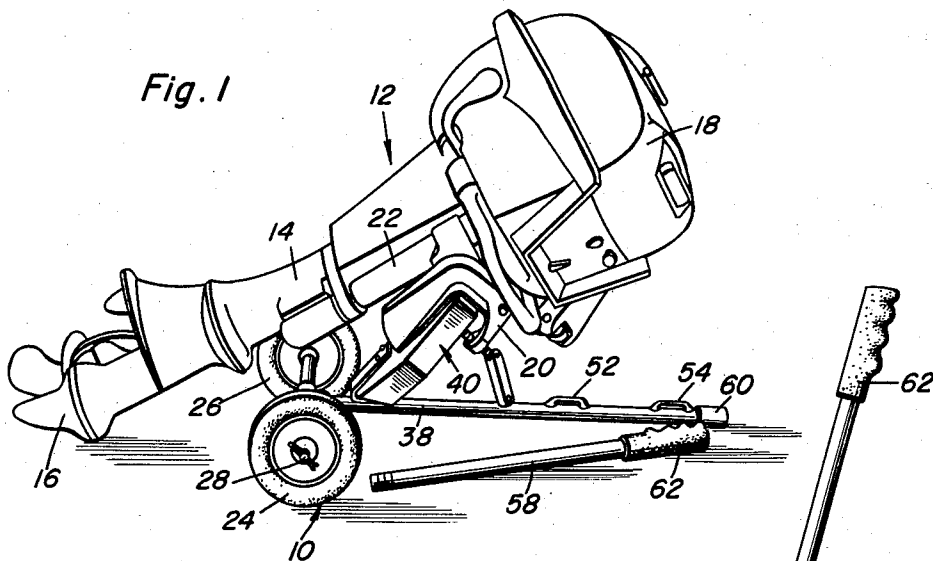
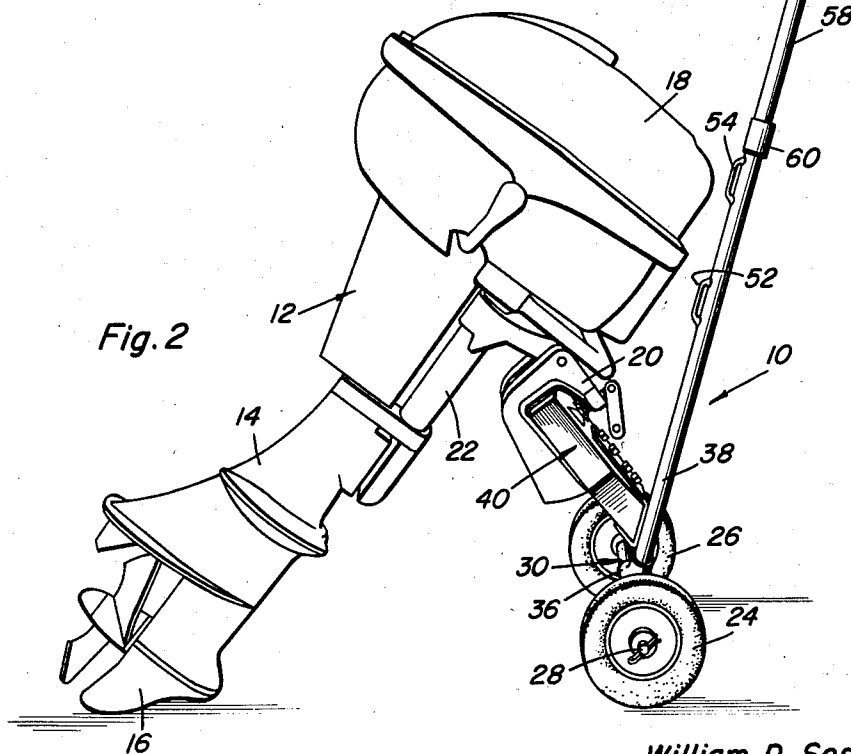


Fig. 2



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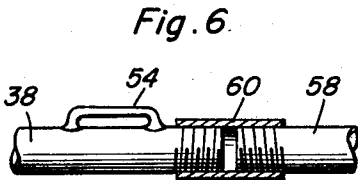
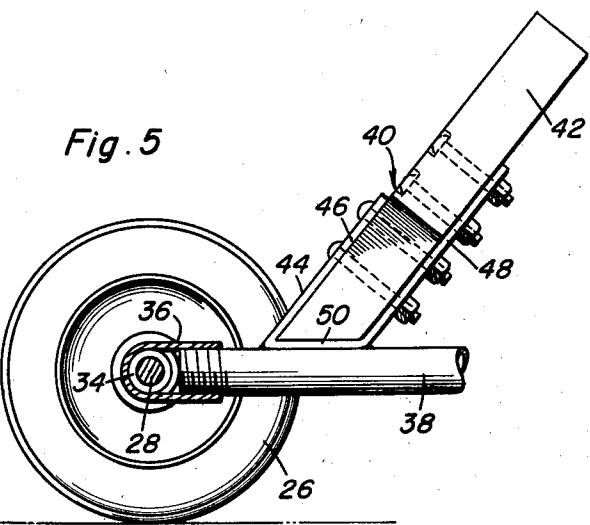
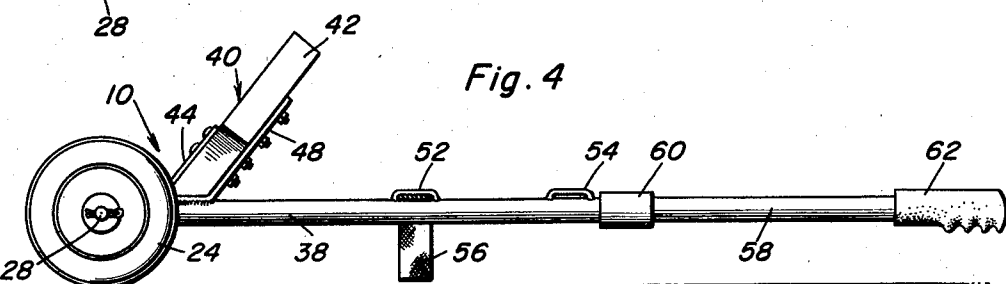
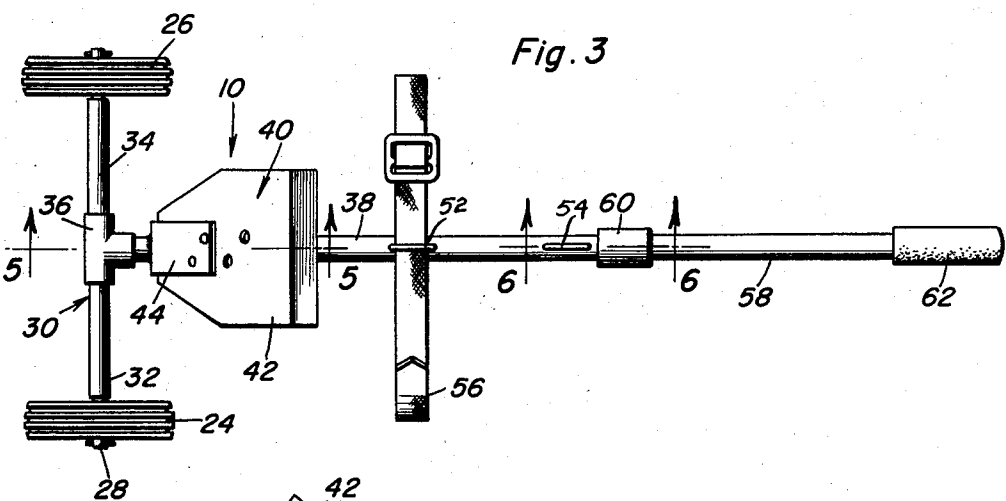
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2,838,320

OUTBOARD MOTOR CARRIER

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1 Claim. (Cl. 280—47.24)

This invention relates to dollies and particularly to a dolly which is capable of transporting and storing an outboard motor.

An object of this invention is to provide an outboard motor carrier arranged to protect the more delicate parts and finish of an outboard motor while in transit from one location to another and particularly while in the trunk of an automobile. The present invention has for a further purpose the provision of an outboard motor carrier which is light in weight and compact, these ends being achieved by having an extremely simple construction.

A further object of the invention is to provide a versatile outboard motor carrier which is capable of supporting the outboard motor in a number of positions for various reasons as for example supporting the motor in one position while it is being carried in the trunk of a motor vehicle and supporting the motor in another position while it is being adjusted or repaired, these being for compactness; for the protection of the motor and for convenience as well as for other reasons, as will become apparent to those who handle outboard motors.

A more specific object of the invention is to provide an outboard motor carrier which includes a handle to one end of which there is a transverse axle connected, the axle having wheels at the ends thereof, whereby a portion of the handle and both wheels constitute a three point base on which to support the outboard motor, this position being particularly useful in transporting the outboard motor inasmuch as the handle may be made of such length that it protrudes from one end of the motor scarcely an appreciable distance, and in this way the volume occupied by the motor while it is being in transit is increased a minimal amount.

A further object of the invention is to provide a motor carrier which is capable of supporting an outboard motor as described previously, and which has the outboard motor clamp support arranged at an angle to the handle and located adjacent to the junction of the handle with the axle so that when the outboard motor is attached to the artificial transom formed by the motor support, the sturdy skeg of the outboard motor constitutes one point of ground contact while the other two points of ground contact are the wheels of the carrier so that when the outboard motor is carried from one place to another on the carrier, it is easily retained in an upright, rest position by placing the skeg on the supporting surface. In this way all other parts and the finish of the outboard motor is protected from marring or injury.

Another object of the invention is to provide an outboard motor carrier which has as the sole support of the outboard motor, a single handle rising from the wheel base on which an artificial transom is fastened, this single handle having a removable extension to facilitate handling of the carrier.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter

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described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout, and in which:

Figure 1 is a perspective view of the motor carrier showing it in the suggested position for transporting the outboard motor in the trunk of a motor vehicle;

Figure 2 is a perspective view of the outboard motor carrier showing it supporting an outboard motor with the skeg of the motor serving as one point of ground contact, whereby this position of the motor carrier serves as a support for the outboard motor during which time the motor may be serviced or repaired;

Figure 3 is a top view of the outboard motor carrier; Figure 4 is a side view of the motor carrier in Figure 3;

Figure 5 is an enlarged sectional view taken on the line 5—5 of Figure 3 and in the direction of the arrows; and

Figure 6 is an enlarged sectional view taken on the line 6—6 of Figure 3 and in the direction of the arrows, showing the outer end of the handle and the junction therewith of the handle extension.

The motor carrier 10 is arranged to be used with an outboard motor of any standard design. For example, the outboard motor 12 includes a number of structural elements which are common to all presently available outboard motors. Among these are the body 14, the skeg 16, fuel tank 18 and stern clamp 20. The body of the outboard motor 12 is rotatable about the pivot 22 which is maintained approximately vertical when the stern clamp 20 is attached to the transom of a boat.

The carrier 10 has two wheels 24 and 26 that are mounted for rotation on an axle 28. Bearing 30 accommodates axle 28 and comprises two pipes 32 and 34 which are secured at their confronting ends to a T-fitting 36. This T-fitting has a handle 38 threaded to it and therefore the handle extends from the axle and the bearing 30 at right angles thereto.

Outboard motor support 40 is attached to handle 38 near the lower end thereof. The support 40 consists of a board 42 bolted to a bracket 44, the latter including parallel plates 46 and 48 and a cross member that is welded or otherwise rigidly fixed to the handle 38. The parallel plates 46 and 48 form a pocket into which the board 42 is fitted before it is bolted. These plates project from the handle 38 at an angle sloped upwardly of the handle. The outboard motor support 40 constitutes an artificial transom for the outboard motor 12 inasmuch as its stern clamp 20 is adapted to be secured to the board 42 thereof.

Two loops 52 and 54 are welded or otherwise fixed to the handle 38 and they are spaced from each other in order to provide an option for the user. These loops constitute means for attaching the flexible fastener, as strap 56 to the handle 38. This strap has a bracket or other standard expedient for holding the ends fastened together. The purpose of strap 56 is to help support the outboard motor 12 by wrapping it around the outboard motor. Inasmuch as both loops 52 and 54 are provided, they may be used simultaneously, although ordinarily only a single strap 56 and therefore a single loop will be necessary. In other instances no additional support may be necessary for the outboard motor, it being simply clamped to the artificial transom 40 by the stern clamp 20 of the outboard motor.

A handle extension 58 is secured to the outer end of the handle 38. Internally threaded sleeves 60 may be used for this purpose when threads are provided on the outer end of handle 38 and the inner end of extension 58 (Figure 6). A hand grip 62 for the convenience of the user is secured to the outer end of handle extension 58.

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In use the outboard motor is secured to the outboard motor support 40 by having clamp 20 tightened thereon. For transporting the outboard motor from one place to another in a motor vehicle or other form of transportation the outboard motor 12 is swung about its pivot 22 in order to decrease the vertical height of the assembly when the outboard motor is at a rest position (Figure 1). This position is established as a three point base with the outer end of handle 38 serving as one point of contact and the wheels 24 and 26 functioning as the other two points. The entire vertical height and volume occupied by the outboard motor with the carrier attached in this position is scarcely greater than the outboard motor alone.

In transporting the outboard motor manually from one location to another, the handle extension 38 is attached to the coupling sleeve 60 and the carrier is raised to approximately the position shown in Figure 2. In this arrangement the skeg 16 of the motor is closest to the floor or ground and serves as a bumper whereby the propeller of the motor is protected. When in the position of Figure 2, the outboard motor is easily moved from one location to another, it being supported on the wheels 24 and 26 of the carrier 10. In order to work on the outboard motor or store it or retain it in an approximately upright position for any reason, the dolly handle extension is simply moved forward until the skeg 16 contacts the supporting surface of the dolly, for example, the floor or ground. In this position the skeg 16 serves as one point of contact, while the other two points are established by the wheels 24 and 26.

When an outboard motor is mounted upon the carrier as shown in Figure 1 in order to be carried in the trunk of a motor vehicle, the spark plugs and cylinder head of the motor remain above the level of the propeller. This is an important feature in two-cycle water-cooled outboard engines, because it prevents the undrained water of the cooling system from traveling up the exhaust pipe. If water traveling up the exhaust pipe enters the cylinders through the open exhaust ports and causes corrosion, damaging of the smooth surfaces and hard starting of the engine.

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When a motor is mounted upon the carrier as disclosed in Figure 2 of the drawings, the entire weight rests upon the wheels with a very low center of gravity. Only a balancing force is required by the operator and, accordingly, the handling of the carrier with the outboard motor thereon becomes much simpler than with other outboard motor carriers that support the motor with its center of mass a greater distance from the axle than shown in Figure 2.

The foregoing is considered as illustrative only of the principles of the invention. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the invention as claimed.

What is claimed as new is as follows:

In an outboard motor carrier, the combination of a pair of wheels, an axle on which said wheels are mounted for rotation, a bearing intermediate the ends of said axle and located between said wheels, a single elongated handle secured to said bearing and protruding laterally of said axle, a support for the clamp of the outboard motor located in a plane which forms an acute angle with respect to the longitudinal axis of said handle and rigidly secured to said handle intermediate the ends of the handle, a generally U-shaped bracket having parallel spaced plates and a cross member connected to said plates, said cross member fixed to said handle, and said motor support disposed between said parallel plates and secured thereto whereby said bracket rigidly secures said outboard motor clamp motor to said handle.

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