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(54) **ACCESSORY MOUNT FOR VEHICLE CONTROL BODIES**

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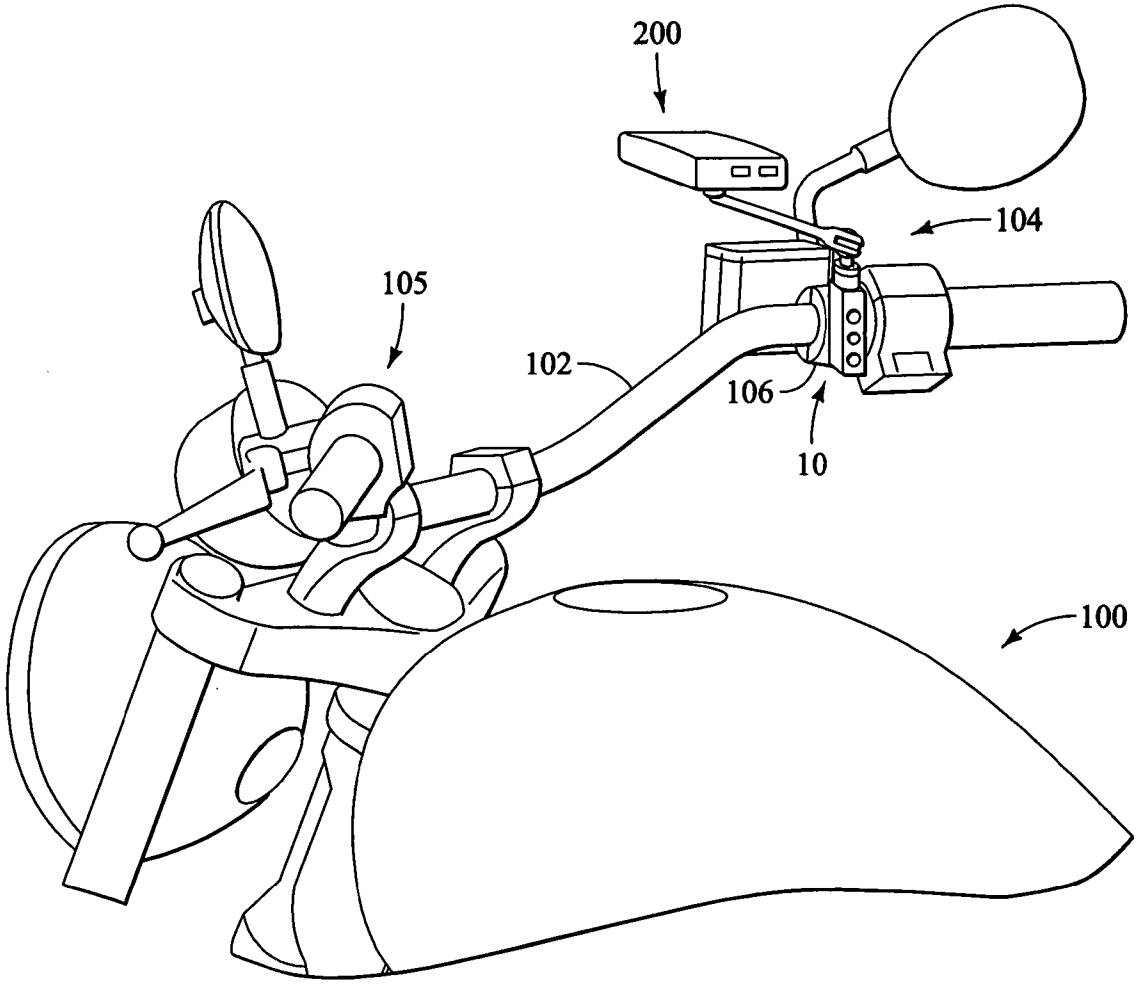
(52) **U.S. Cl.** **224/413**; 224/420

(57) **ABSTRACT**

The present invention discloses a unique and novel vehicle accessory mounting device which attaches to either a left hand or right hand control body of a vehicle handlebar, and permits various orientations for attachment of multiple accessories.



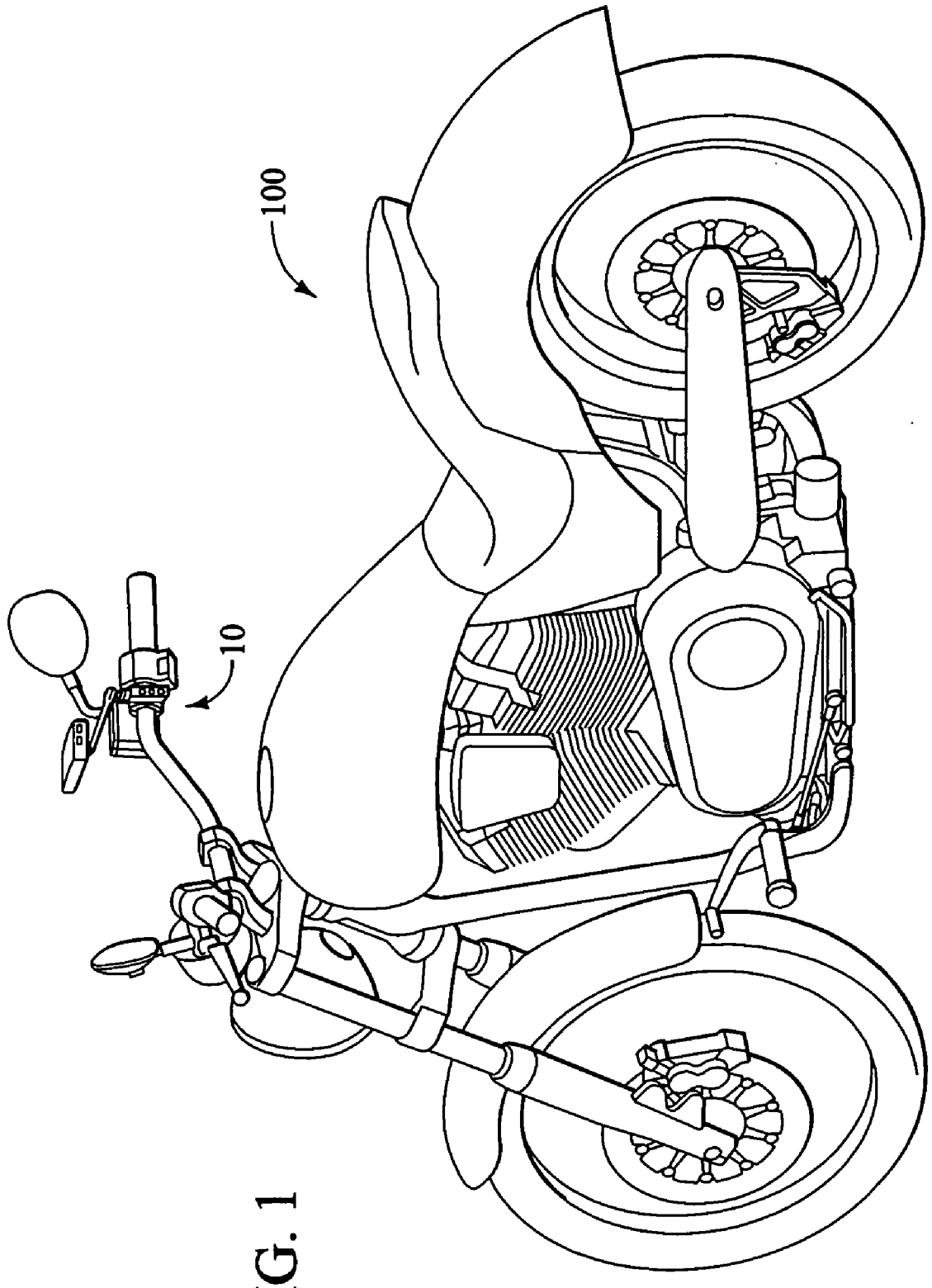


FIG. 1

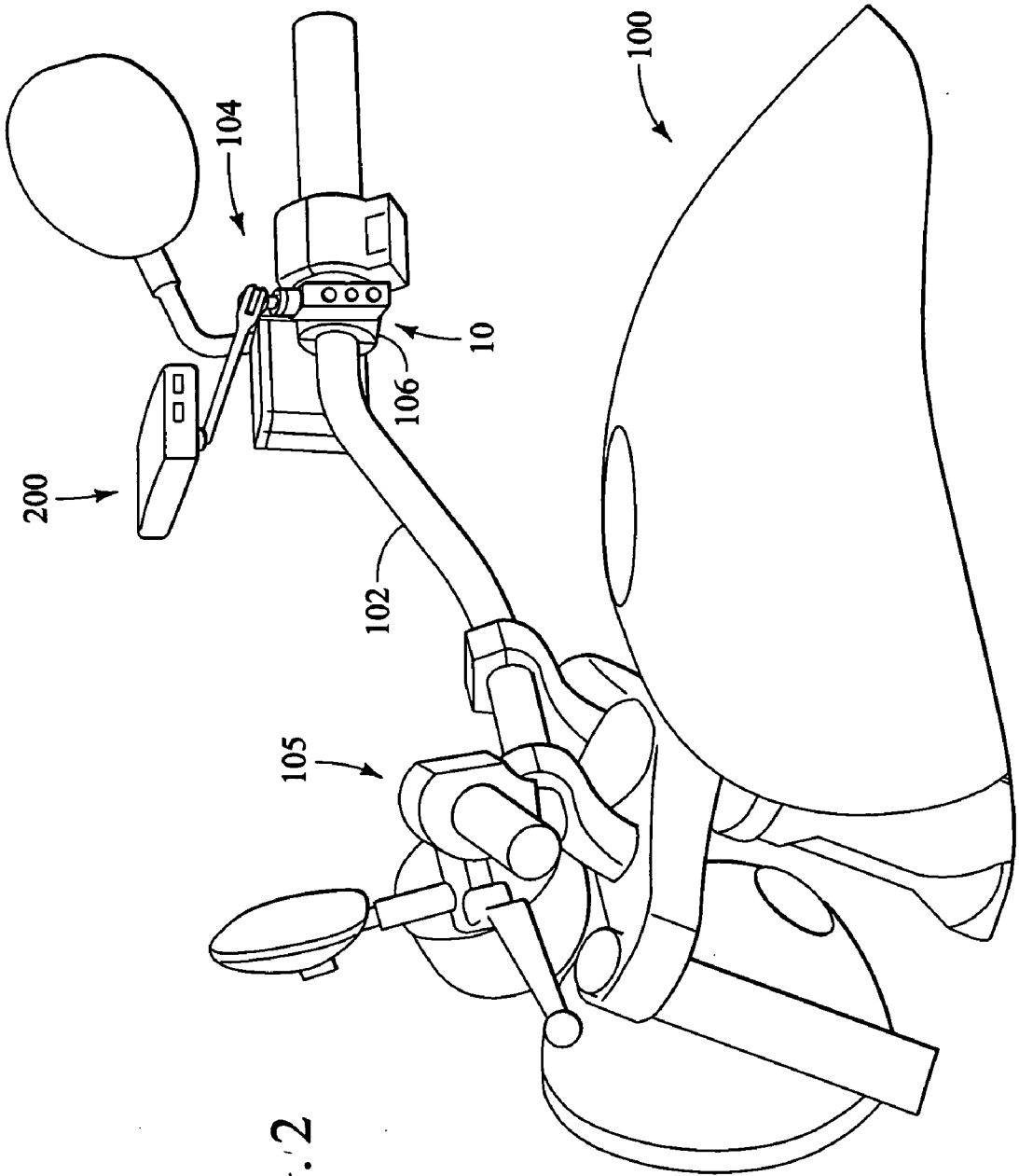


FIG. 2

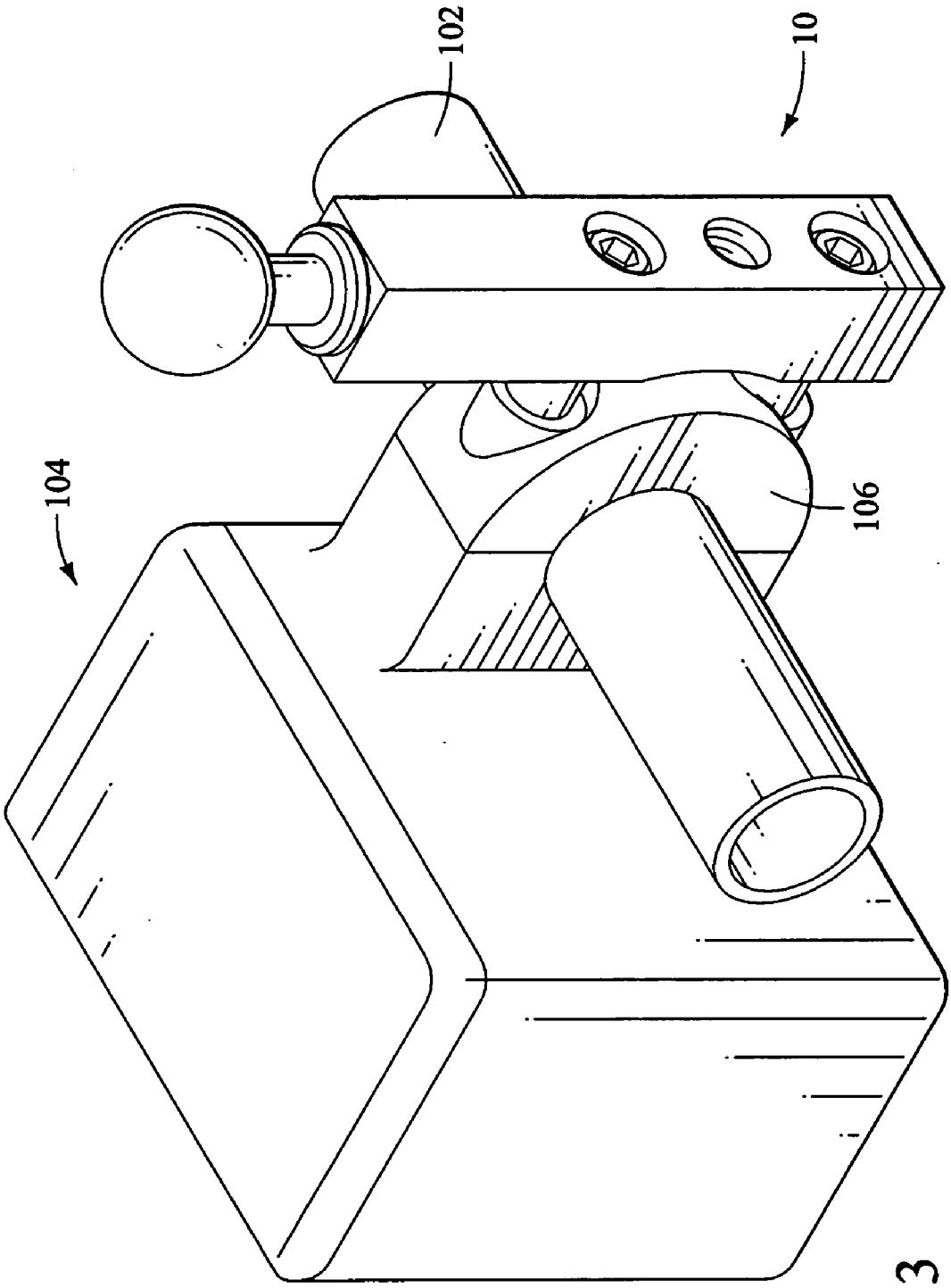
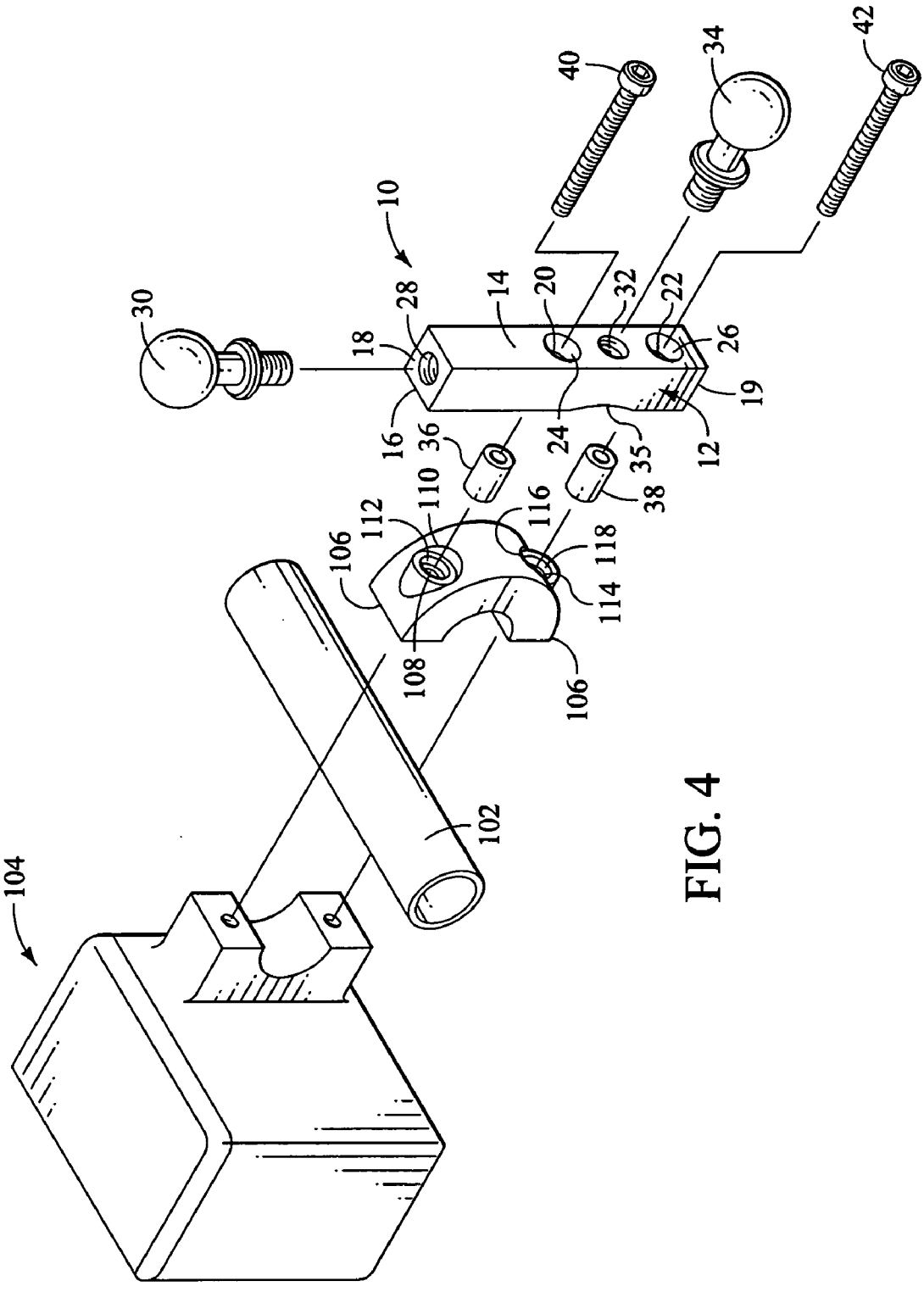


FIG. 3


40
34
42
10
30
28
14
20
32
22
18
26
19
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36
24
35
12
38
110
112
116
106
118
114
108
106
102
104

FIG. 4

FIG. 5

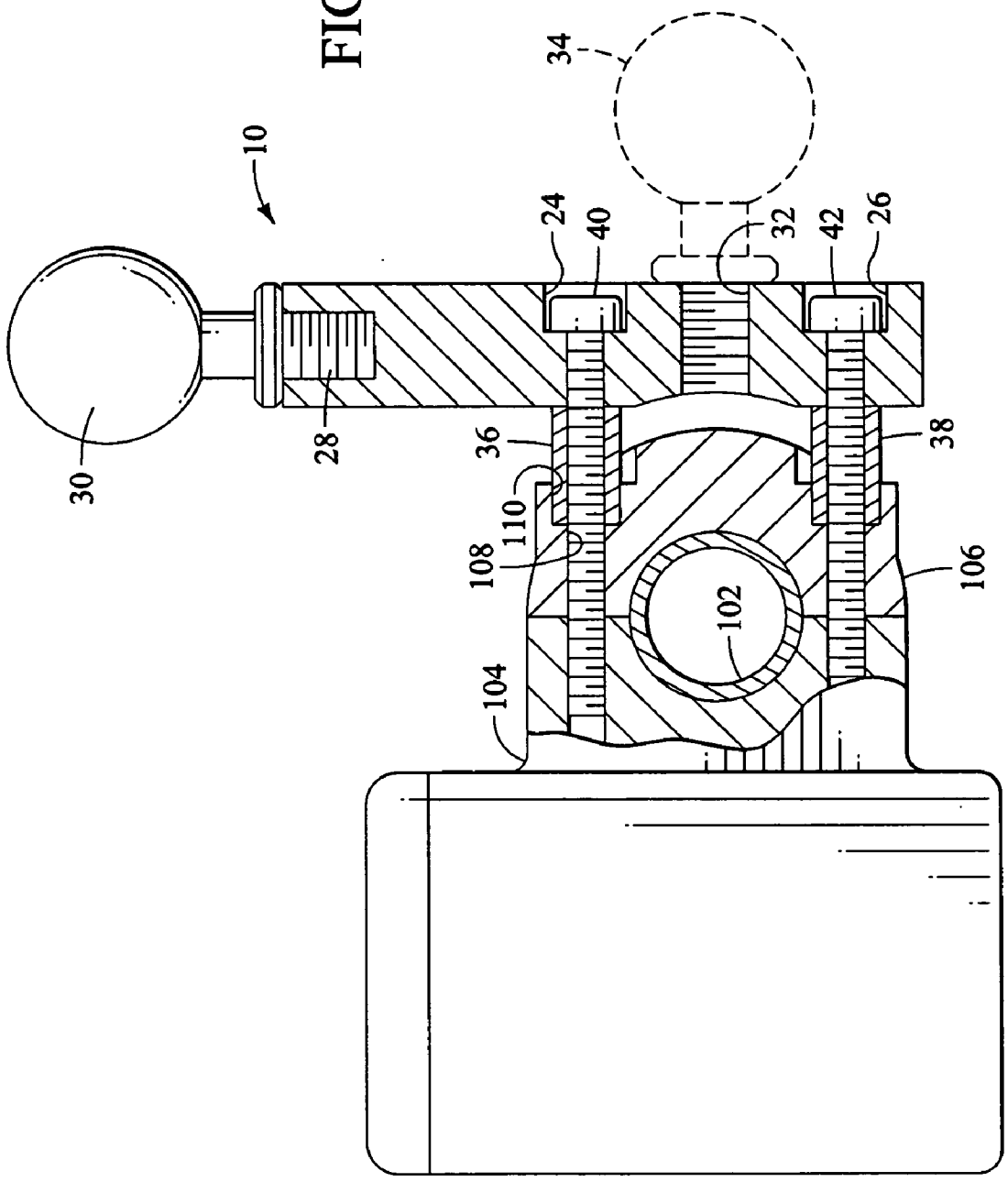
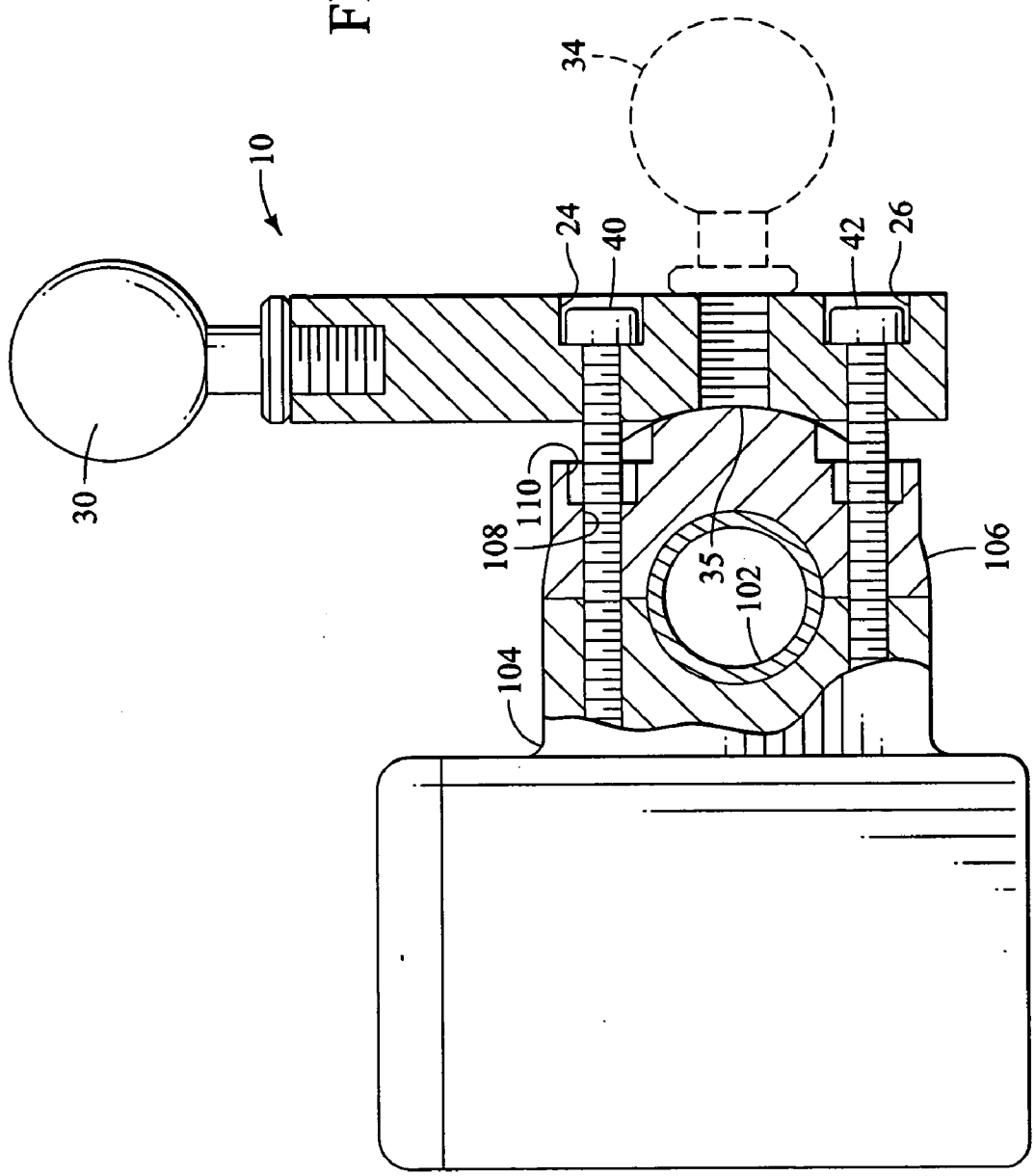


FIG. 6



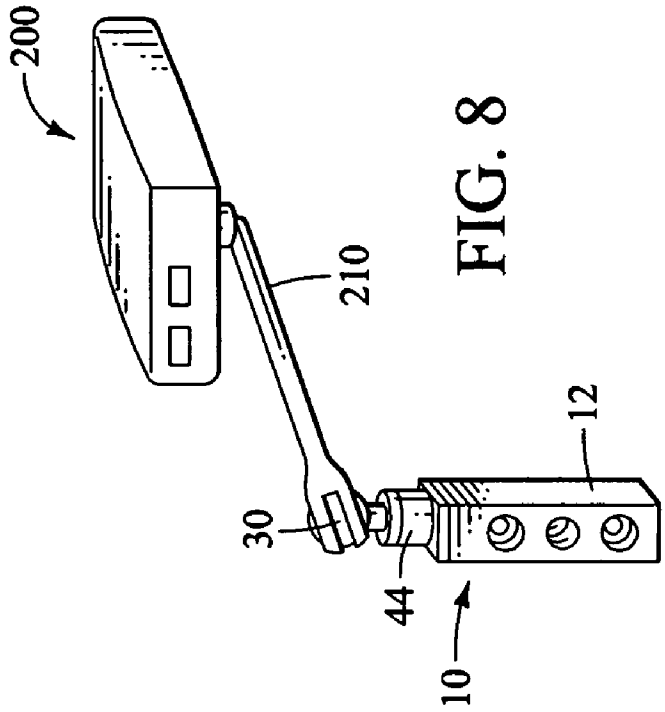


FIG. 8

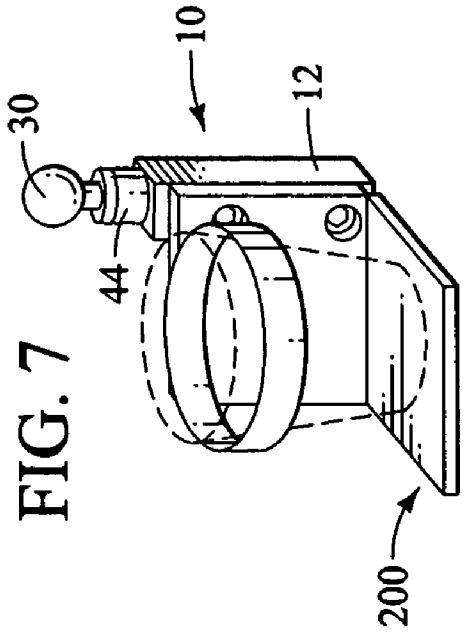


FIG. 7

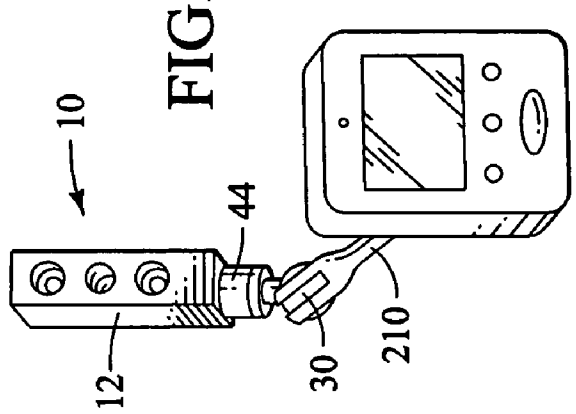


FIG. 10

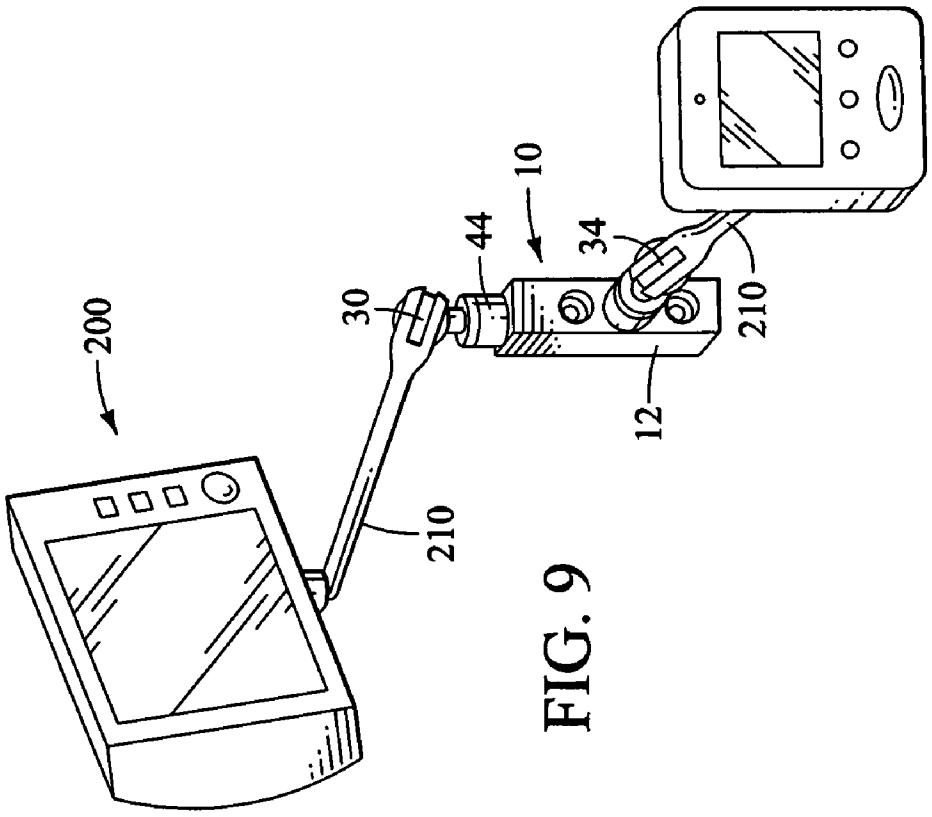


FIG. 9

ACCESSORY MOUNT FOR VEHICLE CONTROL BODIES

RELATED ART

[0001] This application claims priority to U.S. Provisional Patent No. 60/431,430.

FIELD OF INVENTION

[0002] The present invention relates to vehicle accessories mounting systems, and in particular, to a device capable of attachment to the throttle or clutch control body of a 4-wheeler, 3-wheeler, motorcycle, snowmobile, jet ski, or similar vehicle that permits easy and secure attachment of numerous accessories.

BACKGROUND OF THE INVENTION

[0003] For the past several years, there has been a continuously growing market for accessories for handlebar steered vehicles. In particular, the explosion in electronic technology based on the advancements in integrated circuit technology has made possible the availability of a wide variety of accessories for motorcycles. For example, the aftermarket for motorcycle accessories now includes devices such as CD players, cell phones, portable televisions, GPS locators, radar detectors, and other such devices.

[0004] The largest users of these types of devices are touring style motorcycles. In addition to the vast increase in availability of such devices, the tradition of customization inherent to the motorcycle industry has created a complementary demand for a means of securing these devices to the motorcycle in a safe, secure, and usable manner. Beyond the utilitarian requirements of the mounting devices, there is a need to provide attachments that are consistent with the high standards of esthetic appeal upon which the customized motorcycle industry was founded.

[0005] The prior art method of attachment of aftermarket accessories to vehicles such as motorcycles involves attaching a U-bracket to an exposed portion of the handlebars. The U-bracket will have an arm portion for direct attachment to the accessory, or to a special sleeve designed to hold the accessory.

[0006] In another prior art method, the U-bracket would have a threaded receptacle for attachment of a ball stud. The ball stud is a ball having a threaded stud protruding from it. The threaded stud is threaded into a female receptacle on the U-bracket. The ball stud provides a structure for attachment of a ball stud clamping device, which is pivotally adjustable, allowing the accessory to be mounted adjustably. U.S. Pat. No. 5,845,885 issued to Carnevali, discloses one such clamping device for movable attachment to a ball stud.

[0007] This principle disadvantage of the prior art devices is that they require free handlebar space for attachment. On many modern motorcycle handlebars, there is insufficient space available for such devices. Another disadvantage of these devices is that they require a cylindrical handlebar for attachment. On many motorcycles, the handlebars are constructed of non-cylindrical designs, making attachment of these devices impossible. Another disadvantage of theses devices is that the diameter of the cylindrical styled handlebars varies between manufacturers, and thus a specifically sized U-bracket is required for each motorcycle.

[0008] Another disadvantage of the prior art devices is that they permit attachment of a single accessory, limiting the number of accessories that can be added. Another disadvantage of these devices is that they provide a singular location for attachment of the ball stud. This limitation often requires relying on addition of a separate positioning device to effectively locate the accessory in relation to the ball stud.

[0009] Another disadvantage of these devices is that they are cumbersome. Adding equipment in the limited free space of the handlebars can cause interference with other equipment surfaces and with the rider. Another disadvantage of these devices is that they are esthetic displeasing (ugly). Owners of high-end touring bikes who want to customize their vehicles place a high value on the esthetic appeal of any customization.

[0010] It can thus be seen that there is a need to develop a device capable supporting accessories on a 4-wheeler, 3-wheeler, motorcycle, snowmobile, jet ski, or similar vehicle, that does not require additional space of the handlebars; that can be mounted on vehicles with non-cylindrical handlebars; that can be mounted on the vehicle without interfering with other equipment or with the rider; that has multiple positioning and/or multiple attachment interfaces; and that is esthetically complementary to the vehicle.

SUMMARY OF THE INVENTION

[0011] A primary advantage of the present invention is that it provides an accessory mounting device capable of being mounted on a 4-wheeler, 3-wheeler, motorcycle, snowmobile, jet ski, or similar vehicle without requiring free space on the handlebar. Another advantage of the present invention is that it provides an accessory mounting device that can be mounted to vehicles having non-cylindrical handlebars.

[0012] Another advantage of the present invention is that provides an accessory mounting device that is less cumbersome than a handlebar mounted device. Another advantage of the present invention is that it provides support for more than one accessory. Another advantage of the present invention is that it provides optional location mounting of the accessory. Another advantage of the present invention is that provides an accessory mounting device that is attractive and complimentary to the vehicle.

[0013] Another advantage of the present invention is that provides an accessory mounting device that can be mounted to the control bracket on either side of the handle bars. Another advantage of the present invention is that provides an accessory mounting device that can be mounted in an inverted position.

[0014] Other advantages of the present invention will become apparent from the following descriptions, taken in connection with the accompanying drawings, wherein, by way of illustration and example, an embodiment of the present invention is disclosed. As referred to hereinabove, the "present invention" refers to one or more embodiments of the present invention which may or may not be claimed, and such references are not intended to limit the language of the claims, or to be used to construe the claims in a limiting manner.

[0015] In accordance with one aspect of the invention, there is disclosed a unique vehicle accessory mounting

device that can be easily attached to either the left or right control body of a vehicle handlebar.

[0016] In a preferred embodiment, an accessory mount is disclosed having a body portion. The body portion has a pair of parallel mounting holes, and a radial relief located between the mounting holes. A threaded accessory hole is located on the body. In a more preferred embodiment, each mounting hole has a cylinder portion and a countersink portion that is larger in diameter than the cylinder portion. In a more preferred embodiment, the body is generally rectangular.

[0017] In another preferred embodiment the threaded accessory hole is located between the mounting holes. In an alternative embodiment, the threaded accessory hole is located in substantially perpendicular relationship to the mounting holes. In another preferred embodiment, a ball stud attached to a threaded accessory hole.

[0018] In another preferred embodiment, an accessory mount is disclosed having a body portion. The body portion has a pair of parallel mounting holes and a ball stud attached to the body.

[0019] In a preferred embodiment, an accessory mount is disclosed having a body portion. The body portion has a pair of parallel mounting holes, a pair of hollow standoffs, and a threaded accessory hole. In a more preferred embodiment, the body is generally rectangular. In a more preferred embodiment, the body has a radial relief located between the mounting holes. In a more preferred embodiment, each mounting hole has a cylinder portion and a countersink portion that is larger in diameter than the cylinder portion.

[0020] In another preferred embodiment, the threaded accessory hole is located between the mounting holes. In an alternative embodiment, the threaded accessory hole is located in substantially perpendicular relationship to the mounting holes. In another preferred embodiment, a ball stud is attached to a threaded accessory hole. In a still more preferred embodiment, the inside diameter of each hollow standoff is substantially the same as the inside diameter of the cylinder portion of the mounting holes.

[0021] In still another preferred embodiment, an accessory mount is disclosed having a body portion. The body has a pair of parallel mounting holes, a pair of hollow standoffs, and a ball stud attached to the body.

BRIEF DESCRIPTION OF THE DRAWINGS

[0022] The objects and features of the invention will become more readily understood from the following detailed description and appended claims when read in conjunction with the accompanying drawings in which like numerals represent like elements.

[0023] The drawings constitute a part of this specification and include exemplary embodiments to the invention, which may be embodied in various forms. It is to be understood that in some instances various aspects of the invention may be shown exaggerated or enlarged to facilitate an understanding of the invention.

[0024] **FIG. 1** is a front isometric view of a preferred embodiment of the present invention, disclosing a typical vehicle having an accessory mount attached to the right side control body, and having an accessory, such as a radar detector, attached to the accessory mount.

[0025] **FIG. 2** is a close-up isometric view of the preferred embodiment of the present invention disclosed in **FIG. 1**.

[0026] **FIG. 3** is an isometric view of the preferred embodiment of the present invention in which an accessory mount is shown attached to a control body of a vehicle.

[0027] **FIG. 4** is an isometric exploded view of a preferred embodiment of the present invention, disclosing the accessory mount including threaded ball studs for attachment of accessories.

[0028] **FIG. 5** is a side cross-sectional view of a preferred embodiment of the present invention, disclosing an accessory mount attached to a control body, and having a ball stud attached.

[0029] **FIG. 6** is a side cross-sectional view of a preferred embodiment of the present invention, disclosing an accessory mount attached directly to a control body, without the use of standoffs.

[0030] **FIG. 7** is an isometric view of a cup holder type accessory attached to a preferred embodiment of the present invention accessory mount.

[0031] **FIG. 8** is an isometric view of a radar detector type accessory attached to a preferred embodiment of the present invention accessory mount.

[0032] **FIG. 9** is an isometric view of a global positioning system (GPS) type accessory and a music player type accessory attached to a preferred embodiment of the present invention accessory mount.

[0033] **FIG. 10** is an isometric view of an accessory attached to a preferred embodiment of the present invention accessory mount, in which the accessory mount is attached in an inverted position.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0034] The following description is presented to enable any person skilled in the art to make and use the invention, and is provided in the context of a particular application and its requirements. Various modifications to the disclosed embodiments will be readily apparent to those skilled in the art, and the general principles defined herein may be applied to other embodiments and applications without departing from the spirit and scope of the present invention. Thus, the present invention is not intended to be limited to the embodiments shown, but is to be accorded the widest scope consistent with the principles and features disclosed herein.

[0035] The terms "right" and "left" as used herein are referenced from the perspective of a person operating a vehicle. The references are intended to aide in the description of the application of the various embodiments of the present invention, and are not intended to be limiting.

[0036] **FIG. 1** is a front isometric view of a preferred embodiment of the present invention, disclosing an accessory mount **10** attached to a typical vehicle **100**.

[0037] **FIG. 2** is a close-up isometric view of the preferred embodiment of the present invention disclosed in **FIG. 1**. In this view, vehicle **100** has a handlebar **102**. A right side

control body **104** is secured to handlebar **102** by a control bracket **106**. Typically, right side control body **104** is a throttle and brake control body.

[**0038**] A left side control body **105** is also secured to handlebar **102** by a control bracket **106**. Typically, left side control body **105** is a clutch control body. Also typically, a substantially similar or identical control bracket **106** is used for both right side control body **104** and left side control body **105**.

[**0039**] In **FIG. 2**, an accessory mount **10** is shown attached to right side control bracket **106**. An accessory **200** is shown attached to accessory mount **10**. In this view, accessory **200** is shown to be a radar detector. The accessory type to which the present invention applies is not limited to those shown in the several figures. The illustrated accessory types are intended only to show, by example, the functionality and benefit of the present invention.

[**0040**] **FIG. 3** is an isometric view of a preferred embodiment of the present invention. In this view, handlebar **102** of vehicle **100** is shown segmented. Control body **104** is secured to handlebar **102** by control bracket **106**. Accessory mount **10** is attached to control bracket **106** of control body **104**.

[**0041**] **FIG. 4** is an isometric exploded view of the preferred embodiment disclosed in **FIG. 3**. In this view, it is seen that control bracket **106** may be generally semi-cylindrical. While this general geometric description is common of control brackets, it is not the exclusive form control bracket **106** may have, and not a form to which application of the present invention is limited.

[**0042**] Control bracket **106** will typically have a first portal **108** for allowing a first threaded bolt **109** (not shown) to pass through for threaded connection to control body **104** or **105**. A recess **110** may be provided to transition first portal **108** with control bracket **106**, and provide clearance for the head portion of bolt **109**. First portal **108** may also include a countersunk diameter **112**. Countersink **112**, if provided, is receivable of the head of bolt **109**, which is typically an Allen type bolt.

[**0043**] As seen in **FIG. 4, a** second portal **114** is located on the opposite side of control bracket **106**. Second portal **114** allows a second threaded bolt **115** (not shown) to pass through control bracket **106** for threaded connection to control body **104** or **105**. A recess **116** may be provided to transition second portal **114** with control bracket **106**, and provide clearance for the head portion of bolt **115**. Second portal **114** may also include a countersunk diameter **118**. Countersink **118**, if provided, is receivable of the head of bolt **115**, which is typically an Allen type bolt.

[**0044**] Bolts **109** and **115** are located in portals **108** and **114** respectively, and thread connected to control body **104**. Torque applied to bolts **109** and **115** compress control bracket **106** and control body **104** (or **105**) against handlebar **102** to secure control body **104** to handle bar **102**.

[**0045**] The foregoing description is of a typical handle bar and control body relationship, however, it is recognized that other configurations exist to which the principles of the present invention also apply.

[**0046**] In a preferred embodiment of the present invention disclosed in **FIG. 4**, accessory mount **10** has a body **12**. In a preferred embodiment, body **12** is generally rectangular. Body **12** has a front side **14**, a back side **16**, a top side **18** and a bottom side **19**. In a preferred embodiment, body **12** is approximately 3 inches tall, 0.63 inches wide, and 0.68 inches deep. Body **12** has a pair of mounting holes **20** and **22**. In a more preferred embodiment, mounting holes **20** and **22** each have a concentrically located countersunk portion **24** and **26** respectively, located on front side **14** of body **12**.

[**0047**] A first threaded accessory hole **28** is located on body **12** for threaded coupling with a first ball stud **30** or other accessory connecting device. In a more preferred embodiment, first accessory hole **28** is located on top side **18** of body **12**, substantially perpendicular to the orientation of mounting holes **20** and **22**. A second threaded accessory hole **32** is located substantially parallel to the orientation of mounting holes **20** and **22**. Second accessory hole **32** permits threaded coupling with a second ball stud **34** or other accessory connecting device. In the most preferred embodiment, second accessory hole **32** is substantially centered between mounting holes **20** and **22**.

[**0048**] In an alternative, though less preferred embodiment, ball stud **30** and/or ball stud **34** may be permanently attached to body **12**, without the use of threaded holes **28** and/or **32**.

[**0049**] In another preferred embodiment, body **12** has a radial relief **35** located on back side **16** of body **12**. In a more preferred embodiment, radial relief **35** is centered between mounting holes **20** and **22**.

[**0050**] A first standoff **36** extends outward from bolt hole **20** at back side **16** of body **12**. A second standoff **38** extends outward from bolt hole **22** at back side **16** of body **12**. Standoffs **36** and **38** extend perpendicularly rearward from back side **16** of body **12**. In a preferred embodiment, standoffs **36** and **38** are hollow cylinders having an inside diameter substantially equal to the diameter of mounting holes **20** and **22**. In a more preferred embodiment, standoffs **36** and **38** are detachable from body **12**, as shown in **FIG. 4**.

[**0051**] A first bolt **40** is disclosed for placement in front side **14** of body **12**, and extending through bolt hole **20**, through standoff **36**, and through portal **108**, for threaded engagement with control body **104**. A second bolt **42** is disclosed for placement in front side **14** of body **12**, and extending through bolt hole **22**, through standoff **38**, and through portal **114**, for threaded engagement with control body **104**.

[**0052**] **FIG. 5** is a side cross-sectional view of a preferred embodiment of accessory mount **10**, disclosing accessory mount **10** attached to control body **104**, and having ball stud **30** attached. In this view, the features of the invention that permit easy and secure attachment are best viewed. In the embodiment shown, standoffs **36** and **38** fit into recesses **110** and **116**, and abut control bracket **106**.

[**0053**] First bolt **40** extends through body **12**, through standoff **36**, through control bracket **106**, and is thread connected to control body **104** (or **105**). Second bolt **42** extends through body **12**, through standoff **38**, through control bracket **106**, and is thread connected to control body **104** (or **105**).

[**0054**] **FIG. 6** is a side cross-sectional view of another preferred embodiment of accessory mount **10**, disclosing

accessory mount **10** attached to control body **104**, and having ball stud **30** attached. In the embodiment disclosed in this view, standoffs **36** and **38** are not used. Instead, radial relief **35** engages control bracket **106** directly. In this embodiment, first bolt **40** extends through body **12**, through control bracket **106**, and is thread connected to control body **104** (or **105**). Second bolt **42** extends through body **12**, through control bracket **106**, and is thread connected to control body **104** (or **105**).

[**0055**] Operation of the Preferred Embodiments

[**0056**] **FIG. 1** is a front isometric view of a preferred embodiment of the present invention, disclosing accessory mount **10** attached to a typical vehicle **100**. In this view, it can be seen that accessory mount **10** is attached directly to control bracket **106** of control body **104**. By virtue of this unique attachment, accessory mount **10** can be mounted on a 4-wheeler, 3-wheeler, motorcycle, snowmobile, jet ski, or similar vehicle without requiring or utilizing any free space on handlebar **102**. In addition, this connectivity eliminates the need for a cylindrical handlebar **102** for attachment.

[**0057**] It can also be seen in **FIG. 1** that attachment of accessory mount **10** does not interfere with the operation of the vehicle **100**, and is less cumbersome than a handlebar mounted device that might come into contact with the operator of vehicle **100** when turning handlebar **102** during navigation of vehicle **100**. Referring to **FIG. 4**, it can be seen that accessory mount **10** can be attached to a vehicle **100** quickly, and with a minimum requirement for tools.

[**0058**] In a first assembly step of a preferred embodiment, the operator removes bolts **109** and **115** (not shown), from the control body (**104** or **105**) to which the operator will attach an accessory. Bolts **109** and **115** are located in portals **108** and **114** and thread connected to control body **104** or **105**.

[**0059**] In a second assembly step of the preferred embodiment illustrated in **FIG. 4**, bolts **40** and **42** are inserted into mounting holes **20** and **22** from front side **14** of body **12**. Bolts **40** and **42** replace bolts **109** and **115** when bolts **109** and **115** are too short to attach accessory mount **10**. Bolts **40** and **42** have the same thread design as bolts **109** and **115**.

[**0060**] In a third assembly step of the preferred embodiment illustrated in **FIG. 4**, standoffs **34** and **38** are located on bolts **40** and **42**, against back side **16** of body **12**.

[**0061**] In an optional fourth assembly step of the preferred embodiment, the operator may determine the orientation of body **12**, positioning top side **18** of body upwards as illustrated in FIG's **1** through **9**, or having top side **18** directed downwards, as illustrated in **FIG. 10**.

[**0062**] In a fifth assembly step of the preferred embodiment illustrated in **FIG. 5**, bolts **40** and **42** are threaded into control body **104**. In the embodiment shown, standoffs **36** and **38** fit into recesses **110** and **116**, and abut control bracket **106**. First bolt **40** extends through body **12**, through standoff **36**, through control bracket **106**, and is threaded into engagement with control body **104**. Likewise, second bolt **42** extends through body **12**, through standoff **38**, through control bracket **106**, and is threaded into engagement with control body **104**.

[**0063**] In the preferred embodiment illustrated in **FIG. 5**, the ends of bolts **40** and **42** are located within countersinks **24** and **26** of holes **20** and **22** respectively. Depending of the configuration of control bracket **106**, standoffs **36** and **38** may be located in countersinks **112** and **118**. If control bracket **106** lacks countersinks, standoffs **36** and **38** may abut portals **108** and **114**. In either configuration, standoffs **36** and **38** may also be positioned in recesses **110** and **116** respectively, if provided. Standoffs **36** and **38** are "bolt guides" and function as spacers.

[**0064**] Torque applied to bolt **40** and a bolt **42** secures accessory mount **10** to control bracket **106**, and further secures control bracket **106** and control body **104** (or **105**) against handlebar **102**.

[**0065**] In an optional sixth assembly step of the preferred embodiment illustrated in **FIG. 5, a** ball stud **30** is threaded into first accessory hole **28**. Ball studs **30** and **34** are round balls mounted on threaded studs. Ball studs **30** and **34** are interchangeable and are numerically distinguished only to identify their location on body **12**. Ball studs **30** and **34** are standard commercially available products, such as the RAM **236** product, available from National Products, Inc., 1017 S. Elmgrove St. —Seattle, Wash. 98108. Commercially available ball clamps can be applied to the ball portion of ball studs **30** and **34** to permit multiple positioning of any accessory.

[**0066**] In an optional seventh assembly step of the preferred embodiment illustrated in **FIG. 5, a** ball stud **34** is threaded into second accessory hole **32**. Exercising steps six and step seven provides accessory mount **10** with two ball studs **30** and **34** for attaching multiple accessories.

[**0067**] In another preferred embodiment disclosed in **FIG. 4**, body **12** has a radial relief **35** located on back side **16** of body **12**. In a more preferred embodiment, radial relief **35** is centered between mounting holes **20** and **22**. As seen in **FIG. 5**, radial relief **35** provides clearance between body **12** of accessory mount **10** and control bracket **106**.

[**0068**] In another preferred embodiment, standoffs **36** and **38** are separate and detachable from body **12**, as shown in **FIG. 4**. This feature, in combination with radial relief **35**, permits removal and use of mount **10** without standoffs **36** and **38**, as shown in **FIG. 6**. It also permits use of body **12** with standoffs **36** and **38** of various lengths.

[**0069**] The embodiment of **FIG. 6** is thus distinguished from the embodiment of **FIG. 5**. In the fifth assembly step of the preferred embodiment illustrated in **FIG. 6**, first bolt **40** extends through body **12**, through control bracket **106**, and is thread connected to control body **104** (or **105**). Second bolt **42** extends through body **12**, through control bracket **106**, and is thread connected to control body **104** (or **105**). Radial relief **35** of body **12** engages control bracket **106** directly, stabilizing accessory mount **10** against control bracket **106**.

[**0070**] **FIG. 7** is an isometric view of a cup holder type accessory **200** attached to accessory mount **10**. In this view, it can be seen that various accessories **200** can be mounted directly to body **12** without the need for any intermediate connectivity, such as ball studs **30** and **34**. Accessories **200** may be attached directly or indirectly to bolts holes **20** and **22** (not visible in this view) and/or threaded holes **28** and **32** (not visible in this view).

[**0071**] In an optional embodiment disclosed in FIG. 's **7-10**, a top portion **44** of body **12** is cylindrical is shape.

FIG. 8 is an isometric view of a radar detector type accessory **200** attached to accessory mount **10**. In this configuration, accessory mount **10** includes a ball stud **30**. A ball clamp **210** secures accessory **200** in pivotal relationship to accessory mount **10**.

[**0072**] **FIG. 9** is an isometric view of accessory mount **10** attached to left side control bracket **106**. A global positioning system (GPS) type accessory **200** is attached to accessory mount **10** at first ball stud **30**. A music player type accessory **200** is attached to accessory mount **10** at second ball stud **34**. A ball clamp **210** attaches accessory **200** in pivotal relationship to accessory mount **10**. This view illustrates the capability of accessory mount **10** to support accessories **200** on either side of handlebar **102** of a vehicle **100**. This view also illustrates the capability of accessory mount **10** to securely support multiple accessories **200**.

[**0073**] **FIG. 10** is an isometric view of accessory mount **10**, attached to left side control bracket **106**. In this embodiment, accessory mount **10** is attached in an inverted position relative to its position, with bottom side **20** directed generally upwards. This view illustrates the capability of accessory mount **10** to mounted in an inverted position, and thus provide multiple orientations and locations for attachment of accessories **200** relative to handlebar **102**.

[**0074**] It will be readily apparent to those skilled in the art, and the general principles defined herein may be applied to other embodiments and applications without departing from the spirit and scope of the present invention. One skilled in the art will specifically recognize that alternative arrangements of the disclosed components can achieve an equivalent function and result without departing from the spirit and scope of the present invention.

I claim:

1. A vehicle accessory mount, comprising:

A body;

a pair of parallel mounting holes in the body;

a radial relief located between the parallel mounting holes; and,

a threaded accessory hole.

2. The vehicle accessory mount of claim 1, each mounting hole further comprising:

a cylinder portion; and,

a countersink portion that is larger in diameter than the cylinder portion.

3. The vehicle accessory mount of claim 1, further comprising:

whereas the body is generally rectangular.

4. The vehicle accessory mount of claim 1, further comprising:

whereas the threaded accessory hole is located between the mounting holes.

5. The vehicle accessory mount of claim 1, further comprising:

whereas the threaded accessory hole is located in substantially perpendicular relationship to the mounting holes.

6. The vehicle accessory mount of claim 1, further comprising:

a ball stud attached to the threaded accessory hole.

7. A vehicle accessory mount, comprising:

a body;

a pair of parallel mounting holes in the body; and,

a ball stud attached to the body.

8. A vehicle accessory mount, comprising:

a body;

a pair of parallel mounting holes in the body;

a pair of hollow standoffs; and,

a threaded accessory hole.

9. The vehicle accessory mount of claim 8, further comprising:

whereas the body is generally rectangular.

10. The vehicle accessory mount of claim 8, the body further comprising:

a radial relief located between the parallel mounting holes.

11. The vehicle accessory mount of claim 8, further comprising:

whereas the threaded accessory hole is located between the mounting holes.

12. The vehicle accessory mount of claim 8, further comprising:

whereas the threaded accessory hole is located in substantially perpendicular relationship to the mounting holes.

13. The vehicle accessory mount of claim 8, each mounting hole further comprising:

a cylinder portion; and,

a countersink portion that is larger in diameter than the cylinder portion.

14. The vehicle accessory mount of claim 8, further comprising:

whereas the inside diameter of each hollow standoff is substantially the same as the inside diameter of the cylinder portion of the mounting holes.

15. A vehicle accessory mount, comprising:

a body;

a pair of parallel mounting holes in the body;

a pair of hollow standoffs; and,

a ball stud attached to the body.

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