



Trailer comes with a fold-up floor assembly on front - 2 pieces of expanded metal which are hinged in the middle and rest on a steel frame.

First-Of-Its-Kind “Extendable” Trailer

Here’s a new idea in utility trailers that we’ve never seen before – a 10-ft. “extendable” trailer that can be quickly lengthened to 14 ft. whenever you need more capacity.

Developed by Willis Trailers in Lynchburg, Va., the trailer comes with a fold-up floor assembly on front. It consists of 2 pieces of expanded metal which are hinged in the middle and rest on a steel frame. The frame rides on a pair of telescoping steel tubes that are free to slide back and forth on rails.

To lengthen the trailer, the operator releases a pair of latches on back of the trailer, which unlocks the telescoping tubes. After he gets in the vehicle, he applies the trailer brakes to lock the trailer’s wheels in place, then drives forward to unfold the floor at the front of the trailer. A pair of hinged handrails that rest on both sides of the trailer are then folded down and pinned in place.

To return the trailer to its shorter length, the operator returns the hinged rails to their rest position and uses a lever to break the plane

on the extendable floor. He then applies the trailer brakes again to lock the wheels, and backs up until the trailer is compressed to its original length.

“An extendable trailer offers a lot of advantages,” says Willis. “It provides the hauling capacity of two medium trailers, which means you have fewer trailers to maintain and pay taxes on. The load capacity is the same whether the extendable part of the trailer is open or closed.

“Another advantage is that if just one part of the trailer gets damaged due to an auto accident or job site mishap, you can replace it instead of having to buy an entire new trailer.”

The trailer is available as a single axle 3,500-lb. model that sells for \$3,500, or as a 5,500-lb. model with dual 3,500-lb. axles that sells for \$4,700.

Willis says the company also plans to introduce a 14 to 20-ft. extendable trailer and a 30 to 45-ft. gooseneck trailer, as well



To return trailer to its original length, the operator uses a lever to break the plane on the extendable floor. He then applies the trailer brakes to lock the wheels, and backs up until trailer is compressed to its original length.



Extendable frame rides on a pair of telescoping steel tubes that are free to slide back and forth on rails.

as a single car hauler that can be extended to make a 2-car hauler.

The company provides dealers with a first-of-its-kind marketing plan. “Dealers sell directly through our website, without having to stock trailers on their lot,” says Willis. “Once the customer decides to buy a trailer, an Uber vehicle picks up the trailer at our

factory and delivers it to the dealer.”

You can watch the trailer in action at www.farmshow.com.

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Cyclone Seeder Pulled Behind ATV

“I wanted a lightweight seeder that I could pull behind my 4-wheeler to go through wet spots. My 4-wheeler doesn’t have a pto so I mounted a Cyclone seeder on the wheels and axle off an old Toyota car. The axle’s differential is used to drive the seeder’s fan,” says Brian Dickinson, Rocky Mountain House, Alberta.

Dickinson bought the used Cyclone seeder for \$100. He used 2-in. box tubing to build a frame and tongue and bolted the seeder onto the tongue so that it faces backward. He also bolted a ball hitch on back of the 4-wheeler.

The seeder came with a cable driveline that ran up to the fan on the seeder. Dickinson turned the differential upside down, then welded a short length of pipe onto the yoke,

then slid the cable driveline inside the pipe and connected it to the differential. He also re-attached 2 metal “stabilizer rods” on the seeder to the seeder frame.

To spread seed or fertilizer, he reaches back to open or close a gate at the bottom of the seeder.

“It’s really handy to use,” says Dickinson. “I can pull it behind my garden tractor or pickup as well as my 4-wheeler. It’s lightweight and doesn’t leave wheel ruts. And the seed box is about one foot lower than it would be on the tractor drawbar, which makes it easier to fill.”

He made some money by doing custom work with the seeder, too. “I reseeded some land on my property for a local oil company



Dickinson mounted a Cyclone seeder on the wheels and axle off an old Toyota car. The axle’s differential is used to drive the seeder’s fan.

that paid me \$160 per hour. I also reseeded an area where a pipeline had gone through.”

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Two-Wheel Wheelbarrow Handles Big Loads Better

Alex Lunt has a beast of a wheelbarrow for hauling loads. His BeastBarrow has a second in-line wheel that helps carry heavy loads. The rear wheel is mounted to a patented swivel that makes it easier to push the load around curves rather than lift and tilt. The load remains flat.

“We’ve used BeastBarrows on job sites for years as we developed and refined the design,” says Lunt, a certified residential contractor. “We are still refining it as we seek a manufacturer to partner with or investors to back us.”

The current prototype frame is made with welded, 1-in. Schedule 40 aluminum pipe. The pan is 1/8-in. aluminum with a 1/2-in. solid lip. The wide wheels are rated for 500 lbs. and mounted on 1-in. solid steel axles. The ends of the aluminum pipe arms on the BeastBarrow arc back toward the pan, providing greater control and adapting better to different height users.

“The in-line design lets one wheel follow in the track of the other,” says Lunt. “You can go over a board ramp on a construction site,

and the rear wheel follows.”

When not in use and resting on the support legs, the second wheel nests close behind the first. Once the BeastBarrow is loaded, the operator lifts the arms, and the wheel swings down. As the load moves forward, the second wheel moves back and into place under the rear of the pan, allowing the operator to lower the full weight onto the 2 wheels. Once at the unloading point, the operator again lifts the arms, and the wheel swings out of the way so the BeastBarrow can be lowered onto the support legs.

Lunt has sold nearly a dozen of the current prototypes and has a limited number still for sale. They are priced at \$699 plus shipping of \$200.

“Interested FARM SHOW readers should contact us and ask about our FARM SHOW discount,” says Lunt.

Contact: FARM SHOW Followup, BeastBarrow, 3726 Homestead Rd., Tallahassee, Fla. 32309 (ph 850 212-0186; founder@beastbarrow.com; www.beastbarrow.com).



A second in-line wheel on the BeastBarrow helps carry heavy loads. Wheel is free to swivel, which makes it easier to push the load around curves.