

Buckets along both sides of trailer hold miscellaneous parts, tools.

### Horse Trailer Converted To "Shop On Wheels"

"From the outside, it still looks like a horse trailer. But inside are all the shop tools I need," says a Kansas inventor who converted a used 10 1/2-ft. horse trailer into a "shop on wheels."

He has a custom business filling in center pivot wheel ruts on alfalfa and grass fields (Vol. 27, No. 3). He takes his shop tool trailer with him wherever he goes. "It's my support vehicle for whenever a machine breaks down or for when I need to do routine jobs like changing a tire," he says. "I often work up to 50 miles from the nearest town with any repair services, so it's important that I'm able to do my own repair work."

With double doors at the back of the trailer, a side door on front, and an aisle down the middle, all tools are easy to get at. Often, he doesn't even have to go inside the trailer to get what he needs. For example, the toolbox is in back of the trailer so he can grab a tool without having to climb inside.

He paid \$2,200 for the trailer and then spent a lot of time planning where to place each tool.

"I knew I wanted my 250-amp Miller Bobcat welder at the back so I wouldn't have to go inside to start it or to adjust the dials and so the exhaust could be vented outside. I also built a metal frame on both sides of the trailer and fit all the big stuff into it, like toolboxes and welders, so they wouldn't vibrate too much and fall over."

The toolbox is on one side of the trailer and has a pair of hinged fold-out working tables on it. The welder is on the other side and has a torch hose reel mounted above it.

Several "pull-out" features are built into the trailer. By removing a pin, he can slide a 3 1/2-ft. long metal arm out of a hollow tube next to the welder and use the arm to support a vise. A telescoping crane slides out just below the trailer's roof. A Halogen light bar mounted on a hinged center post at the back of the trailer can be swung outside the back end of the trailer and raised 12 1/2 ft. high.

The front part of the trailer contains a 25 cfm, gas-powered air compressor. "The compressor powers a 1-in. impact wrench that I use to change flat tires on trucks," he says. The front part of the trailer is also used as storage for extra air hoses, lights, extension cords, chop saws, sawzalls, etc. Brackets along both sides of the trailer are used to hang air hoses, etc.

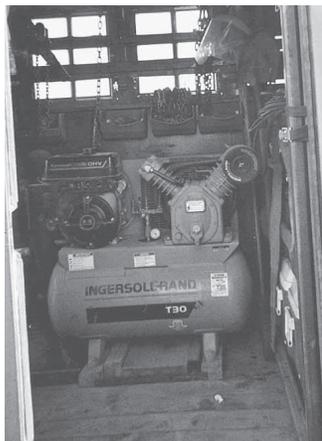
Other tools inside the trailer include a generator, battery charger, gas engine-powered chop saw, band saw, impact wrenches, electric drills and grinders, end wrenches, socket wrenches.



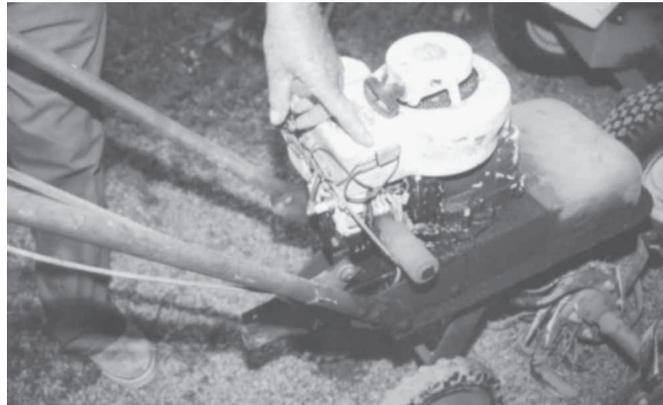
View slides out of trailer on 3 1/2-ft. metal arm.



Toolbox is on one side of trailer and has a pair of hinged fold-out working tables on it.



Front part of trailer contains a 25 cfm, gas-powered air compressor and generator.



"Transistorized ignition module" is designed to eliminate the need for points and condensers in older engines.

### Ignition Module Helps Start Older Engines

If you have some older small engines that aren't getting much use because the points or condenser are corroded, making them hard to start, here's a quick, easy and inexpensive way to give the machine new life.

It's a "transistorized ignition module" that's designed to eliminate the need for points and condensers in older magneto-type engines. The add-on device gets high praise from Charley Marley of Nokomis, Ill. It works on older engines that have one magnet in the fly-wheel (but not on engines with more than one magnet).

Marley has used an ignition module on both an older garden rototiller equipped with a single cylinder Briggs & Stratton engine, and also an older Simplicity 16 hp riding

mower. "It made the difference between getting use out of these pieces of equipment or having to get rid of them," he says. "You can find transistorized ignition modules at any good auto supply store, and the cost is less than \$20."

The module kit comes complete with instructions and a diagram. Basically, you wire it in and attach it to the engine.

"When people first hear about this idea, many of them say it sounds crazy. But it works," says Marley.

The modules sell for \$18.50 apiece. Contact: FARM SHOW Followup, Charley Marley, 27147 Oconee Ave., Nokomis, Ill. 62075 (ph 217 563-2007).



Roy Gray built this low-cost shop by laying panels from an 18-ft. dia. grain bin over on their side.

### Old Grain Bin Makes Low-Cost Shop

"I spent less than \$50 to build my shop," says Roy Gray Jr., Newsoms, Va., who converted an old 18-ft. dia. drying bin by laying it over on its side.

The shop measures 20 ft. long by 15 ft. wide and is 9 1/2 ft. high at the peak. The south side has a 9-ft. wide opening, with a homemade metal lean-to attached to it. There's a 7-ft. wide opening with homemade folding doors on the west end of the building. The other two sides of the building are closed.

He got the bin for free from an acquaintance after a storm blew the roof off the bin. He used an impact wrench to unbolt half the panels from the bin and then laid the half that remained over on its side. The metal lining out of an old swimming pool was

used to close up the bin's open top and bottom ends. A tin snips was used to cut out the two door openings, as well as a small window on one end of the building. He built a wooden frame in each of the door openings for support. He made the double folding doors out of an old roll-up garage door, unbolting the door into two halves and then laying them on their sides and adding hinges.

"I keep my shop tools in it, as well as my Cub Cadet riding mower," says Gray. "I stood on an 8-ft. ladder and unbolted the bin all by myself, then brought it home and put it back up. I built the lean-to out of an old utility shed that someone gave me."

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