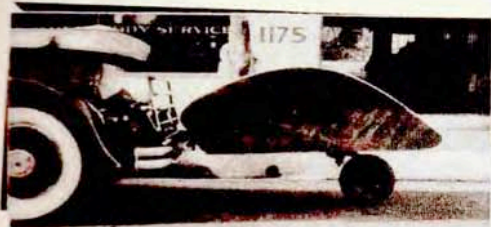
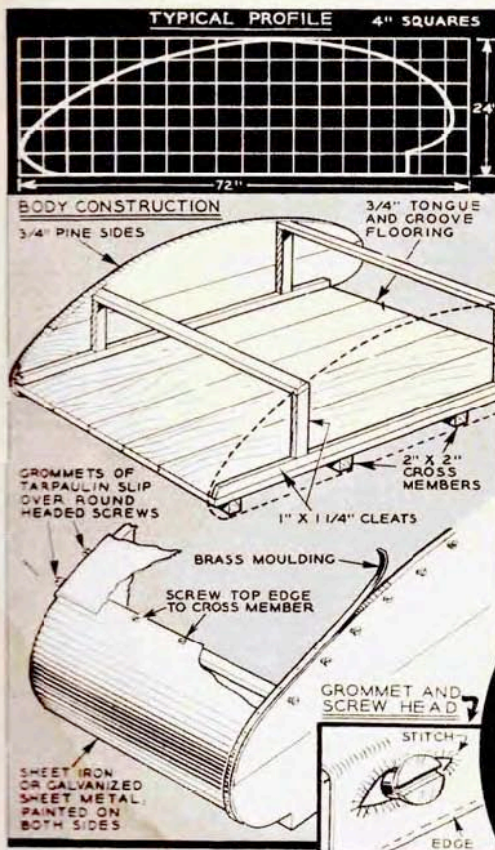


UNI-WHEEL TRAILER HAULS



Quickly attached to the rear bumper of your car, this trim little trailer is just the thing for light hauling and travel use. A swivel axle permits it to ride on a single donut or air wheel.



Specifications for constructing trailer body are given above. Since the size of the trailer will depend largely upon the use to which it will be put dimensions are left to the builder's discretion. Sheet metal covers fastened over the ends of the side pieces provide streamlined effect. Tarpaulin covers top

DESIGNED especially for sportsmen and light delivery use this single wheel trailer is well suited for hauling moderate loads simply by clamping it to the rear bumper of the car.

No dimensions for the body are given since it can be constructed to meet the requirements of any uni-wheeled trailer chassis. Tongued and grooved material is used for the floor while ordinary lumber is used elsewhere. For the sides $\frac{3}{4}$ -inch pine is best although for heavy duty hauling 1-inch stock may be substituted.

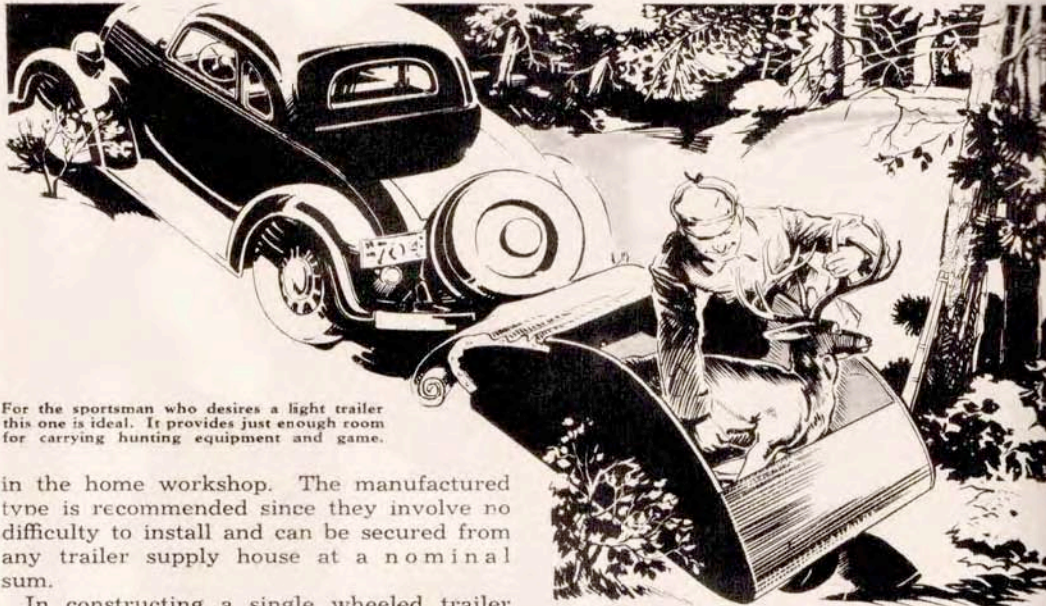
The side panels are cut to follow a streamlined design after which sheet metal covers are fastened over the frame providing a spacious cockpit into which articles to be transported are deposited. A tarpaulin of leatherette or canvas is made to fit over the cockpit and fastened in place by a grommet arrangement similar to the method used for fastening auto storm curtains.

The trailer rolls on a midget air wheel or donut wheel depending upon its size. A standard swivel axle assembly may be purchased or a motorcycle fork can be formed into a satisfactory axle by cutting off the upper portion and welding on a plate to serve as bearing for the swivel bolt.

Bumper clamps can be of the manufactured type or they can be forged



SPORTSMEN'S EQUIPMENT



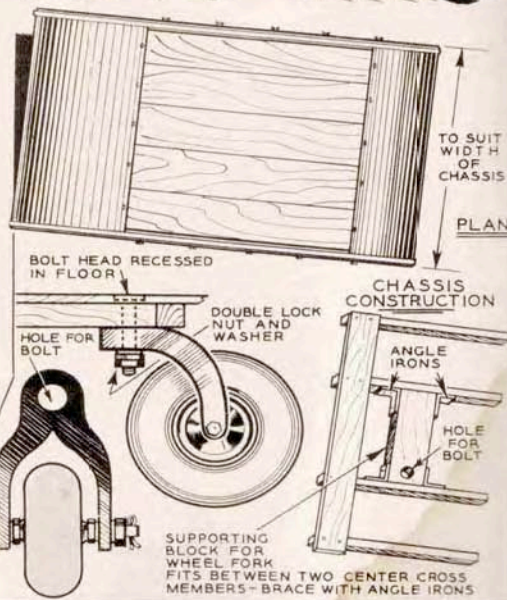
For the sportsman who desires a light trailer this one is ideal. It provides just enough room for carrying hunting equipment and game.

in the home workshop. The manufactured type is recommended since they involve no difficulty to install and can be secured from any trailer supply house at a nominal sum.

In constructing a single wheeled trailer such as this one be careful that the trailer body is not made too wide. For best results it should be built so that its width is about one foot less than the overall width of the car to which it is to be attached. This will allow sufficient clearance when you are passing other cars on the road. When the trailer body is too wide there is always the danger of sideswiping the car which you are passing should you cut your steering too sharply.

Although perfectly safe this type of trailer is banned in some states for unknown reasons. Before starting construction on this or other trailers described in this book it is well to contact your state Department of Motor Vehicles Superintendent or Commissioner's office. They will supply trailer regulations information to you at no cost.

Below—Here is the uni-wheel trailer attached to the rear bumper of car. Only a few seconds are required to detach it since it is just a matter of loosening bumper clamps.



The above diagrams suggest methods for attaching the air or donut wheel to chassis. A supporting block for wheel fork is inserted between cross members and held in place with brackets.