

Trailer Your Vette by Paul Hamersly

We trailer to races all over AZ, NM, NV, and CA. Our experience is that you should not use suspension components for tie-down securing points.

1. Attach tie-downs using the frame slots used for jacking pucks.
2. Buy high quality tie-down straps and cross them.
3. Snug the tie-downs, then recheck after the first few miles - plus recheck at each stop on the trip (had a friend who had a Z06 come off an open trailer because someone at a stop undid the straps and he didn't check them before starting out)
4. Set parking/emergency brake - full on.
5. Park your Z06 in neutral so the car's movement (remember it is still riding on the suspension and you are going over bumps, etc.) on the trailer during the trip does not rock the car back and forth on the gears in the transmission.
6. Check you tongue weight! A good trailer service company should have a tongue scale. I bought one years ago and have used it on several friends trailers each season since. Move the car back and forth until you know the place where you end up with about 11-12% of the total weight of the loaded trailer & car on the tongue with the trailer sitting exactly at the height that your truck settles to under load. Too little or too much weight on the tongue results in trailer sway, lifting and jerking your truck around, etc. Time spent doing this right will be worth it!
7. Mark you perfect location with a wheel stop/chock permanently attached to the trailer so you can easily repeat your proper tongue weight every time. Also use wheel chocks on the trailer before driving your car on or off.
8. Double check everything every time! (Hitch lock, break-away wire, safety chains, tie-downs, tire pressures, etc.)
9. Not necessarily related, but we cover the tires on the parked trailer to minimize sun damage. We replace trailer tires every 2 years including the spare (they don't wear out, they decay from exposure), and I pack wheel bearings and inspect brakes every 5K trailer miles which ends up being about every 4-5 months. Never lost a trailer tire to a blow out and never had a bearing overheat. We also get new tie-downs each time we replace tires. Finally, in case you need to change a tire, get one of the 'drive on' trailer tire lifts to make it easy.

Here's a link to Sherline for a tongue scale and also a great set of trailering tips if you are new to this.

<http://www.sherline.com/lmbook.htm>

Source for hardened t-hooks:

http://www.northerntool.com/webapp/w...70_43572_43572

Source for a really neat 'drive on' trailer jack:

http://www.trailer-parts-forless.com...r_aid_jack.htm

Happy Corvette Hauling! BTW the license plate on our Dodge diesel truck is:

"VETHWLR" 