

HELPFUL HINTS

June is show time and sure as it's summer we will see more and more Mustangs pulling their prize pony to the shows rather than subject their hard work and money to the always unpredictable weather and road conditions. Over the last couple of years more and more cars are showing up on trailers, so if you are considering joining up with this group, here are some facts and suggestions to consider before putting down your money for a trailer of any kind.

The first thing to consider is do you presently have a vehicle that will pull a car on a trailer. Your average Mustang will weigh approximately 3,000 pounds depending upon year, model and accessories. The trailer, depending on style, will weigh 1,500 to 3,000 pounds. So, you will be pulling approximately 4,500 pounds minimum (an early Mustang on an open trailer). Most late model cars with a 305 or larger V-8 will do the job. If you are pulling with, for instance, a Ranchero with a 351 and automatic transmission, you would need to add a transmission cooler to insure that you do not wind up burning up the transmission. Transmission coolers cost about \$50 to \$100 plus installation depending on capacity. You also need a heavy duty hitch (a class III) which runs from \$125 to \$250 plus installation. To go along with the hitch, load equalizer bars are also suggested which will run another \$175 and of course you need to install an electric brake unit in the car for another \$50 to \$75 plus installation. You will also need to wire the car for a trailer hookup for the lights and turn signals.

Next you must choose the type of trailer that best suits your needs and pocket book. A homemade trailer or possibly a used manufactured trailer will cost anywhere from \$500 to \$2,500. A car trailer should have some kind of solid floor and fenders on it to keep as much road dirt and rocks off the car as possible. Generally all these trailers are fabricated using some type of mobile home axle and suspension. Most of them use the mobile home type tires and wheels that come with the axles. The conversion to regular tires

and rims is a very good option on a new trailer or a good investment for a used one. Regular tires and wheels are easier to service and will wear considerably longer than the mobile home tires and wheels. They are also more dependable.

The price of a new, manufactured open trailer starts at approximately \$2,100 plus all the little options that might catch your eye. A new enclosed trailer runs about \$3,900 and up. Then of course you need to purchase car tie-downs, stops that bolt to the trailer so you get the car in the same place each time you load it, a spare tire and rim, plus a jack of some description (bumper jacks do not work very well on trailers). If electric brakes are not standard, you should definitely have brakes installed on the trailer. Remember, you are pulling a car and trailer that has a combined weight greater than the vehicle you are driving; therefore, you need all the brakes you can get. When purchasing a trailer make sure the ramps are long enough so the bottom of the car does not scrape while loading. Be sure that the trailer fenders are low enough to allow the car doors to open when loaded (otherwise you'll have to climb out the window).

Just like buying a Mustang or doing a complete restoration, purchasing a trailer and outfitting your car to pull the trailer takes a considerable amount of time, money, and coordination to insure that trailering your Mustang is a pleasant and safe experience.

