

Introducing the new...

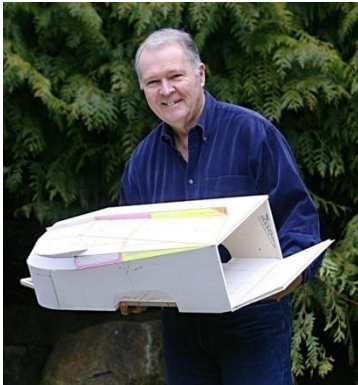
aerovault [®] MKII



Even Better!

- ◆ **state-of-the-art aluminum & composite semi-monocoque construction**
- ◆ **improved aerodynamics, even lighter, with lower center of gravity**
- ◆ **even greater fuel efficiency and superb handling**
- ◆ **no dedicated tow vehicle required!**

My Goal with the Aerovault®



For years I'd looked at various types and sizes of car haulers trying to find something simple and fuel efficient (lightweight with low drag) that handled so well, in all conditions, I could tow it with my daily driver. I wanted something that was easy for one person to load and unload and secure enough to park anywhere overnight. I wasn't interested in taking my entire shop to the track or creating a "second home" at my destination. I wanted something purposeful and sleek; an aerodynamically efficient, quality built, lightweight sheath for whatever track weapon or show car I wanted to haul.

Over the course of several years I never found it and frustrated by the seeming lack of quality or aerodynamic knowledge in the trailer industry I finally decided to design our own and have it built by a custom fabricator. That was the first Aerovault trailer, the Aerovault MKI.

When traveling with that trailer starting in 2008 I kept hearing constant complaints from other people towing trailers about their tall, heavy, ill-handling, wind-pushing "bread box" trailers. I'd ask, "Why haul all that unusable air in wasted space?" There was no logical answer but everyone seemed to desire the same things I had. Their comments, combined with all the thumbs-ups and shouts of "Where can I get one?" convinced us to make the Aerovault commercially available.

We now build them in our own dedicated facility, here in Henderson, Nevada, using our own custom-built machinery and special fabricating techniques that are unavailable anywhere else. They are built by race-savvy fabricators who take as much pride in their work as I do in mine.

The result is the Aerovault MKII, an aerodynamic and secure, no-compromises trailer, which has now been enhanced even further from our previously successful model.

A handwritten signature in black ink, appearing to read 'Peter Brock', with a long horizontal line extending to the right.

Peter Brock
World famous designer of '65 World Champion Daytona Cobra Coupe, '63 Corvette Sting Ray, and more

Inside this Brochure

We've attended to every detail with our new MKII Aerovault and built a state-of-the-art manufacturing facility with custom-made machinery to make them perfect every time.

In this brochure we share with you:

- The benefits of the breakthrough Aerovault trailer
 - Aerodynamics: Which include not only the shape but a flush top, sides AND bottom
 - Lightweight: Using the best combination of aluminum and composite materials
 - Strong: After seeing those coil coated aluminum trailers you may not realize how strong sheet aluminum is
 - Designed for one-person use: Standard features such as a remote control winch allow you to do it all
- How our trailers are made, from the materials to the machines
- The components that make it the highest quality and smartest trailer possible
- Customer experiences
- Detailed specifications, including a Plan View
- Optional accessories you can select based on your specific needs

Aerodynamic

Frontal Area and the myth of the “V”

One of the most important aspects of aerodynamic efficiency is frontal area. Some trailer manufacturers make an attempt at reducing drag by simply angling the nose of their trailers into a V shape or incorporating a slope nose. Those tricks don't reduce frontal area however. It's an uneducated guess, or at best an attempt in reducing the CD (co-efficient of drag), but, believe me... sharp angles don't help much.

If you've ever towed a trailer in the rain you may have noticed the rain doesn't hit the front of a trailer straight on. It's actually deflected towards the sides... the reason being that the trailer is always being towed behind something. The air that hits the trailer has to go around the towing vehicle first. It is only when the air finally clears the tow vehicle and starts to fill in the void just behind it, that it hits the trailer. Unless you have a 10 foot tongue, the air won't fill in around your tow vehicle efficiently enough to even hit the center of a V-nose trailer.

More important to reducing frontal area than a V-shape is the height and shape of the nose of a trailer. If a trailer's nose is higher than your tow vehicle it's sticking up into the oncoming flow of air like a huge air brake. Even if it's lower than your tow vehicle's cab, the air is still hitting the top forward edge of the trailer. Designing the whole trailer as low and smoothly shaped as possible, so the air can flow over the forward end and around the sides is critical. Keeping air attached to the surface as it flows over the entire form, is key to efficient aerodynamic design and to gain the rewards of reduced fuel consumption and good handling.

Aerovault's Reduced Frontal Area

A rounded roof, from all sides, makes for a great handling trailer. Here's why...



The front of the Aerovault is rounded and smooth so wherever the air comes in contact with it, it stays attached and follows the shape of the trailer. Smooth air flow (boundary layer), as opposed to turbulent air flow, is what contributes to a vehicle's efficiency.

You might also notice that this reduced frontal area flows back along the top and sides of the trailer. When air comes over the top of the tow vehicle it strikes the trailer in such a way that it flows smoothly over and around the top and upper sides. It's the angled sides of the roof that really help reduce frontal area while greatly increasing stability in crosswinds.

Crosswinds

With the Aerovault's low profile it naturally does well in cross flows. Another factor is the angled sides of the roof. In addition to significantly improving air flow from the front, they give a gusty crosswind another way to easily make its way over the top of the trailer from the side.

Better handling and that lack of turbulence is also what minimizes fuel consumption.



Aerodynamic Details



Flush Mounted Side Doors

Everything on the front and sides of the Aerovault is as flush as possible. That beautiful curved nose at the front dictates custom made, curved aluminum side doors, formed in place on the trailer to be the perfect shape, including high quality flush mounted locking handles with great looking keys.

The Oft-Forgotten Underside

Making the underside of a vehicle aerodynamically efficient is an integral component of successful racing. With trailers however it appears a seldom given thought. Objects dangling down or exposed below the structure make it difficult for air to make its way to the rear.

One of the worst “performance thieves” is a bare axle shaft hanging in the breeze. Some trailers even store ramps underneath. Such unrefined details all have a cost in terms of fuel efficiency and handling.



The underside of an Aerovault is covered, flush and fully skinned in aluminum. The difference in handling and fuel efficiency is amazing. Just think how much material and labor this requires... not a chance you'll find it on another trailer! We do it because it makes that large of a difference. Peter Brock wouldn't accept anything less on his personal trailer so why should you?

Design Structure

Breakthrough semi-monocoque design and a brilliant roof

Frame Design

The Aerovault has a semi-monocoque chassis and body so the structure is its own frame. This eliminates the need for the numerous and heavy, internal braces and framing systems typically seen on other trailers. The construction methods of other trailers are the same as used with mobile homes. That's why when you see a typical trailer crashed on the highway, the debris resembles a mobile home that's been hit by a tornado.

In addition to eliminating a lot of weight, our semi-monocoque design gives the interior as much headroom as possible with no obstructions on which to hit your head (or elbows). The interior not only looks good but it's extremely easy to clean. (Seen above are just a few of the drawings designer Peter Brock created for the construction of the Aerovault MKII. Seen to the right is part of the tooling for the roof)



The Aerovault "Fin"

Notice the interesting dorsal fin that runs the length of the Aerovault's roofline? This unique structural member is one of the Aerovault's defining design elements. It's an exoskeleton component that adds tremendous strength to the roof without requiring any heavy, obtrusive internal bracing. The inspiration came from one of Brock's favorite automotive designs of all time, the 57SC Bugatti "Atlantic". By making the entire roof of a lightweight composite, it was possible to lower the MKII's CG (center of gravity) for even better handling and improve the aerodynamics at the same time. It also eliminated about 300 pounds of weight! Strong, light AND aerodynamic.

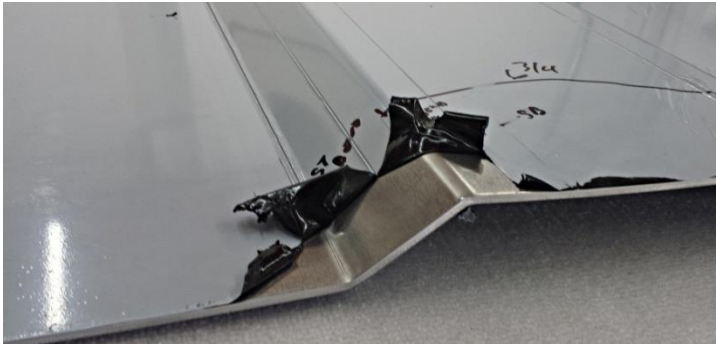


The Best Materials and Care

The raw materials are as beautiful as the finished trailers

Materials

The Aerovault MKII is made completely of light, strong, sheet and tubular aluminum and composite materials (with the exception of the steel Dexter torsion flex axles). It's practically indestructible yet this 23' trailer weighs in at an impressively light 2300 pounds!



PVC wrapping keeps it perfect

If you know aluminum, you know how easily the surface can scratch when it's being worked on. We go to the extra time and expense of having all of our flat sheet aluminum shipped to our facility PVC-wrapped which protects it against marring. This wrapping is pulled off only after your Aerovault is completed.

Seen here is a pvc-wrapped aluminum sheet that has been formed with our 20 ton press brake to put the strength in the sides of the trailer. A little of the PVC wrapping has been pulled aside to show that no marks appear on the metal.

How they're made

The best materials, breakthrough semi-monocoque design and ingenious construction methods

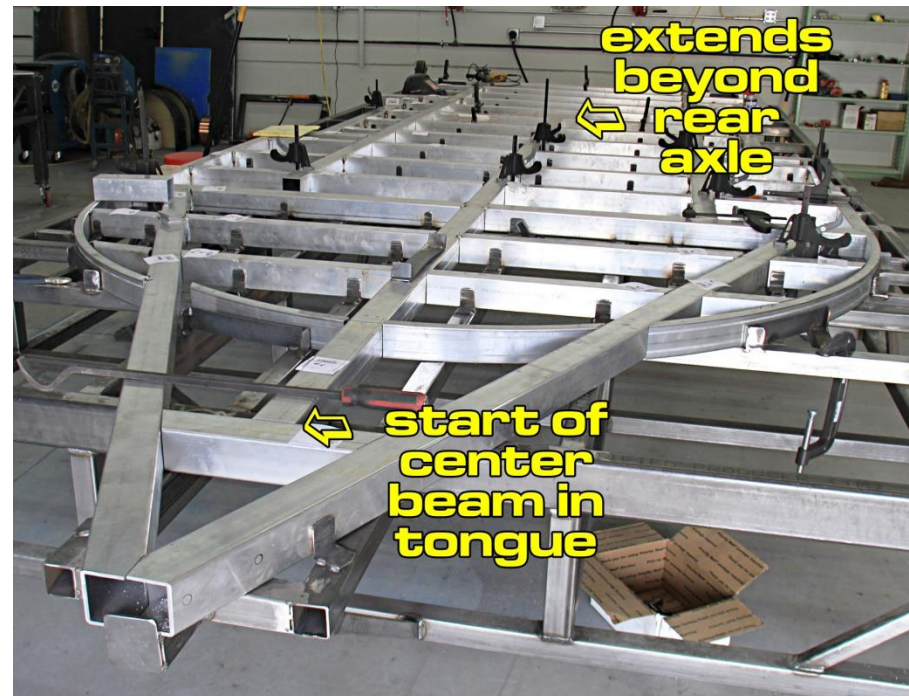
The components

There are basically three components to an Aerovault: 1) the chassis, 2) the sides and 3) the roof.

Chassis

Each chassis is built on a custom-made jig table to ensure accuracy and perfection. Note that 3" x 3" beam that runs down the center from the tongue hitch to the rear axle? That's the money shot. With most trailers that beam is only as long as the tongue. That makes for an unstable trailer, which will also break down quickly. By running the beam all the way back to the rear axle, the load between tow vehicle and trailer is evenly distributed across all the wheels and axles.

So why aren't other trailers made this way? Cost. There's more material involved and a LOT more labor to do it the right way. Other manufacturers know you can't see how they've cut this pretty important corner.



How they're made

Custom machinery creates this masterpiece

The all-aluminum structure

Let's examine the special methods we use to create the main portion of an Aerovault.

The self-supporting sides

What may at first appear to be the most basic part of an Aerovault is actually the most critical and most difficult component to make. The sides of an Aerovault trailer start as 14' long flat sheets of 1/8" thick aluminum. An indentation is then "pressed" into the sides to give it strength. This full length channel or "brake" eliminates the need for any internal framing.



These critical bends are made with Aerovault's very own 16' long, 20 ton press brake (nicknamed "Thumper" by our fans). Accurate, smooth, effortless and without scarring, Thumper makes these channels look easy.



This Aerovault-built machine is a work of art on its own.

How they're made

Custom machinery creates this masterpiece

The rounded nose

There are various ways to bend sheet metal into a curve and most are not very pretty, not very accurate, and tend to weaken the strength of the material.

We've created a method, using a custom-built upright roller, to bend our aluminum sheets into perfect half-rounds that are beautiful and strong. Flat sheet goes in one end and curved sheet comes out the other!



We use a similar method, with another custom-built machine, to make a matching curved frame rail out of square tubing. Once formed, a matching slit is cut into the tube into which the curved sheet is fitted and then welded.

Aerovaults are ingeniously constructed using an intricate series of fine interlocking components.

How they're made

A perfect fit every time

Curved doors made in place

The beautiful and functional curved front doors of an Aerovault are pre-cut and integrally formed as part of the rounded nose to ensure a perfect fit.

All components are fabricated on custom jigs

From the chassis to the tailgate frame, all Aerovault components are fabricated using custom jigs to ensure a perfect fit every time. We even weld the chassis using a dedicated table to ensure it is perfectly level.



How they're made

State-of-the-art composites provide the perfect aerodynamic shape and reduce weight

Aerodynamic, lightweight roof

Always researching improved methods and materials to build the Aerovault's perfect aerodynamic shape, we explored the use of composites for the most challenging and important aerodynamic aspect of our trailer, the roof. Pleasantly surprised at today's materials, the Aerovault MKII's new composite roof is a masterpiece of contemporary materials and great design.



Using boat hull building techniques, the Aerovault's fiberglass roof is extremely sturdy (think of a boat crashing through waves), yet lightweight, and still provides the characteristics Aerovaults are known for... namely a clean, frameless interior space.

Roof and body are bonded together using state-of-the-art adhesives designed specifically for bonding aluminum and composites (e.g., as used on the Corvette's aluminum and composite space frames). Note: picture above shows storage tarp straps (available as an accessory)

How they're made

State-of-the-art composites provide the perfect aerodynamic shape and reduce weight

Fenders

With a clean sheet of paper to design the new Aerovault MKII, Brock couldn't resist adding some flare (literally) to the Aerovault's side fenders. Made of strong composite materials, inner wheel wells and outer fenders lock in place on each side of the Aerovault's aluminum sidewalls, adding additional strength and a great look.

Gelcoat

Composite pieces get their color from UV-resistant gelcoat when made, not paint applied later. Their finish is an integral component of each piece and free of maintenance.

The Aerovault is currently offered with white



composite components. White not only provides a striking and clean look but it keeps its cool in the heat of summer. We will soon offer custom colors, including a striking silver metallic. Silver will offer a more classic look yet a contemporary shine. Note: Metallic gelcoats cost more and take more time to apply correctly. See Options for pricing.

Usability

Venting

The top rear “inset” area of the roof contains vents which allow interior heat and gases to exchange with outside fresh air. Ever put your freshly run car into a trailer to open it later to find a layer of wet condensation on every-thing? That won't happen with an Aerovault.

Minimal “ramp gap”

We soon heard from owners of the first Aerovault MKIs, how important it is to minimize the gap between where the bottom of the tailgate and trailer floor meet when the tailgate is lowered. We've created a custom hinging mechanism and custom springs (springs made by our good friends at Eibach) that keeps the gap to 1” making it easy to roll a car out of the trailer.

Angled Driveways

Ever had that terrible experience of pulling into a highly angled driveway or parking lot and hearing the back of your trailer scrape across the pavement? Or couldn't back into a sloped driveway without jamming the back of your trailer into it? The Aerovault comes with two industrial strength dolly wheels on each corner of its backside. These wheels contact the pavement and glide the trailer's underside across without a scratch (or sound)!



Usability

Lighting

We spent a LOT of time finding the lighting we thought worthy of the Aerovault.

At minimum, we required all lighting to be LED (bright, low power consumption and maintenance free). Second, it not only had to be functional it had to have a high “cool” factor.

The Aerovault’s exterior lights are state-of-the-art LED “Glo-Lights”. Their beautiful rings of color are seen as you drive your trailer through the dark (the picture shown here does not have the brakes on. This is how impressive the lights are with just the running lights).



The amber and red fender lights are “PC” lights meaning they throw their light in an arc which can not only be seen by traffic in front and behind the trailer but they also cast a great light downward so you can see where your trailer is in conjunction with the lines on the road while driving.

A bonus is that a switch inside the driver’s side front door of the trailer turns on the white backup lights manually for night work. Twin interior lights (one aft, one fore) provide plenty of light with the reflective aluminum interior.

We’re very happy with these state-of-the-art lights and trust you will be too.

Usability

Loading and Unloading



Each Aerovault comes equipped with a commercial grade, remote controlled winch. Simply attach the hook to your car and walk it in, one hand on the steering wheel, the other on the wireless remote to control speed. It's that easy. Once in, it's a simple matter of using the four flush-mounted "D" rings in the floor to secure your car with ratchet tie-downs. The two front side doors give easy access to the front of your car while the rear is wide open through the tailgate.

Battery

The Aerovault comes standard with its own battery to operate the winch and to be a backup to the trailer's electric brakes should the trailer somehow become disconnected from your tow vehicle. The battery is automatically charged by your tow vehicle.

Shelter

In addition to everything else, the Aerovault is a comfortable place to be if you want to escape the weather. Just pull out those chairs and table you stowed in the side channels or sit on the front shelf and relax inside a car lover's dream, surrounded by beautiful aluminum and a work of art over your head.

And notice the head room? An Aerovault isn't as short as you might think. It's a comfortable height that only seems short because it isn't as tall as a one story building filled with air to tow like most trailers!



Storage

The Aerovault is focused on the task at hand, hauling your car with the tools and equipment a person may need for a weekend of fun.

The Aerovault is smart about space. Instead of hauling a lot of air and some plywood cabinets down the road, you'll find every space inside the Aerovault is sleek, lightweight and useful.

Let's start with those beautiful curved front side doors. Open them up and you will find a composite storage structure perfectly formed against the curve of the doors. The two shelves inside these deep storage compartments

can hold numerous cans, bottles, rags, tools, etc.

Next are convenient side channels on the floor along the inside walls in front and behind the wheel wells. With four channels at almost 4' long each you can easily secure and strap in those

difficult to store items such as jacks, bottles, tables, chairs, brooms, etc. We use a variety of commercial grade tarp straps to secure items to the numerous attachment rings on the walls and channel uprights. Convenient side channels along the inside walls in front and behind the wheel wells help easily secure those difficult to store items such as tables, chairs, ladders, tie-downs, brooms, etc. We use a variety of commercial grade rubber tarp straps to secure items to the numerous attachment rings on the walls and channel uprights.



Storage (cont'd)

A 24" deep aluminum shelf at the front of the Aerovault accommodates a full set of spare wheels and tires (massive wheels/tires for a GT3 seen here at right) as well as a jack, jack stands, parts boxes, tools, fuel bottles. Just place what you want on the floor and shelf and use those handy hooks on each side to strap things down as appropriate.

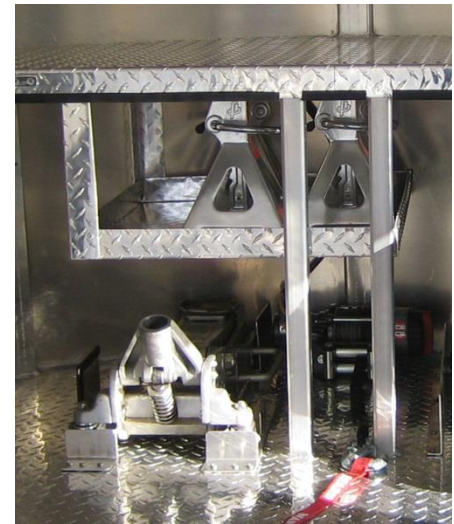


Customer Made

Another advantage to having a well-built trailer made of sturdy 1/8" thick aluminum is that custom brackets can be made and installed just for your personal equipment. Many Aerovault owners have gathered together their equipment and taken it to their local fabricator.

We've seen some really cool custom ideas implemented such as the under-the-shelf jack stand holder with jack held in place beneath with floor brackets (photo at right) or the bottle holder using rings welded to the door frame (seen here to the left).

Note: in an effort to get your Aerovault made in a timely manner we do not make these custom brackets. Channels and wall hooks are included as seen above and on previous page.



Only the Best* ... Included!

The Aerovault is made standard with the highest quality components

Connecting it the Right Way



The Aerovault comes with a Bulldog hitch. It's a heavy duty 2 5/16" ball Bulldog (rated at 12,500 pounds even though you'll never tow more than 7000). The sliding collar ensures a solid lock onto the ball of your tow vehicle. The design also makes it easy to see when it's locked down, and when it isn't, so you're never surprised.

Also provided standard are: "coiled" safety cables so they are always the right length. You don't have to worry about what to do with any slack. Each cable is rated at 7000 pounds. That means that if your trailer becomes attached to your tow vehicle by only one cable, it will still hold!

Next up is a brake safety cable. If the trailer ever becomes entirely disconnected from your tow vehicle, the brake safety cable will signal the trailer to engage all four of its electric brakes and automatically bring it to a smooth stop by itself.

The last component to the Aerovault hitch is a standard 7 flat pin plug that connects brakes and lights to your tow vehicle. It also allows your tow vehicle to charge the battery that comes with your Aerovault trailer.



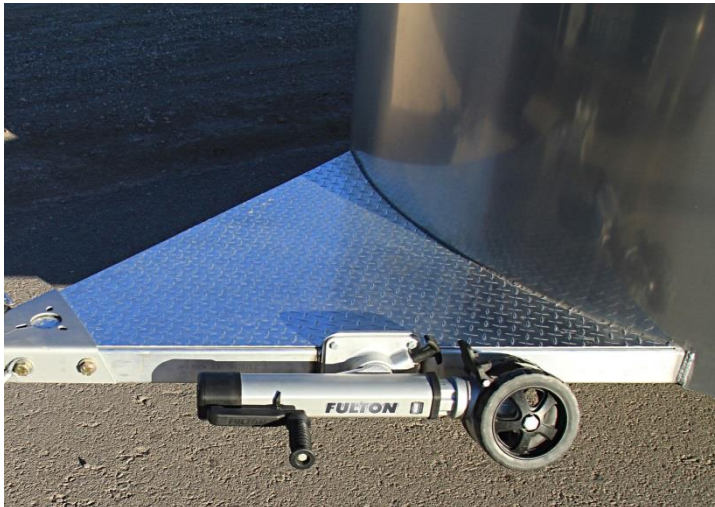
** This is where lawyers tell us we need to be clear that "Best" is based on our opinions. Even though our opinions are based on years of testing and building trailers and trailer components, they say someone could challenge us to provide data that we have tested every single product Worldwide to prove what we're providing is the "best". So there you have it. We've chosen what we think are the best components available for the Aerovault! We think you'll agree.*

Only the Best* ... included!

The Aerovault is built easy-to-use because that's how we built our own Aerovault

Best Jack

We've tried a lot of Jacks over many years and this Fulton unit is the best by far. Not only is the movement smooth but you can choose between a flat pedestal foot or double wheeled. The extended range and adjustable mounting allow you to increase the height of the front of the trailer for easier unloading if you wish.



Pull on the mounting handle and the jack swivels out of the way when not in use.

A rubber clip on the handle secures the handle to the jack when towing.

** Yep, you guessed it. It's our opinion this is the best jack out there! Anytime you see us say best you can assume it's what we think and not something someone told us or we read somewhere [-:*

Only the Best* ... included!

The Aerovault is built easy-to-use because that's how we built our own Aerovault

Let's Take Some Space to Talk Tires and Wheels

We've learned a lot about trailer tires the last several years. In talking with numerous trailer tire and wheel manufacturers the most shocking finding was that they don't balance trailer tires and wheels. Even the high-end companies that had thousands of dollars invested in balancing equipment sold it all because no manufacturer that ordered tires and wheels from them wanted them balanced. Why? Cost was obvious but what else? It took a while to find out but ultimately it came down to: "No one can tow the average trailer fast enough they would know their wheels/tires aren't balanced".



Why do us enthusiasts that know vehicles and have them tuned-up and turned-out to the max put up with this? Probably because we can't imagine this is happening. The good news is we take care of this with our Aerovaults.

First, we start with some very impressive wheels and tires. Carlisle tires are considered the best trailer tires available and your Aerovault comes with Radial 6-ply Carlisle N speed-rated (87mph) 205/75R15 tires on 5 stud, steel modular wheels. These are the only N speed-rated trailer tires in the World!

Now that we have the right wheels and tires chosen for your Aerovault, we have them balanced! We took our Aerovault on the road with unbalanced wheels and tires. At 70mph the trailer was stable but we started to experience a vibration in the steering wheel. Nothing serious but noticeable and it got stronger as our speed increased.

We had the wheels and tires balanced and took the trailer back out. No vibration at 70mph, or 75 or 80 or 85! Hands off the steering wheel the truck and trailer tracked true and straight down the road with absolutely no vibration! This is how your Aerovault will be setup as well.

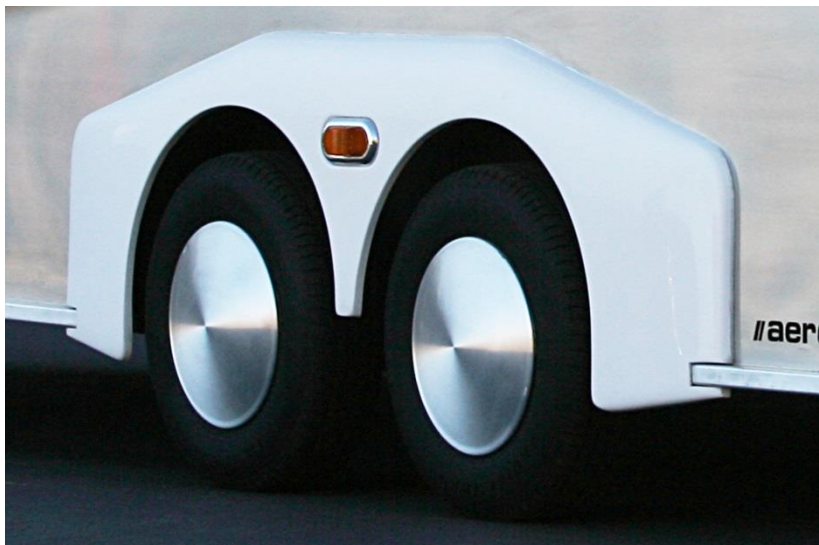
Only the Best*... included!

The Aerovault is built easy-to-use because that's how we built our own Aerovault

Let's Talk Tires and Wheels

We then add a 5th of these great wheels and tires to your trailer for the spare, at no additional charge. It's included because everyone should have a spare. Why should you have to order it extra? This full size 15" spare is positioned just inside the passenger side trailer door for easy access.

What could be better? How about a "100% NO HASSLE TIRE REPLACEMENT WARRANTY, INCLUDING ROAD HAZARDS" for the first year you own your Aerovault!



Yes, those great looking moon wheel covers also come standard on your Aerovault.

Will Your Car Fit?

Because the Aerovault has an aerodynamically low profile, it is often thought as only being able to fit small cars. Most people have gotten so used to seeing those typically tall trailers going down the road they have forgotten that the car inside isn't very tall and the person is often towing more air down the road than car.

A couple of quick points to consider: A standing person can see over most cars which is a good indication they'll fit inside an Aerovault. And width? The Aerovault has the widest interior space possible for a superior handling torsion flex axle trailer (80" inches in-between the wheel wells).



To demonstrate the point of how roomy the Aerovault is (with the roof off of one so you can see the fit inside), we drove a full-size 1985 Mercedes Benz sedan into this Aerovault MKII!

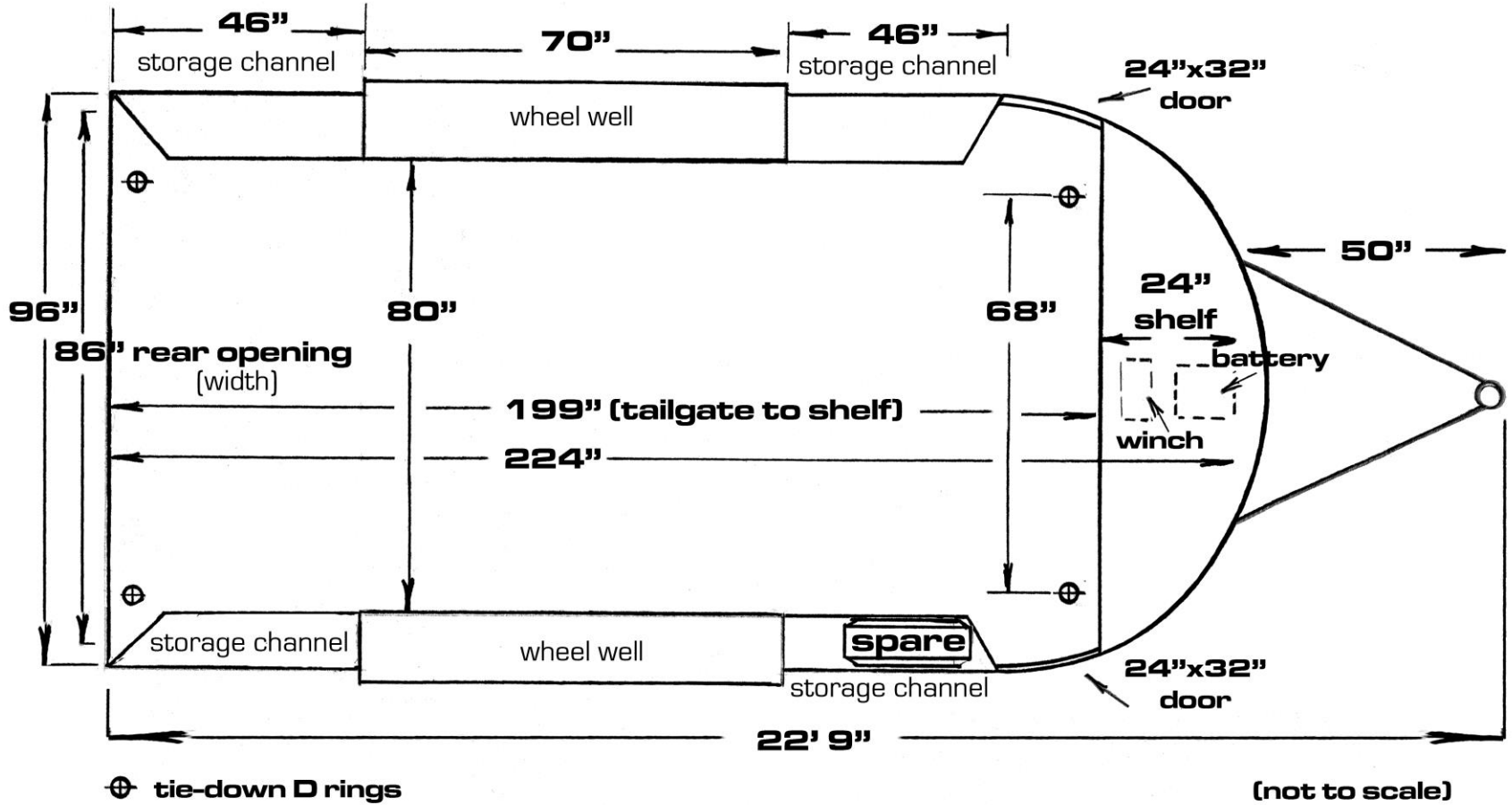
With the Benz's curb weight of 3500 pounds and the Aerovault's light 2300 pounds, we could still load in another 1200 pounds of weight if we wanted.

Aerovault Specifications*

**ALL of the following features come standard on your Aerovault MKII Trailer
Many of these are additional cost options on most trailers, IF they're offered at all**

Construction	<ul style="list-style-type: none"> Aluminum, semi-monocoque. 3"x3" main frame tubes plus 2" x 3" rectangular tube on 16" centers – very strong, yet light Walls and floor: 1/8" (10 gauge) marine aluminum Roof and fenders: the latest in strong, light weight fiberglass technology
Weight and Frontal Area	2300 lbs. Tongue weight 280-320 lbs. 39.8 sq feet frontal area.
Underside	Flush, fully-skinned in aluminum to eliminate drag. Rear dolly wheels eliminate scraping on angled driveways.
Ext/Int Height	Exterior height 90" (7' 6"). Interior height 66" (5' 6") front to back.
Rear Opening Size	Height 57.5" (4' 9.5"). Width 86" (7' 2").
Side Doors	Two aluminum, curved front side access doors. Each door 32" high x 23.5" wide with high quality flush locking handles.
Lengths	Exterior Length: 273" (22' 9" (box 18' 7" + tongue)). Interior length for vehicle 199" (16' 7") from tailgate to front shelf.
Widths	Interior Width for vehicle: 80" inbetween inner wheel wells. Exterior tire-to-tire width: 102".
Ramp	<ul style="list-style-type: none"> Width 85". Length 58". Spring loaded, lower pivot external springs No cables or loss of head space due to an overhead roller drum with cable springs and side cables See following "Options" page for additional extension ramps for low ground clearance vehicles
Floor/Ramp	Aluminum diamond plate. Ramp/floor height 15" from ground (rear can be lowered during loading by cranking hitch jack up).
Axles	Twin 3500lb rubber ride Torsion Flex, EZ lube axles. No heavy steel sub-frame needed for axles or front coupler.
Brakes	Integrated electric drum brakes (on all four wheels).
Tires; Wheels	The best... Carlisle N speed-rated (87 mph) radial tires. The only N-rated trailer tires in the World! Five-stud steel wheels.
Moon Wheel Covers	Yes those great looking, aerodynamically efficient Moon Discs come standard on every Aerovault.
Spare	Included standard is a 5 th full-size Carlisle tire and wheel, mounted inside trailer side door for easy access.
Tie Down System	4 flush-mount "D" rings in floor to secure car with ratchet tie-downs (see following page for additional tie-down pack).
Loading Aids	Remote control winch w/easy to handle synthetic cable plus attachment hook (comes standard!).
Lighting	Fore and aft interior lights. LED lights in and out. Manual switch turns on white back-up lights on rear of trailer for night work.
Interior Amenities	<ul style="list-style-type: none"> Aluminum shelf in front for storing spares, jack, stands, tools and for track work Four 7" wide channels along bottom of walls in front and behind fender wells for easy storage Numerous U-hooks along walls and holes in sides of storage channels so almost anything can be secured anywhere
Hitch Features	<ul style="list-style-type: none"> Easy-to-lock heavy duty Bulldog hitch Heavy duty jack (with or w/o wheels) Self curling safety cables Breakaway cable
Venting	In a special area under the back of the Aerovault's "dorsal" fin, vents allow for a continual exchange of fresh air.
Loads	Maximum load: 7000 lbs gross weight. Payload: 4700 lbs.
Price	\$25,990*. 50% non-refundable deposit to lock-in price and confirm order if completion of your trailer estimated within 45 days. More than 45 days, non-refundable deposit 25% to lock-in price. Remaining 25% due at 45 days out.

Aerovault MKII Plan View



It's ALL included!

It's ALL standard. Here, on page 25, is where we point out that everything you've seen and read in this brochure up to this point comes standard on your Aerovault. **Everything!**

You don't have to pay extra for what we consider is necessary to enjoy and use your trailer at the highest level possible. We do however offer some cool accessories on the following pages but they aren't required to have the best handling and most secure trailer built.

NATM Certified!

The end result of this great construction is an aerodynamic, secure, great handling car trailer that has been certified by the National Association of Trailer Manufacturers.

Their inspections and requirements not only include what is legally required but what, over many years, they have found to be the right way to make a trailer, whether for commercial or private use.



Your Aerovault comes with the NATM seal of approval (literally... it's applied to your trailer!)

There's no need to wait for your dream trailer: Lease to Own option

Think you need to get a less than superior trailer while you wait for some funds to arrive or use the trailer you already own until it sells to get the trailer you really want?

We are pleased to offer a great lease-to-own program that can provide you the deposit needed to place your order now and the balance to take delivery of your trailer when ready. Best of all there's no pre-payment penalty if you pay off the balance in full before the end of the term.

There's no need to wait to experience an Aerovault's fuel efficiency and superb and safe handling.

Accessories

The Aerovault comes standard with everything you need for a positive towing experience.

Many of its standard features are “options” on other trailers, if they’re provided at all.

There are a few items however that not everyone needs, which we make available separately.

Low-Clearance loading made easy with Extension Ramps

If your car has low ground clearance, we recommend these sturdy, portable, super lightweight extension ramps. Just pull them out of your trailer and place them below the tailgate. It’s that easy.

The design also allows you to use them when you want and not when you don’t. This is especially handy as you’re

going to find your Aerovault is so enjoyable you’ll be using it for a lot more than only towing vehicles. **\$299 for the pair**



Have a “super” low-clearance car? Just turn the page...

Accessories (cont'd)

“Super” low-clearance loading made easy with Extended Extension Ramps

The car we've found the most challenging to load into any trailer is the Porsche GT3, Rs and RSs. It's not just the low clearance of the front valance, it's the long length of the nose. We've heard horror stories of how owners of these cars struggle to load them into conventional trailers with a variety of wooden 2x4s and plywood strips and varying unsafe ways of trying to elevate the back of their tow vehicles so they can raise the front of their trailers in order to lower the tailgate height. Wow.

We've addressed this particular problem with custom-made double length interlocking ramps which allow for the long and gradual angle cars like this need to be loaded easily and safely.

These ramps are similar to the set on the previous page except there are two interlocking ramps on each side. Being twice as long they are $\frac{1}{2}$ the angle of the regular ramps. Put the wood away!

\$499 for the 4 piece set



Accessories

Now that you've chosen your trailer options, is there anything else you want/need to tow your prized possession(s)?



Whoa! Hold that Trailer

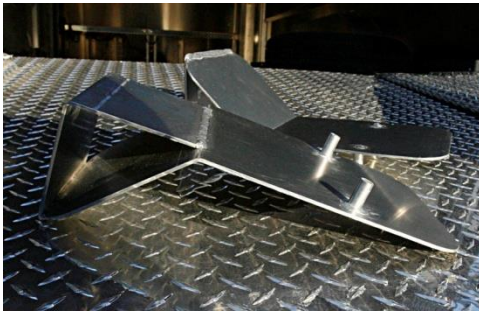
We love these wheel chocks. They're lightweight, large and made in bright yellow sturdy plastic that makes them easy to find, easy to see from a side mirror and easy to remember to remove before driving away with the trailer. **Just \$54/pair**

Tie-Down Pack

We've done all the measuring for you and created this turn-key tie-down pack. For **\$195** you'll have everything you need to secure almost any car immediately upon delivery. For uniquely sized cars such as the GT3s we have special packs, just ask for details.



Aluminum Car Stops to position your car inside



Load your car into the perfect location every time (and keep it from rolling forward when you're loading your car on a decline) with the addition of these special wheel stops. Just insert the two posts on the underside of these lightweight stops into matching holes placed at your preferred location in the floor of your trailer for **\$135 a pair.**

Hold Everything Else with Commercial Grade Tarp Straps

To make a long story short, our customers begged us to share our commercial grade tarp straps with them. They hold down everything from brooms to air bottles. The kit contains: Four 10" straps, four 15" straps, four 21" straps, four 31" straps and four 41" straps. The **20 strap collection is \$99.**



Accessories (cont'd)



Always Charged

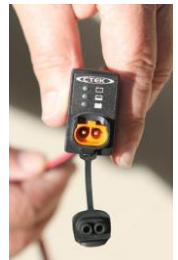
By now you no doubt know we're car people. We built this trailer for our own use and then decided to share our joy and make it available to you. As car people, we know the value of keeping a vehicle's battery charged. We use "smart technology" CTEK chargers on all our cars that we don't drive on a weekly basis. And as much as we love and use our trailer, and the tow vehicle charges the battery when connected, we sometimes don't tow it often enough to ensure the battery has a full charge every time we go to use it (especially after a winter of rest).

Some of the features of these chargers which sold us on them, and had us wanting to use them on our trailer are:

- Maintenance pulse charging which increases battery life
- Pulse recover of slightly sulphated batteries
- High efficiency: 85%
- Charges even drained batteries (weirdly, it's a rare charger that will do that these days)
- Progressive temp protection
- Double insulated
- Splash & dust proof
- Short circuit & reverse polarity protected
- Minimal gas build-up and a patent-pending spark protection system
- The charger can be connected for months, ideal for seasonal vehicles such as trailers
- **\$74.99** no installation required

A Big Step Up with Indicator/Connection Panel

We love to make things special, efficient and functional. By having this CTEK indicator panel installed in the shelf of your trailer, it gives you current status of how charged your battery is with either a green, yellow or red light. We hardwire the panel out the back of the shelf to the battery so when you want to connect your battery charger you just plug the charger's orange connector into the orange slot in the panel and you're charging. There's no guessing as to the state of your battery. No clips or wires to struggle with every time you want to charge. **\$69.99 installed** (mention when ordering your trailer).



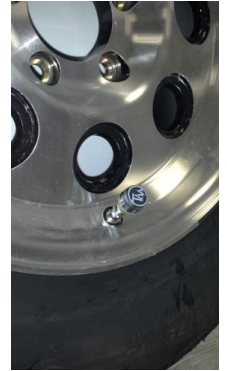
Accessories (cont'd)

Tire Pressure Monitoring Systems



Tire pressure monitoring systems have evolved pretty far since we first started offering the Aerovault MKI.

The system we've gotten hooked on is the Tire Minder. This is the most sophisticated system we've seen with a valve stem monitor (which we've tested under the standard moon wheel covers) that can monitor up to 5 tires (four on the trailer plus the spare) for tire pressure and temperature.



The wireless monitoring display goes in the cab of your tow vehicle. You can program in alerts (e.g., what tire pressure you want to be alerted to).

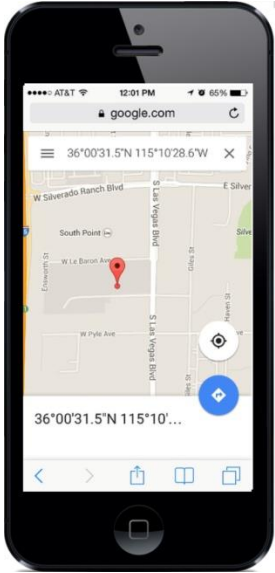
We became hooked on this system while testing it on a cross country tow. We thought of it mainly as telling us when we needed to air tires and warn of us an issue while towing. What we hadn't expected was how much more we learned by knowing tire pressure and temps in realtime. When we saw the front two tires of our trailer were running higher temps than the rears we knew we didn't have the trailer level (even though visually it looked level). After adjusting the tow vehicle's ball up an inch we achieved perfect balance, seeing similar temps and pressures on all four tires. Imagine being able to determine setup on your trailer just like your car. It's a racer's dream.

Speaking of Moon Discs, with this monitoring system you never need to remove a wheel cover to check tire pressure! The Tire Minder system with 4 tire pressure monitor sensors with locks, the wireless in-cab monitor with mounting stand, hardware and a car charger is **\$299**.

The system can monitor/display the status of 5 tires. An additional 5th tire pressure sensor (for the spare) is available for **\$49**.

Accessories (cont'd)

Trailer Security: GPS Tracking Combined with Proactive Alerts!

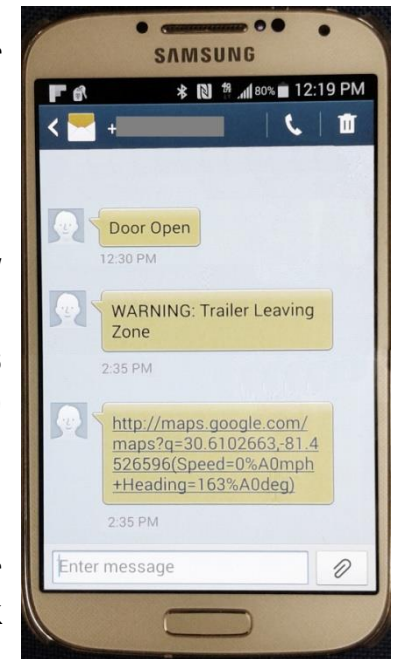


One of the reasons we built our own trailer was to have a lightweight trailer that was also secure. While having a car worked on out-of-state (our v-8 powered Datsun) it would be shuttled from shop to shop in our trailer. The guys working on the car transporting it around started calling the trailer “the vault” because it was so well built and secure. When we decided to build and make the trailers commercially available the name Aerovault seemed like a natural.

We’ve now found the perfect system to take that desire for security to a new level... A proactive GPS monitoring system !

The system alerts you whenever your trailer moves, when a door opens or when the battery on your trailer gets low [seen to the right]. If your trailer is on the move it will alert you and show you a map of where it is [seen to the left], where it’s headed and how fast. The map will even show you the best route to take to get to your trailer’s location.

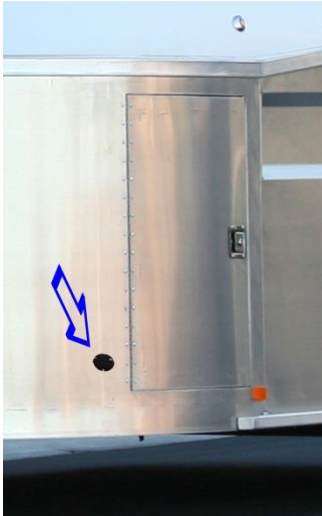
The best advantage of this system is that it’s PRO-active. You don’t wait until you look out your motel room window in the morning, or go to your shop over the weekend, to find your trailer’s gone (and all your valuables inside) to ask where it is. The system alerts you in realtime as to what is happening.



We install, wire and program this system into your trailer including door sensors on the tailgate and two side doors for \$789 (includes first year’s satellite subscription)

Accessories (cont'd)

110V Power Port



You've seen how the Aerovault is built. It's tight! If you want to run an outside power source into your Aerovault to power something inside, you won't be able to close the door you're running the power through.



The solution is this wonderful 110V power port (at right). We install it in a waterproof manner into the wall of your Aerovault (seen at left). On the outside of the port there is a cover you flip open which exposes the 3 prongs you will plug your 110v power source onto.

On the inside (seen at right), you plug whatever you want to power into the port's cord and plug on the inside of the trailer.

The most common location to install one of these ports is in front of the driver's side door. We have also installed more than one port for customers. For example, one in front of the side door and one in the rear panel so the power cord on the inside of the Aerovault resides near the tailgate opening.



Each 110v port is \$129 fully installed.

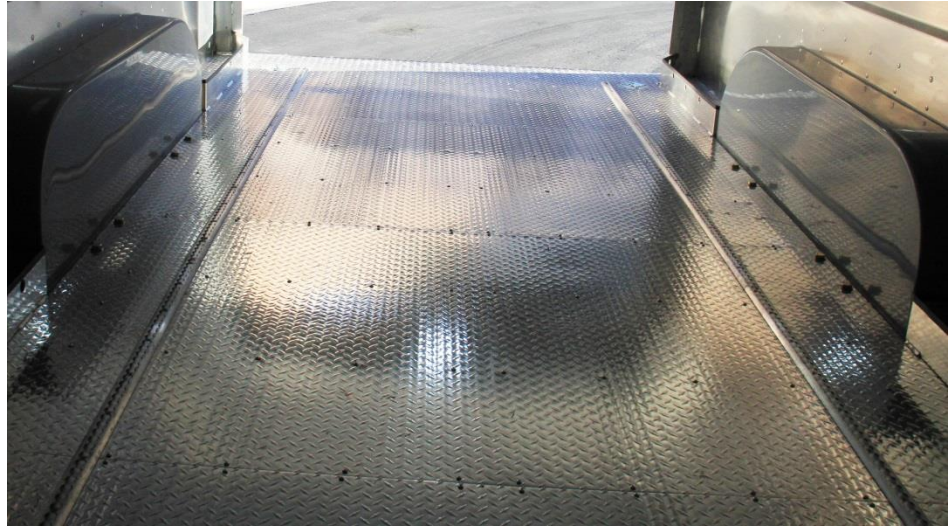
Accessories (cont'd)

Track Tie-Down System

For a track system option we went to the best place we know for tie-downs, Macs. This beautiful aluminum track, with rounded edges and ends provides a wide variety of tie-down options.

We install the track in an industrial strength, secure manner, through the 1/8" plate floor and into and through the solid 1/8" wall chassis tubes below.

We can install the tracks in whatever length you want. A common choice (as seen here) is to have track the entire length from the tailgate to front shelf. Installation and materials for **a full floor length installation is \$998.**



Accessories for this system are always evolving (a few items shown here). Current options and prices are available upon request.



Track
Cover



Options

Aluminum One-Piece Wheels and 8 ply tires

Looking for a lightweight aluminum wheel? It took a while for us to find an aluminum wheel we thought was worthy of the Aerovault and this is it!

This one piece aluminum wheel compliments the Aerovault's design, comes with Carlisle Radial 8 ply N-speed rated (87 mph) tires and weighs 5 pounds less than each of the Aerovault's standard three piece steel wheels and 6 ply tires.

This **upgrade is \$672 for 5 wheels and tires** instead of the standard steel wheels and 6 ply tires.

What's the difference between the standard 6 ply tires and the upgraded 8 ply tires? They are both N speed rated (87mph) so the difference is the amount of weight they are rated to carry.

6 ply tires are rated at 1820 pounds each. This is a total weight of 7280 pounds. The GVW (gross vehicle weight) rating of the Aerovault is 7000 lbs. 6 ply tires are rated to carry more weight than your Aerovault trailer is rated to carry so they are plenty strong enough. 8 ply tires are rated at 2150 pounds each. This is a total weight of 8600 pounds... way over the gross vehicle weight of the Aerovault. Some people however want a large safety margin on their tires so they choose to go with 8 ply. We offer them as a nice combination with these lightweight one piece aluminum wheels.



Note: Moon wheel covers do not fit the aluminum wheels so the look of the aluminum wheels on an Aerovault is as pictured here.

Options (cont'd)

Metallic Silver Aerovault MKIIs

For the first MKIIs we chose to make the composite pieces in white. White provides a clean, sharp look which highlights the new composite materials and it's a great reflector for the rays of a hot summer sun.

The white has been so popular to-date all MKIIs have been made in white. However, soon we will be making an MKII in metallic silver. This will provide a more classic look with the aluminum and composite pieces being similar in color and finish.

Metallic gelcoats are much more expensive than regular gelcoats and are more labor intensive to apply correctly. Our composite shop has years of experience working with metallics so they will be done right but it is a more expensive option at an additional **\$2500 if you choose metallic composite pieces.**

If this is an option you're interested in stay tuned... we will post images here as soon as the first silver trailer is done.

Custom Color Aerovault MKIIs

After we've created the silver MKII, we will not only be offering silver metallic as an option but we will offer custom colors. Custom metallic colors will be the additional \$2500. **Non-metallic custom colors will be an additional \$800*.**

Imagine color coordinating your Aerovault trailer to your car, your tow vehicle or anything else you can imagine!

** Custom color Aerovaults require their non-refundable payment in full at the time of ordering*

Customer Feedback

“I love my Aerovault but didn’t realize how really special it was, until...” I was traveling and came across the manufacturing site of another aluminum trailer I had been interested in before getting my Aerovault. I stopped in and while the salesman was busy I walked out back. A worker was “spot” welding vertical steel framing members to the chassis. I asked him why the welds weren’t solid. He replied: “The trailers flex so much that they’ll break a solid weld so we spot weld them so they move with the trailer. **Ron, NC**



“AWESOME, AWESOME, AWESOME!!!” Fred, AZ

With my previous trailer I would have to drive without cruise control as it would not hold 6th gear and would pop into 5th, killing mileage. If I had no wind and on the flat, I could manually hold 65mph and get, at best 11mpg. I had a \$500 Reese weight distributing hitch with sway control and even so it would move around quite a lot in wind and get pushed around by semis.

Now the Aerovault. This is the same route I have taken many times. I set the cruise control at 75 MPH and just left it. I hit some 30+mph cross winds and the truck & trailer combo was more stable in the wind than the truck by itself! I really had a hard time remembering it was even there. All of this without a fancy weight distribution hitch or sway control setup. Just hook it up and drive.

My mileage during this experiment averaged 14.8mpg at 75mph! Not only did it take less time to get home, I only stopped for gas one time instead of the usual 2. For the last 40 miles on the interstate I reset the average mileage gauge and set the cruise control to 64mph. I achieved 17.2MPG! I was floored. I get 18 in my truck on this same section, with NO trailer.

I now have the choice of towing faster and getting 35% better mileage or going the same 65mph as before and getting 56% better mileage. The whole time, not even noticing the trailer is back here. Good design and engineering really work. It costs more than some other trailers but my dad always told me, “Buy it right or buy it twice!”

Feedback (cont'd)



We were really curious as to whether or not Dean would even notice a difference when towing an Aerovault behind his big RV (left). Even we were surprised by his feedback.

Towing the Aerovault makes my RV rock-steady in wind and I can drive my RV 10mph faster when I'm towing it! It's my little draft buddy. Dean, MT

Chris (right) owns a transport company and was the driver to pick-up a customer's trailer to be delivered to Florida.



I called to give you some feedback on this trailer...

it's the best trailer I've ever towed and I've towed a lot! All through AZ we drove through severe weather with 40 to 50 mph crosswinds. I didn't feel the Aerovault twitch even once. Chris, FL



Took first trip with car and Aerovault last night (left) wow! I could not believe how it tracked with a midsize Merc SUV. I normally drive 78 mpg w/o trailer. Without thinking and following traffic I hit 85 in first 15 min of trip! No big rig corrections on interstate. Arrived totally relaxed.

I made money buying this Aerovault as I got rid of my rough riding 2013 ¾ ton truck I drove 8 times a year with my previous trailer. My congratulations to Aerovault for going where no one has gone before! Hank, SC

Meet Gayle

She's towed more Aerovaults, more miles, than anyone

If you talk to us about an Aerovault, at some point you're going to talk to Gayle. She's been here since the inception of the trailers in 2008. She's been involved in the design and the building of them and she's talked to all of our Aerovault owners about their experiences [a lot of our enhancements come from her conversations with owners]. In addition, she's towed Aerovaults herself all throughout the U.S. and Canada, in every type of weather imaginable, from 115 degree heat to snow and ice. She's towed Aerovault's more than 100,000 miles and loves sharing her experiences and what she hears from other owners.



"I love Monday's during car season. The phone rings off the hook with Aerovault owners wanting to share their weekend towing stories. I've towed Aerovaults so often the stories of its great handling, ease of loading, super fuel efficiency, etc aren't surprising to me anymore [even though I love hearing about them]. Here I share some of the other stories I've heard." **Gayle, NV**

"Gayle, I've just never seen anything like this trailer before. I was towing it to a race last Thursday and passed this tour bus. I noticed all of the tourists had come to my side of the bus. They were waving and giving me the thumbs up sign. I thought they must really like my car and then I realized they can't see my car... they loved my Aerovault!"

Owner of a 1971 wide body Porsche CanAm racer, NV

"Gayle, I have to say I have just one complaint about my trailer. I've worked years to have my beautiful McLaren restored. I take it out to the track and put down the tailgate and the crowds gather. Like a proud parent I back it out to find that no one wants to talk about my car. All they want to talk about is my Aerovault trailer!"

Owner of a McLaren racer, IL

"Gayle, I thought you were kidding me when you told me your truck is more stable in high crosswinds when you're towing the trailer than when you're driving the truck on its own. But you're right! The Aerovault is simply amazing."

Aerovault owner living in high crosswind area, CA

"One of my favorite stories happened to me during the Monterey Historics one year. I was packing up our booth when a man walked up to me and said "I've been told you own that little silver trailer out there. I'm sorry to say I ran my 18 wheeler into it." I smiled and said I was pretty sure he'd taken the worst of it. With a big smile of relief erupting across his face he said: "Yes ma'am! You've just got some red paint on yours and I've got a big dent in mine." With a little polishing wax I quickly removed the red paint. I wonder how long it took to fix his rig?" **Gayle**

Give Gayle a call. She'd love to talk to you about Aerovaults! 702-843-5320 or info@bre2.net

The Designs of Peter Brock

The Aerovault joins a distinguished collection of Peter Brock Designs



It started when in 1957, 20 year-old GM Designer, Peter Brock, sketched what would become the 1963 Corvette Sting Ray



In '65 Brock brought America the FIA GT World Championship with his Shelby Daytona Cobra Coupe design (Brock loads his personal Daytona into an Aerovault here)



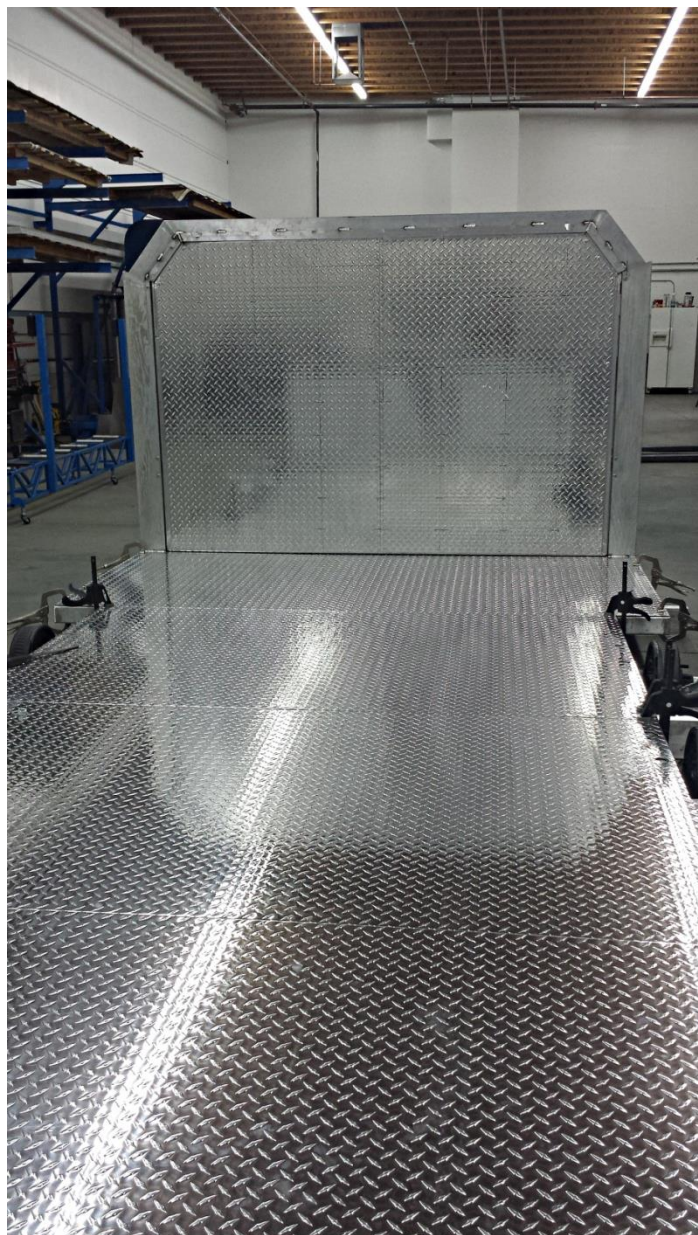
Peter Brock's designs and racing success are legendary. As one Aerovault owner said: "I never thought I'd be able to own a Peter Brock design and now I have an Aerovault!"



Autographed Authentication Plate



Inside every Aerovault MKII
is a numbered plate,
personally autographed by
designer Peter Brock
(not a stamped autograph)



**Our offices are 20 minutes from the
Las Vegas McCarran airport,
25 minutes from the Henderson Jet Center**

**Vegas is a great city to visit and a
tour of the Aerovault facility is an
awe-inspiring experience!**

**We can however provide you any information
you need to make your decisions over the
phone, the internet or e-mail**

***aerovault*[®] LLC**

**Mailing/Business address: Manufacturing facility:
342 Sunpac Ct 781 Middlegate Rd
Henderson, NV 89011 Henderson, NV 89011**

**p: 702-843-5320
f: 702-558-4050
e: info@bre2.net
//www.aerovault.info**