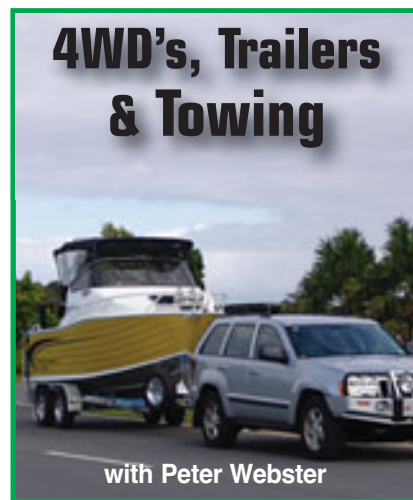


**Introducing a new and innovative safety device for all trailers, but specifically caravans, boat trailers and off-road campers – anything, in fact, with a leaf spring suspension, which of course covers about 80% of the trailers registered in Australia.**

The idea of the Skidzz suspension device is to overcome a fairly dire problem that can occur when any of the trailer's axle, wheel and tyre components fail. If this happens at speed on today's freeways, the results can be (and are, commonly) catastrophic.

There are a number of issues involved here, not least of which is the fact that today's boat trailers are travelling far faster than ever before, and the technique of wet launching, (wherein the trailer wheels are completely buried at the water's edge) is just about universal. This creates the attendant risk of causing serious damage to the wheel bearings, unless the owner of the boat trailer has gone to the trouble of ensuring that the wheel bearings are



## Skidzz To Safety

packed with an appropriately water resistant grease, the bearings themselves are stone cold, and the owner is mindful of the risks that are involved when a boat trailer is backed into the water with "hot" wheel bearings.

Of course, with the best will in the world, these things do happen, and

as a result, wheel bearing failure in boat trailers is still very common, even with today's very good and extremely practical wheel bearing or hub bearing systems.

From WA comes a very simple and practical 'insurance policy' against this type of failure causing uncontrollable damage.

Developed by a WA family company with considerable experience in trailer manufacture, construction and maintenance (especially for the mining industry) the Skidzz device is exactly what it says.

Made of high grade steel, gal dipped and then powder coated, the Skidzz (as you can see) are shaped to fit under the leaf spring bracket on just about any trailer, and are designed to be dropped onto the bitumen or hot mix and dragged along the road at high speed, in the event of a wheel bearing collapse, tyre failure or the wheel itself collapsing. These days, wheel failure is nearly as common as bearing failure itself, as the use of the good looking, but relatively easily damaged mag wheels increase in popularity on boat and van suspensions.

The Skidzz drop down to the road surface, and because of their design and shape, and steel construction, allow the driver in the tow vehicle to sensibly and rationally hold his position on the freeway or highway until such time as it's safe to pull off

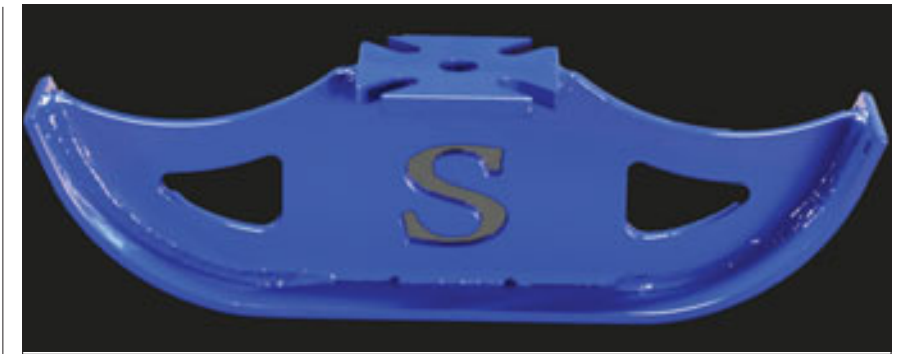
the road.

One imagines there will be a significant shower of sparks dragged behind, so it's not something that's going to be either quiet or unnoticed!

But that in itself is a good thing because it does mean the Skidzz is working, and will no doubt save the trailerboat owner from a potentially very dangerous situation.

Usually (from the writer's personal logbook of every kind of trailer failure ever recorded!!) the very least can be having the wheel rim(s) smashed (very common) or the incident taking out the disc brake assembly (not unusual) and in a worse case scenario - having the raw end of the stub axle dig into the hot mix or bitumen, grab, and snatch the trailer itself off the tow vehicle. . . We don't need to go there because the results of that can be horrific, to say the least.

So good on the West Aussies for coming up with a device that we suspect came from hard experience on the long haul runs WA trailerboat owners do all the time. Most of them travel 4-5 times further than their eastern state colleagues, as long



distance trailerboating is just par for the course up and down the long, flat highways in WA.

The Skidzz have only just been developed and distribution for them is being set up as this magazine is printed.

In short order, the Skidzz people expect to have them available through all the major ship's chandlers and dealers, and in any event, can be contacted directly right now.

For the record, the Skidzz to fit these size wheels cost:

13" galvanised and powder coated, \$380 a pair

14-16" galvanised, \$449 a pair

14-16" galvanised and powder

coated, \$489 a pair  
18-20" galvanised and powder coated, \$549 a pair.

All prices include GST.

Powder coated Skidzz are freighted in pairs and boxed.

*To learn more about this interesting development, contact inventor and manufacturer, Josef Otway, at his email address,*

*contact@skidzz.com.au or go to their website*

*www.skidzz.com.au or phone Josef or Hayley Otway on 0417700355*

**TBM**

