



Muscle Car Transport Planner

Decide how to move it, prep it right, and protect it the whole way.

Vehicle (year / make / model)		Moving date	
Pickup location		Delivery location	

Step 1: Hire a Pro or Haul It Yourself?

Check every box that describes your situation. The column with more checks is your likely answer. If it's close, price out a professional quote before you buy or rent any equipment.

Lean toward HIRING A PRO if...	Lean toward DOING IT YOURSELF if...
☐ The trip is long (roughly a full day of driving or more). ☐ The car is valuable, numbers-matching, or freshly restored. ☐ You don't own a tow vehicle rated for the trailer plus the car. ☐ You haven't towed a heavy trailer at highway speeds. ☐ The car is lowered, has a long front overhang, or doesn't run. ☐ You want the carrier's insurance behind the move.	☐ The trip is short and the route is familiar. ☐ You already have (or can borrow) a rated tow vehicle and a trailer with working brakes and lights. ☐ You're comfortable towing and backing a trailer. ☐ Your schedule is flexible. ☐ You want to control every step of the loading. ☐ Your own insurance covers the car while it's being towed.

Open or Enclosed?

	Open carrier / open trailer	Enclosed carrier / trailer
Cost	Usually the most affordable.	Noticeably higher.
Protection	Exposed to weather, road grime, and rock chips.	Shielded from weather, debris, and prying eyes.
Best for	Driver-quality cars and short, low-risk trips.	Show cars, fresh paint, rare or numbers-matching classics.

Rule of thumb: if a rock chip or a week of road grime would make you wince, go enclosed.

Trailer or Tow Dolly?

Choose a full car trailer for most muscle cars. Classic muscle is overwhelmingly rear-wheel drive, and a tow dolly leaves the rear wheels rolling on the pavement, which can wear the drivetrain unless the driveshaft is disconnected. Dollies are designed for front-wheel-drive vehicles.

Path A: If You're Hiring a Transporter

1. Vet the Company

- ☐ **Get at least three quotes** for the exact same service (open vs. enclosed, pickup window, insurance).
- ☐ **Ask if they're a carrier or a broker**, and who will physically move your car.
- ☐ **Look up their USDOT number** if they cross state lines, and confirm they're licensed and insured.
- ☐ **Read independent reviews**, not just the testimonials on their own site.
- ☐ **Ask about experience** hauling muscle and collector cars, and ask to see photos of their equipment.
- ☐ **Be wary of a price far below the rest.** It can mean a broker who can't actually find a driver at that rate.

2. Ask Before You Book

- ☐ **Total cost** and exactly what's included (fuel, insurance, fees).
- ☐ Deposit and cancellation policy.
- ☐ **Insurance coverage limits and deductible**, and whether your own policy also applies.
- ☐ **Fit:** share your car's year, make, model, weight, wheelbase, ground clearance, and any modifications (lowered suspension, wide tires, spoilers).
- ☐ **Loading method:** liftgate or low-angle ramps for low cars; a plan for a car that doesn't run.
- ☐ **Pickup and delivery windows**, and whether you can track the shipment.

Quote comparison	Company 1	Company 2	Company 3
Company name & phone			
Carrier or broker?			
USDOT number			
Open or enclosed?			
Total price (what's included?)			
Deposit / cancellation terms			
Insurance limit & deductible			
Pickup & delivery window			
Notes / red flags			

3. Prep the Car

- ☐ **Wash it** so existing dings and scratches are easy to see.
- ☐ **Photograph everything:** all sides, interior, engine bay, undercarriage, and odometer. Keep the date stamp.
- ☐ Keep fuel around a quarter tank.
- ☐ **Check for leaks** and address fluids so nothing drips onto the cars below.
- ☐ **Remove or secure loose items**, including aftermarket accessories, antennas, and anything in the trunk.
- ☐ **Fold in mirrors;** make sure the battery is charged and the parking brake works.
- ☐ **Disable the alarm** and note any quirks (sticky ignition, manual shifter, hidden switches).
- ☐ **Hand over a spare key** and keep the original.

4. Pickup Day

- ☐ **Inspect the car with the driver,** and note every existing mark on the bill of lading.
- ☐ Don't sign until the paperwork matches the car's real condition.
- ☐ **Read the full contract,** including terms on delays, damage claims, and insurance.
- ☐ **Keep your copy of everything** and save the driver's direct phone number.

5. Delivery Day

- ☐ **Inspect the car in good light before you sign off.** Compare it to your photos and the bill of lading.
- ☐ Check paint, wheels, glass, bumpers, and the undercarriage.
- ☐ **See new damage? Write it on the paperwork before the driver leaves,** then photograph it right away.
- ☐ **Sign only after you're satisfied.** A clean signature makes a later claim much harder.

Keep These Handy

Driver / dispatcher phone		Insurance claim line	
Bill of lading #		Booking / confirmation #	

Path B: If You're Hauling It Yourself

1. Check Your Equipment

- ☐ **Tow vehicle rated for the combined weight** of the trailer and the car (many muscle cars weigh well over 3,000 pounds). Check the manual.
- ☐ **Trailer with working brakes, lights, and a proper hitch**, plus safety chains.
- ☐ **Trailer tires**: correct pressure, good tread, and a usable spare with tools to change it.
- ☐ **Ratchet straps or wheel nets** rated for the load.
- ☐ **Ramps or a loading angle low enough** to protect the front air dam, bumper, and exhaust.
- ☐ **Wheel chocks** and a helper to spot you while loading.

2. Load It Right

- ☐ **Load on level ground** with the trailer already hitched to the tow vehicle.
- ☐ **Center the car so it carries slightly forward of the trailer axles**. Trailer manuals typically call for roughly 10–15% of total weight on the tongue.
- ☐ **Put the car in gear or Park and chock the wheels** while you strap it down.
- ☐ **Tie down at frame or axle points**, never at suspension parts, with straps pulling in opposing directions.
- ☐ **Give the setup a hard shake test** before you pull out.

3. On the Road

- ☐ **Re-check straps, hitch, chains, and lights** after the first 10–15 miles, and again at every stop.
- ☐ **Allow much more braking distance** and take turns wider than you would normally.
- ☐ **Plan fuel stops** at stations where you can pull straight through.
- ☐ **Park in well-lit areas** and, if you stop overnight, use a secure lot.

4. Unloading

- ☐ **Unload on level ground**, using a spotter.
- ☐ **Do a walk-around** and compare the car to your pickup photos.

Condition Log

Use this for either path. Fill it in at pickup, then compare at delivery, and photograph anything you note.

Area of the car	Condition at pickup / any new damage at delivery
Front bumper & grille	
Hood, fenders & roof	
Doors & quarter panels	
Rear bumper & trunk	
Wheels, tires & glass	
Interior & engine bay	
Undercarriage & exhaust	
Odometer reading	