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Sometimes the start is far, far away

Rameder gives tips on trailers suitable for motorsport vehicles

Not many race cars travel on their own wheels to the racetrack. Especially those in the higher classes, for which this is not possible due to the lack of legal approval for the road. So you need a suitable means of transport. Because larger trucks are often eliminated as a choice, due to high costs and driver licensing issues, it usually comes down to a standard trailer that can be easily pulled by a car or a van. Rameder, with Europe's leading supplier of towbars and transport solutions available at www.rameder.eu, explains what to look for when choosing your optimal transporter solution. The first important task is the specific transport task: which vehicle should be loaded? A lightweight kart or a heavy touring car? One, or two cars?

Although the vast majority of cars can be retrofitted with a towbar, the trailer load is sometimes significantly different. Take a look at the extensive model database offered at www.rameder.eu, and everything becomes self-explanatory: While some small cars only cope with a bicycle rack on the towbar, more massive SUVs or large vans sometimes haul up to 3.5 tonnes. And they are pushing their limits even for a high-end racing trailer. Specialized trailer makers such as the German company Moetefindt from Buchholz (www.moetefindt.de) offer on request all conceivable features: up to the double transporter with box, workbench and sleeping cabin. In addition to the budget, the selection must also take into account the current driving license classes of all potential drivers of the car-trailer assembly.

Since the 1999 reform in the EU, class B vehicle driving licenses are only allowed to move car-trailer assemblies with a maximum permissible mass of 3.5 tonnes, whereby the trailer itself may not exceed a maximum permissible mass of 750 kg. The "small" trailer license (B96), class B with key number 96, ends at 4.25 tonnes for the total permitted mass of the assembly, which is not exactly enough. Sometimes becomes worthwhile to have the class BE, which allows trailers with a maximum permissible mass of 3.5 tonnes. Depending on the country, older standard driving licenses may allow the same without any additional trailer license.

The next thing to do is to think about the available budget and the appropriate trailer model. For hobby racers, beginners and price-conscious, open car transport trailers can be an exciting alternative. However, it is important to note here a few peculiarities in terms of racing. Since the ground clearance in motorsport is usually extremely tight, for example, the angle of the ramp should be as flat as possible. Ramp extensions for docking can be a cost-effective help, more expensive are the pneumatically lowered trailer axles or an integrated tilt kinematics of the trailer surface.

At the latest when a race car is unmaneuverable, an integrated winch on the trailer pays off. These are available manually with a crank drive or electrically driven, whereby the current is fed in via a battery. To load these, the trailer socket may need to be rebuilt accordingly. But whether automatic or manual: in any case, the tensile load should be sufficiently high, because due to the ramp slope and an often not optimal angle, the winch must often work hard. If the wheels are locked, the load increases again significantly.

Another aspect of trailering a race car is the issue of safety in all its facets. To ensure that the load does not get out of hand, the trailer should have integrated securing options – such as attachment points for lashing straps and a ribbed anti-slip floor. An antirolling device, as **Rameder** offers for 379 euros, stabilises the car-trailer assembly even in crosswinds and on poor road surfaces, thus ensuring greater driving safety.

Since a racing car has a significant value and a good trailer is not without cost, you should also think of the theft security. Box locks and similar systems are inexpensive, and effectively prevent the trailer from being coupled to another vehicle. In contrast to open models, luggage or tarpaulin superstructures are much better suited to conceal the cargo from occasional thieves – this also applies to tools, spare parts and other items that must always be at hand. However, closed trailers should be designed so that you can easily access the vehicle from the side, by using flaps or similar devices.

If you take all these tips into account, you can look forward to the next motorsport event.

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