



Friends, like-minded people, classic car professionals, collectors and enthusiasts came together at the world trade fair of the international classic scene.

TECHNO-CLASSICA

More and more Germans in a fever of classic cars

This year, Techno-Classica was once again able to live up to its international reputation as the world's biggest classic trade fair with more than 2,500 classic cars, more than 1,250 exhibitors from over 30 nations and about 201,000 visitors. From classic car and to spare part dealers as well as conservators, manufacturers, suppliers and sellers of accessories: The summit meeting in Essen made the hearts of lovers of classic cars and modern classic cars leap.

There was such a high interest of top-class professionals of the international classic car scene to present themselves at the Techno-Classica that even the newly added 7,000 square metres of exhibition area were fully booked", explained the event organizer S.I.H.A.. On five trade fair days, the best of this industry presented in 21 halls on now 127,000 square metres. Apart from historic and up-to-date

HP highlights, the trade fair visitors were offered a broad range of goods, services and information on the topic of collectors' automobiles, which reflected the portfolio of the whole classic scene. Whether insurance, transport, registration, specialized storing or the right maintenance – about 100 national and international companies answered the car owners' individual questions and offered a solution to nearly every problem.

"Giulia" and Volvo made use of this adequate location in order to celebrate the German premiere of the upper class estate car Volvo V90. There were as well some studies among the current creations, which whetted appetite for more. After the sensational success of Opel GT Concept at the Geneva Motor Show, the car manufacturer also presented its spectacular sports car study – together with very special historic GT models – at the Techno-Classica.

New cars use the glamour of old times

Automobile manufacturers were successfully able to bridge the gap between past, present and future visions. Apart from well-known classic models and the thus connected brand traditions, which have been growing for years, some manufacturers also took up-to-date models to Essen. They used the attraction of the industry get-together in order to present a total of nine market premieres of new cars in Germany. Thus, the traditional Italian brand Alfa Romeo showed the new

Vredestein with tyre know-how

Vredestein presented itself as perfect partner for classic cars with its model "Sprint Classic". "The tyre was particularly developed for enthusiasts with a sense for detail and design", said the manufacturer. "While the unique tread and the shape were kept in their original form, an elegant sidewall marking was added. Cutting edge technology, however, is hidden behind classic outward appearance." This is not the only reason why the bigger classic tyres carry the "W" symbol (for speed



H&R had the world's strongest "coati" in its luggage: At first glance, the bolide, which was developed by its Berlin partner, TH Automobile, looks like an iconic VW 411 (type 4) Variant with charismatic and name giving "coati" front. Nevertheless, the 18-inch Fuchs wheels "Fuchsfelgen" allow room for more...



Surrounded by a variety of new and old Opel models the GTI Roadster Vision Gran Turismo was sunbathing in the shiny trade fair light.



up to 270 km/h). The winter version of the tyre manufacturer, which was especially designed for this segment, carries the name "Snow Classic" and convinces during the cold season with optimum grip and safe traction.

Astonished faces at H&R

The chassis specialist H&R attracted the visitors' attention with a unique world premiere in hall 3: It took the world's strongest "coati" to Essen, which was developed by TH Automobile, the Berlin H&R partner. At first glance, it looks like an iconic VW 411 (type 4) Variant with charismatic and name giving "coati" front – the first Volkswagen middle class saloon registered for the first time in 1973. The conservation of the vehicle met highest standards with a contemporary plain interior and a characteristic steering wheel in its original look. Nonetheless, the highlight of the trade booth was still able to offer more "unexpected" surprises: apart from the sporty chassis the 18-inch Fuchs wheels "Fuchsfelgen" were an immediate eye-catcher – normally the distinctive sign

of Porsche 911. At the latest when looking into the engine compartment originality enthusiasts were filled with indignation, as there was the technology of a Porsche 997 Turbo behind the classic appearance of VW 411, which might not meet the requirements for an "H number plate" (specific environmental/tax regulations for historic cars only). "The chassis, which was especially developed by TH Automobile for the standard 1.7-litre Boxer engine with 85 HP, was equipped with water-cooled 480-HP Turbo with six-gear manual transmission, Porsche Turbo braking system, power steering, double arm pivots (front) as well as a multi-link axle (back)", explained the responsible people. "Everything is held on course with a tailor-made H&R thread chassis and was approved by the TÜV (German Technical Supervisory Association) before it got on the road – a masterpiece of individualized chassis in a unique technical implementation."

H&R is also able to offer an "original"

Whether modern classic cars, classic cars or

the individualization of new sports cars are concerned: The professionals from the Saureland are able to offer 30 years of experience in the development and production of chassis components. Many H&R components for several classic cars of all brands from the eighties and nineties are immediately available – without any limitation concerning an "H number plate", if contemporary tuning is involved. According to H&R, sports springs and thread chassis for Golf 1, VW bus T3 or BMW E30 model series are among the most frequently demanded chassis parts. "H&R thread chassis for the BMW E28 and E24 model series are new in the range and already highly demanded. The Koni Classic silencer program is a further expert tip for classic fans, which is offered by H&R as exclusive importer for Germany."

Thriving trade

A further important pillar of the leading trade fair: the vehicle trade on the spot. More than 2,500 classic cars, vehicles of collectors and enthusiasts, modern classic cars and prestige vehicles were on sale in Essen. Interested people were spoiled for choice. Whether Opel Kadett, Renault R4, Ferrari 250 GT SWB or Mercedes Benz SSK – both affordable models under 10,000 euros as well as multi-million rarities were on sale. According to the trade fair organizer, more than 40 per cent of the vehicles offered in Essen, get a new owner. Both man and woman at the wheel – one in two German passenger car drivers would like to drive in a classic car. According to IfD-Allensbach Oldtimer-Studie (classic car study), the amount of German car drivers who would like to own a classic car rose from 17 per cent in 2013 to 27 per cent in the year 2015. Those are increasing numbers that will provide the Techno-Classica with tailwind in the future. (cw)



An international expert jury of the Concours d'Elegance awarded the Ferrari 250 GT SWB Berlinetta owned by the dealer Axel Schuette with „Best of Show“ at the Techno-Classica in Essen 2016. The employees Philippa von Seydlitz (f.l.), Daniela Beckmeier and Linda Schuette presented the received cup.



The large Liebherr dumper T 264 Mining Truck was already an eye-catcher on the bauma trade fair grounds three years ago.

BAUMA

Imposing giants and filigree construction

This year's 31st world leading trade fair for construction machinery, building material machines, mining machines, construction vehicles and construction equipment, bauma for short, has again surpassed all expectations.

The bauma, which has a total exhibition area of 605,000 square metres, is the biggest trade fair in the world. This year, 3,400 exhibitors presented their latest products and innovations, but also their biggest and heaviest machines on seven trade fair days. Enormous large excavators, wheel loaders, and of course dumpers as well as gigantic cranes were without any doubt the darlings of the public. About 580,000 people from 200 countries visited the trade fair.

The large Liebherr dumper T 264 Mining Truck worked again as an eye-catcher as it had also done 3 years ago. It is part of the 220-ton class and thus perfectly matches the ultra-class hydraulic and cable excavators as well as wheel loaders. Because of its unique combination of high performance engine (2,700 HP), efficient diesel-electrical drive concept and powerful electrical wheel engines (4,425 HP) the T 264 is extremely productive and cost-efficient. Nonetheless,

dimensions are gigantic. The gross vehicle weight runs at 385.50 tons and its payload at 221 tons. The standard tyre size is 46/90R57, or 40.00R57 as an alternative.

Another giant showed off in all its splendour. Komatsu presented the new 700-ton large excavator PC7000. It disposes of two engines, which have both 1,700 HP (1,250 kW) at their disposal. When setting up the giant, 17 low-loaders were busy around the clock to drive all the individual parts to the trade fair premises. It has an own weight of 670 tons. The shovel is able to lift 65 tons easily. The Komatsu is offered at a bargain price of seven million euros.

Refined problem solving

"Strong. On every terrain." – that was Daimler's slogan for its presentation at the bauma. The manufacturer of commercial vehicles presented several construction vehicles from A like Arocs to Z like Zetros. Whether city delivery van or transporter,

light or heavy truck, or heavy load tractor or individual special vehicle – the brands Mercedes-Benz and Fuso offer a fitting answer to every question in the construction segment. Daimler exhibited a total of 22 vehicles in the hall and in the outdoor area.

Arocs, the specialized truck series for construction traffic, is in the centre of interest for the construction industry. Arocs celebrated its world premiere at the bauma 2013. Now it is available with its complete program. Among others there are e.g. Arocs HAD with selectable 4-wheel hydraulic auxiliary drive. Now, Mercedes-Benz extended the range of Arocs by a new hypoid-axle tandem in two different versions (2 x 10 t and 2 x 13 t) for even higher efficiency. The Arocs 3243 K with Euro 6 is above all suitable for construction use. This is provided by hub reduction axles, disc brakes and optimal ground clearance based on even front axles. The vehicle was com-

pletely equipped with Goodyear Omnitrac tyres.

The spectacular heavy load tractors Actros SLT and Arocs SLT were once again an eye-catcher. Daimler presented the Actros 4163 LS Semi-SLT as four-axle vehicle including side casings behind the driver's cab. There are tanks and a compressed air vessel behind them. The four-axle vehicle is connected via trailer coupling with a twin-tyred and air-sprung docking axle and is thus able to be used as five-axle tractor too. The Actros Semi-SLT is certified for a gross combination weight of 155 t. Additionally, it disposes of a turbo retarder coupling for sensitive manoeuvring. The impressive gigaspaces driver's cab has high-end equipment. Moreover, Actros draws attention with a roof lamp holder with four working spots and chrome lamella for the radiator grille. Based on a performance of 460 kW/625 HP and a maximum torque 3,000



The Arocs 3243 K was especially designed for robust construction area use.



The heavy load tractors Actros 4163 LS Semi-SLT were a real eye-catcher as four-axle vehicle.



The special repair plasters were presented to the customers at the Rema Tip Top stand.

Nm coming from 15.6 l cubic capacity of OM 473, the Actros 4163 LS is able to move heavy loads. The extremely precise transmission Mercedes PowerShift G 280-16 with 16 forward gears transfers power. The vehicle was fully equipped with Continental truck tyres.

Nothing turns without tyres

There is good news for the tyre industry. About 90 per cent of the presented machines, cranes, self-driving units, heavy-load trailers as well as construction machines and construction vehicles depend on tyres. This is the only way for them to fulfil their tasks and to achieve utmost mobility. The most different commercial vehicles and machines also need very specialized tyres. This means that apart from an optimum size the load index is very important too, which easily separates the wheat from the chaff.



Rema Tip Top showed expert repair of EM tyres in the outdoor area.



BKT and Maxam already provided first information at the western entrance area of the bauma.



Marius Schaub, spokesman trade media, informed at the booth of Rema Tip Top.

The company Rema Tip Top presented its comprehensive range of products as well at the bauma. Among others, new Dunlop belting products and an extension of the conveyor belt portfolio for the food and agricultural industry as well as transport and packaging industry were shown. Additionally, the extensive range of services and the broad range of products was supplemented by material processing with industry-specific portfolio from all the further segments: tyre repair for earth moving machines as well as protection against corrosion and wear. A transporter, which was prepared for tyre repairs, was presented in the outdoor grounds in order to be able to repair EM tyres on the spot.

The giant was presented by Komatsu at the bauma. The "small" caterpillar at the front is hardly noticed.