

With ROSTA suspension and one hundred and fifty km/h over Friesian beaches!



Regatta field

In their regattas, the high speed beach sailors race along the Belgian, Dutch and German North Sea coasts at more than one hundred kilometres an hour in their so-called land yachts. This fascinating sport, originally developed from surfboards fitted with rollers, is being enjoyed by a constantly growing number of fans. Within a few years, the land yachts have developed from the original surfboards to streamlined high-speed machines, with cV-factors (aerodynamic drag factor) that would not be out of place in Formula 1! Top speeds of up to 150 km/h are reached.

In principle, the chassis construction of the land yachts has no elastic suspension. The two large rear wheels on the side absorb small amounts of unevenness in the sand and the ever-present mussel shells without problem. At high speed, however, these obstacles have a hammerblow-like effect on the relatively small, suspension-free 8-inch front wheel,

which is transmitted to the structure of the light vehicle. These impacts lead to a lift-off of the "bow" of the vehicle, and the driver can only restabilise the yacht by bearing away from the wind, and thereby reducing his speed – not exactly ideal in a regatta!



Land yacht at full speed

Using a ROSTA Type DR-A 38 x 100 rubber suspension element, an inventive Swiss, a Mr. Müller from Dulliken, who indulges in this sport, designed a very compact and highly efficient bow-wheel suspension that effectively dampens these impacts and, with its high spring force, guarantees an almost constant ground contact of the wheel.

Result: He can now sail his land yacht very close to the wind, he has to stabilise much less often, achieves high speeds and sails away from the competition!



ROSTA bow-wheel suspension type DR-A 38 x 100

In the meantime, this idea has created a sensation, and the majority of the German beach sailors have now "upgraded" their land yachts with ROSTA rubber suspension elements.

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ROSTA Motorbase Type MB for the support of cooling compressors for passenger and touring coaches

7 at one blow !

The ROSTA-Motorbase brings **seven** decisive advantages for bus operators:

1. automatic compensation of the belt elongation
2. slip-free transmission of the torque
3. almost 100 % damping of compressor vibration transmission to the bus chassis
4. almost 100 % damping of structurally-borne noise transmission to the bus chassis
5. longer service lives for drive belts
6. Overload security for diesel engine back lash
7. longer service intervals for the compressor drive

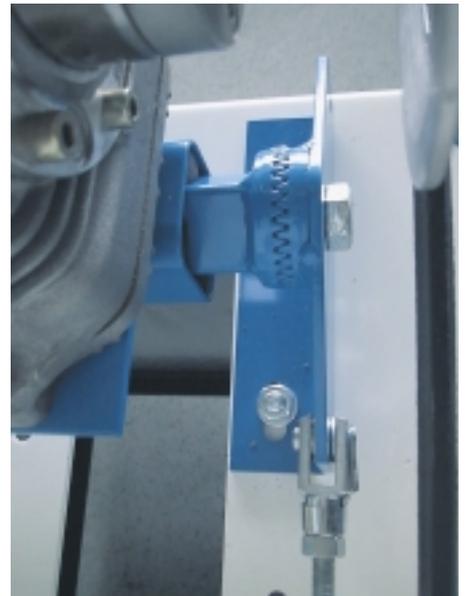
Today, almost all passenger and touring coaches are fitted with air conditioning systems and, as a result, normally have a tension carriage for the reception of

the cooling compressor integrated into the rear drive unit!

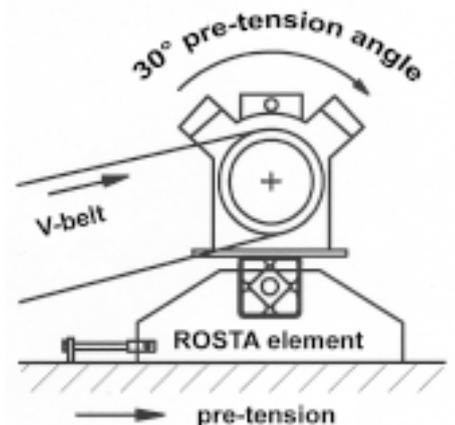
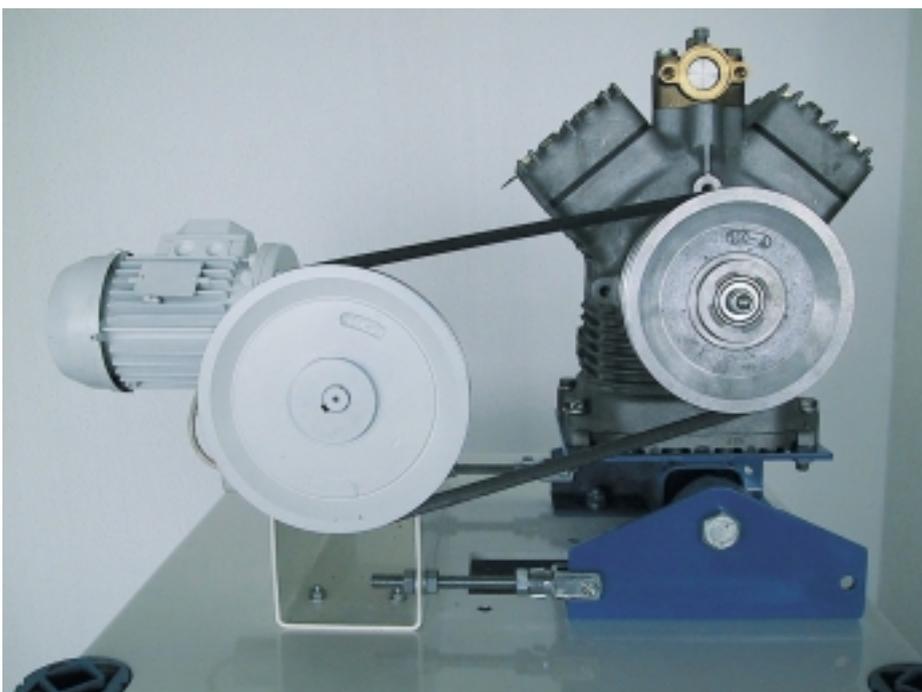
The cooling compressor, a piston unit, is driven by belts from the mainshaft of the diesel engine. In order to compensate for the elongation of the belts, the tension carriage is re-adjusted manually during each maintenance check. The vibrations of the piston compressor are transmitted 1:1 to the chassis frame and the bodywork.

The ROSTA motor bases continuously compensate for the elongation of the belts, and dampen the piston vibrations by almost 100%.

For more versions of standardised ROSTA motor bases = see the ROSTA General Catalogue, Pages 83 - 97.



By adjusting the toothed bracket, the compressor is positioned ideally and the belt play is taken up at the same time. The adjustment of the preset tension of the belt is carried out via two threaded shafts on the lateral supports of the motor base. These lateral supports are thereby provided with slot-holes.





The motor base can be pre-tensioned up to a maximum angle of 30° using the two threaded shafts. The pre-tensioning of the torsion elements results in a very long compensation path for the take-up of the age elongation of the belt. In addition, the ROSTA rubber suspension elements also prevent the transmission of vibrations from the compressor to the vehicle chassis.



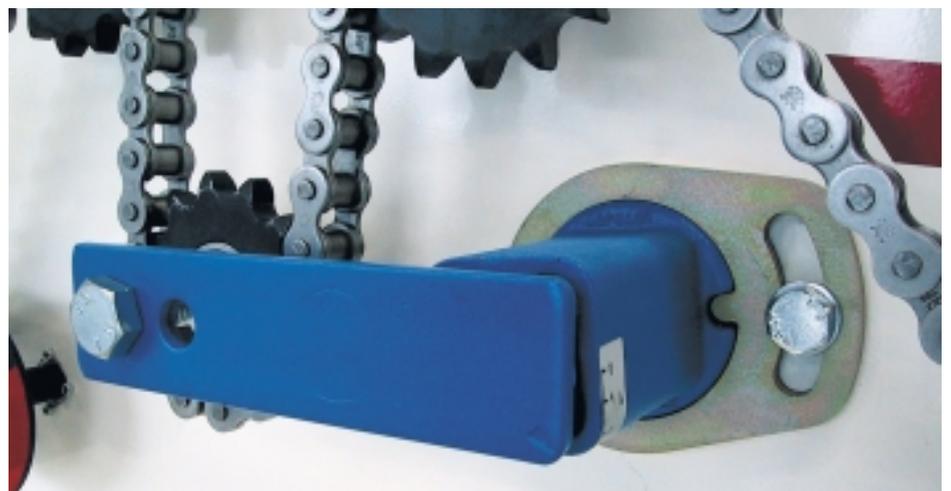
NEW PRODUCT

The ROSTA Tension Retainers Type SS27 and SS38

On flat surfaces with sufficient material thickness, the friction fixation of the ROSTA Type SE tensioning element provides adequate surface pressure for a completely sufficient friction contact; even with pre-tensioning angles of 30° and „slapping“ in the chain or belt drive, the flange fixation cannot slip.

With inadequate wall thickness in the fixation support, such as is common, for example, in the manufacture of agricultural machines, the „steel plate“ tends to deform on tightening the central fixing screw of the tensioner, and thereby no longer lies flat on the friction surface. The friction contact is thereby inadequate, and the tensioning element can slide off due to impacts and vibrations - the preset tension is lost.

The new SS 27 and 38 tension retainers for the SE 27 und SE 38 tensioning



elements (see illustration) increase the friction surface on the one hand, and guarantee the pre-tension position of the tensioner by means of form closure on the other. A sliding (or slipping) of the tensioning unit is thereby practically no longer possible.

The SS tension retainers are manufactured from galvanised steel, and can be ordered immediately under the following article numbers:

SS 27: 06 618 400
 SS 38: 06 618 394

Almost an „Off Shore“ application

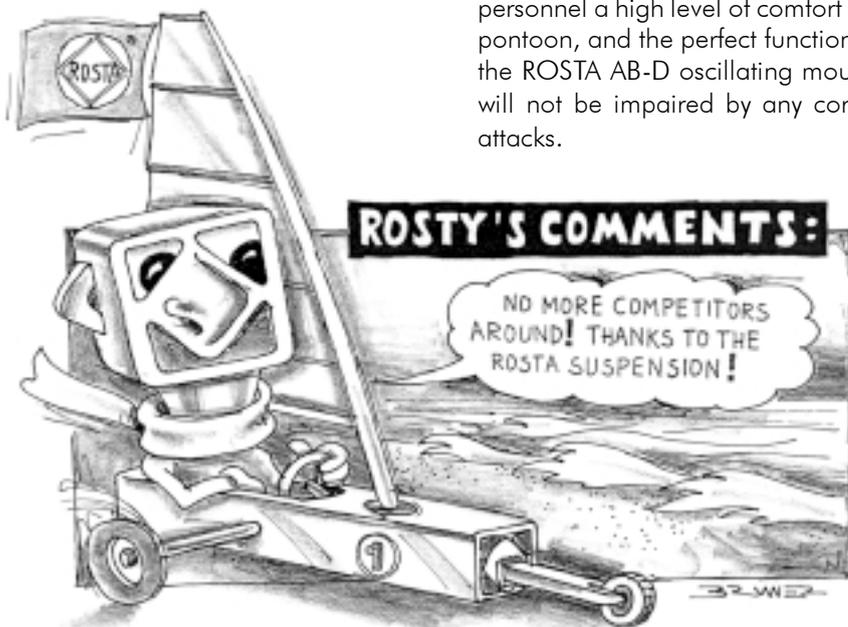
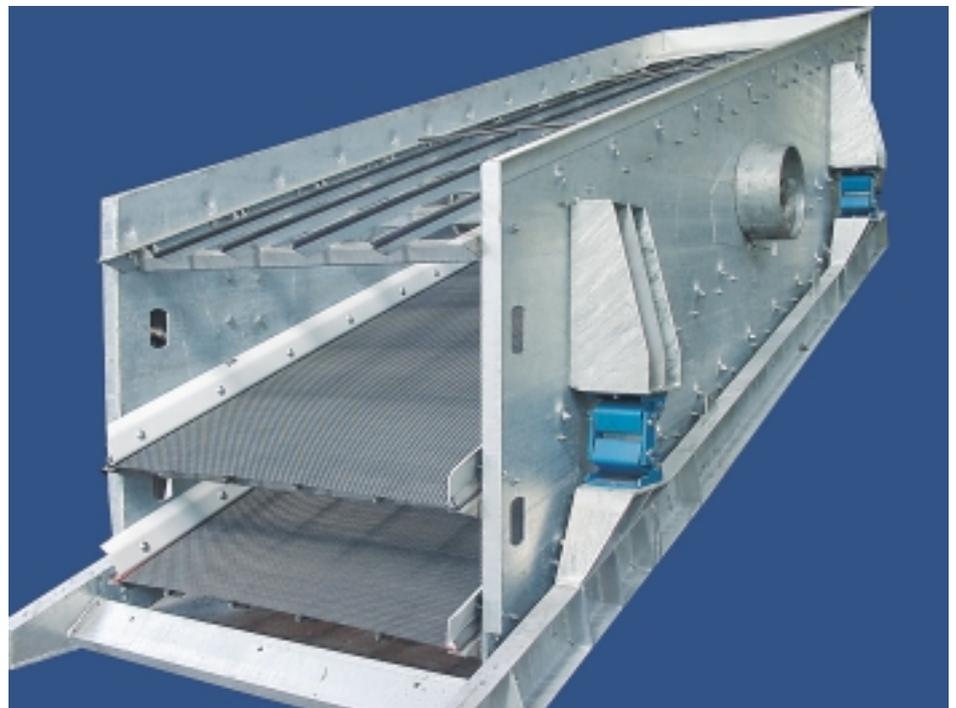
The Carlo Chiodini & Cie. Company in Turbigo (MI) in Italy has for many years specialised in the design and manufacture of gravel processing plants on lakes and rivers. The digging scrapers, crusher and screens are usually mounted on anchored floating pontoons in waters with rich gravel deposits. The steel structures of the plant are fully galvanised to protect them against corrosion.

Chiodini & Cie originally used steel helical springs for the screen mountings, which have proved unsuitable in this damp, corrosive environment. Soon after the first appearance of rust, the fracture of the springs was pre-programmed, which led to frequent shutdowns of the complete plant. Following this, the screens were mounted on hollow rubber springs (Marshmallows), which were, of course, resistant to rust, but which, due to their rigidity, transferred a large proportion of the vibrations to the pontoon deck.

Now, however, Chiodini mounts all its gravel screens on ROSTA Type AB-D oscillating mountings, which guarantee the high insulation efficiency of 97 %. The minimal transmission of vibrations and residual forces offers the operating

Technical Data for the „Chiodini“ 3-deck circular vibratory screen:

- Weight of the screen frame: approx. 2'500 kg (+ material approx. 1'500 - 1'800 kg)
- Speed of eccentric shaft: 1'080 rpm
- Oscillation amplitude: 8 mm (peak to peak)
- Screen mounting: 4 x ROSTA oscillating mountings type AB-D 50 x 160 mm
- Hourly throughput: approx. 300 - 350 to/h (mixed gravel)
- Location: „Ticino“ river (border area between Switzerland and Italy)



personnel a high level of comfort on the pontoon, and the perfect functioning of the ROSTA AB-D oscillating mountings will not be impaired by any corrosion attacks.

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