

KIRAMES

€ 7,50

N° 144

7/2009

&

PARK

Revue

Gebühr
bezieht
B 14432

Sonderteil
Düsseldorf
Düren • Kleve
Wiesbaden

4 194 148 307506 90144

PREMIERE

Xenox

COASTER

Manta

EXOT

Skywheel

TECHNIK

Aqua Velis

PREMIÈRE

► Première in Marly –
inauguration in Zurich:
Bauer's "Xenox"
looping coaster

During the Whitsun weekend, the small town of Marly near Fribourg (Franconian Switzerland) experienced an unusual event: the successful première of the brand new coaster "Xenox" from the Bauer family from Bubendorf.

Text & Photos: Daniel Kägi



Xenox

► The coaster from an extremely wide-angled perspective



The extremely compact coaster built by Interpark/Pinfari from Italy, has a 32 metre front and a 20 metre depth, and has been constructed

in a triangular shape, with a looping as a special feature. Viewing the matter logistically, "compact" in this instance means four transport vehicles plus paybox. The back end of the attraction is at a 90° angle, which also allows for the possibility of a space-saving built up on a corner site, an advantage especially at city centre events. Despite its compact measurements, the "Xenox" is a "real" coaster – and anything other than a tuned-up kiddie construction. Two trains each accommodating 10 passengers provide for an adequate capacity and smooth operation with normal visitor numbers. Renowned and experi-



"Xenox" at dusk

enced Werner Stengel drafted the plans and designed the Italian-built coaster especially for narrow spaced events, which are quite common in Switzerland. The first example of this ride type has already been delivered to Australia in a park version. Although the ride cannot boast of any of the usual superlatives such as "largest", "fastest", or "highest" with a height of 13 metres,

a front of 32 metres, a ride duration of only 1 minute and 20 seconds and a track length of 270 metres – it scores highly with an inversion with a Stengel-typical Heartline-Roll, and can be built up anywhere that a large round ride can be installed. And it's especially in Switzerland that there are quite a number of events where a coaster cannot be installed due to lack of space.



A train is made up of 5 cars accommodating 2 persons each



PREMIÈRE



Ascent, drop, and looping



The seemingly short ride duration is relativized in that the train travels the track twice. The electronic control has been especially programmed for this purpose, and the track course is equipped with three block sections. When visitor numbers are low, the ride can be operated with one train by simply moving the second train to a parallel track behind the station. The construction of the trains is also different to the usual: while the foremost car is still equipped with the standard set of 4 wheels, the following vehicles only have two each, and are flexibly linked to the front car. Additionally, the cars are linked by looped steel cables, in the event that one of the massive clutches should malfunction. The seats are very

comfortable and also suited for corpulent passengers, and the shoulder restraints fit passengers with a height of up to 2 metres. For addi-





Impressions of "Xenox"

tional safety, the seats are also equipped with footstools and an additional safety restraint. After the lift, the ride begins with a sharp left curve, accelerating down towards the inversion with an inverted exit point – the Heartline Roll. The ride continues over a hill into a generous threefold loop, continually accelerating in the lowest curve, then travels upwards again in the last curve over a hill before the ride brakes before the station. The ride sequence is very comfortable, there's no "boxing of the ears" from the shoulder restraints, and the often dreaded vibrations are within reasonable limits. One of the TÜV employees present during the inspection made the comment that the ride offered everything that is needed, despite its compact measurements. The position of the looping, clearly visible directly in the front of the coaster is very attractive for viewers. Initially the manufacturer had thoughts that the station area should be located

at the front. However the Bauer family decided that the front with the paybox should be turned around – which led to the construction being one metre wider – but led to the most attractive side with the looping to the front. This now results in the station area being located on the rear side, which not only offers a better view to spectators, but also the advantage of an increased area of some 40 metres for waiting passengers. The coaster is loaded on five transport vehicles: one for the (built-in) station, a container (base for the looping), and three trailers for the tracks and the second train. After the test run "Xenox" was officially inaugurated on the 11th of June with a stylish première party in Zurich. ■



TOURS

Currently, the tour schedule 2009 of the "Xenox" coaster is limited to events in Switzerland. For possible updates: www.schausteller-bauer.ch

02.07.-05.07.: Aarau
09.07.-12.07.: Lenzburg
24.07.-26.07.: Aarburg
01.08.-09.08.: Genf
14.08.-17.08.: Payerne
22.08.-24.08.: Wädenswil
04.09.-07.09.: Lachen
12.09.-14.09.: Zürich
27.09.-29.09.: Siebnen
08.10.-18.10. St. Gallen
(Subject to changes) ■



The Bauer family at the inauguration of their new coaster: Maikel, Natascha, Andreas, and Sonja Bauer (f.l.t.r.)