

THE Caravan

ESSENTIAL GUIDE TO TOWING



IN ASSOCIATION WITH





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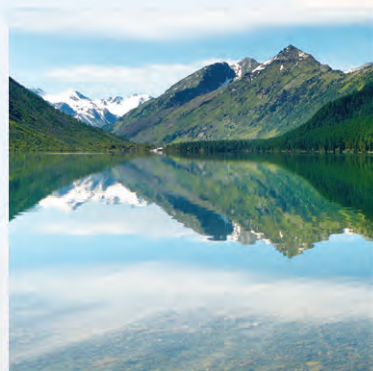
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HOW BIG A CARAVAN **CAN I TOW ?**

Finding a caravan that's of a suitable weight for your towcar is just a matter of straightforward maths, but be aware of some important guidelines



Perhaps one of the most fundamental considerations is what sort of caravan you can safely tow. If you are lucky enough to have a substantial 4x4 or large estate car, you will probably be able to tow the majority of tourers available in

the UK, but if your car is more modest, you'll need to work out what it can pull.











The key figures here are your car's **kerbweight** and the caravan's **Maximum Technically Permissible Laden Mass (MTPLM)**. You should never tow a caravan

that, when fully laden, weighs more than the kerbweight of your car – it's dangerous. Ideally, the fully laden caravan should weigh 85% of your car's kerbweight.

Below are some ideal matches from *Caravan* magazine's regular car and

caravan matcher pages.

Finally, if you passed your driving test after January 1997 and you want to tow a heavy car and caravan combination, you may need to pass an extra test. For the complete low-down, visit direct.gov.uk and search for 'towing'.

TOWCAR		CARAVAN	
	Ford Focus 1.6 Zetec Kerbweight 1276kg (85% 1085kg)	Elddis Xplore 302 MTPLM 950kg	
	Vauxhall Insignia 2.0 CDTi Kerbweight 1613kg (85% 1371kg)	Bailey Orion 460-5 MTPLM 1332kg	
	BMW 525D SE Kerbweight 1790kg (85% 1522kg)	Lunar Quasar 556 MTPLM 1442kg	
	Honda CRV 2.2 iDTEC Kerbweight 1773kg (85% 1507kg)	Swift Charisma 560 MTPLM 1450kg	
	Land Rover Discovery 3.0 SDV6 Kerbweight 2476kg (85% 2105kg)	Coachman Laser 640/4 MTPLM 1810kg	

ALL ABOUT TOWBARS

To the uninitiated, towbars can seem a confusing area of caravan-car equipment. It's actually quite simple, though, as we explain...

What is a towbar?

A towbar is the connection that joins a tow-vehicle to the caravan or trailer it is towing. In its most basic form, a towbar is simply a 50mm iron ball, fixed to a towing vehicle. It is the link that you attach a caravan hitch on to.

At the other end of the spectrum, the 'tow' is linked by an iron ball and state-of-the-art electrics. These allow the caravan and the car's onboard computer to communicate about lights, stability, braking, parking sensors and indicators.



Different types of towbar

Towbars are available in several types, to suit your needs. They are:

Flange towbar

This is the most popular type of towbar in the UK. It consists of a flat faceplate welded to the towbar structure. This usually has two large-diameter bolt-holes drilled through it. A basic cast or forged towball is then bolted to this.

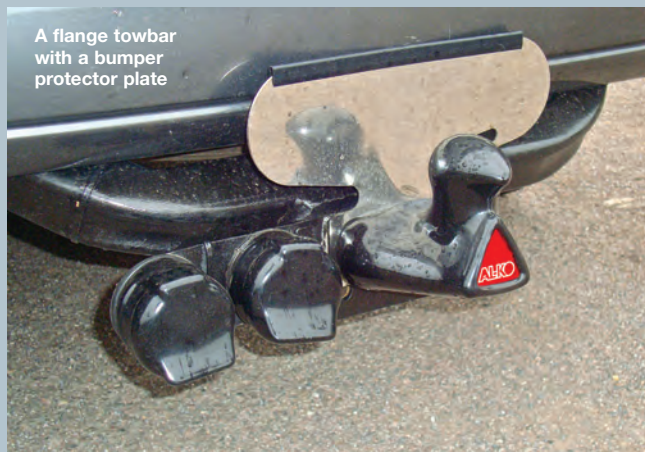
Flange towbars are usually the cheapest option available, and have the added advantage that accessories such as bike racks and bumper protector plates can be bolted to the flange as well as or instead of the towball itself.

Swan neck towbar

The swan neck towbar features an iron towball on the end of a long, curved steel 'neck' construction.

Some consider it more discreet than a flange towbar as less 'iron-work' is on show. The neck often sweeps up from under the rear bumper, so more of the structure is hidden.

A flange towbar with a bumper protector plate



Fixed towbar

A fixed towbar is a permanent addition to a vehicle and cannot be removed easily or folded out of the way.

Removable or detachable towbar

Removable towbars are popular among drivers who don't want the aesthetics of their car to be spoiled by a permanent fixed towbar. Also, drivers who don't want to pay for fully-integrated electrics, might prefer a detachable unit so that they

A swan neck towbar



A flange towbar





Who makes towbars?

Numerous companies manufacture towbars. These include:
Anker ankertowbars.com
Bosal bosal.com
Brink brinktowbars.co.uk
RDF Eurobars eurobars.co.uk
Maypole maypole.ltd.uk
MVG wer-parts.nl
PCT pctautomotive.com
Thule thule.com
Tow Trust tow-trust.co.uk
Truma truma.com
Westfalia westfalia-automotive.de
Witter witter-towbars.co.uk

Take care if buying off, say, eBay, that any product is properly accredited.

THINGS YOU NEED TO ASK

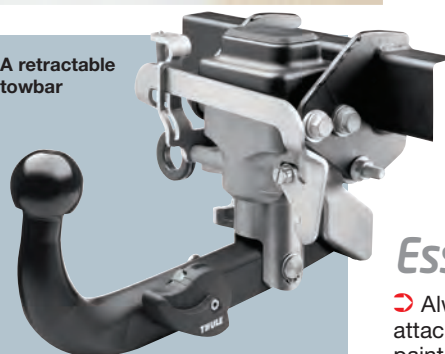
Key questions when choosing a towbar...

- Flange or swan neck?
- Fixed, detachable or retractable?
- Will it fit my tow-hitch/stabiliser?
- How much does it cost?
- What type of electrical socket will be fitted? Will it match my caravan?
- Where will the socket be fitted? Will it be easily accessible?
- Is there somewhere to attach the breakaway cable?
- Bypass electrics or bespoke?
- Will it require a bumper cut?
- Will my parking sensors work properly with and without a caravan behind?
- What guarantee is on offer?
- Do I need to worry about towing height?



A removable towbar

A retractable towbar



can use their parking sensors when the towbar is not in place. Removable towbars can be twice as expensive as fixed versions, due to their complex quick-release mechanisms and premium nature.

Retractable towbar

Retractable towbars can be folded or twisted from their standard towing position so that they are tucked out of sight underneath the vehicle.

AL-KO compatible towball

The modern AL-KO stabiliser has a bulkier hitch head than other designs. It therefore requires more space around the towball to turn without fouling. AL-KO compatible towballs protrude further, giving the hitch head space to move.



Now you see it...



...now you don't!

Essential Tips

- Always clean your towball before attaching a tow-hitch to it. Grease, paint, rust or other contaminants on the ball will contaminate the friction pads in modern caravan stabilisers, preventing them from working properly. Use some Emery cloth or wire wool to clean your towball back to bare metal, before attaching the stabiliser.
- Check that your reversing sensors will not be affected by the new towbar, before it is fitted. Budget towbar systems are less likely to take account of reversing sensors, which can cause problems later.
- When reversing your caravan onto a pitch, remember to pull forward by about a foot before uncoupling your car and caravan. This will release any compression in the hitch head ram, otherwise the head may shoot forward when lifted off the towball and might damage your bumper.
- Ensure that your towbar fitter is quality assured by the NTTA.
- For a custom-built towbar, for say a classic car or supercar, we recommend Watling Engineers near St Albans.



A GUIDE TO THE ART OF TOWING

Towing a caravan is much easier than people think, and you can make it even easier by following our in-depth guide to towing techniques and towing law

Driving licence requirements for towing

Did you pass your driving test before January 1997?

If you passed your test before 1 January 1997 you may drive a car towing a trailer/caravan with a combined weight of up to 8.25 tonnes, until your licence runs out at the age of 70. This entitlement is shown on your licence as C1E (107).

Did you pass your test after 1 January 1997?

If you passed your driving test on or after 1 January 1997 you will have what is known as a category B entitlement. With this, you may drive a car towing a caravan provided:

- The caravan weighs no more than 750kg (this rules out most caravans) or...
- The combined maximum permitted weights of the car and caravan do not exceed 3500kg and...
- The MTPLM of the caravan does not exceed the kerb weight of the car.

MTPLM (Maximum Technically Permissible Laden Mass) is the maximum permitted weight of a caravan.

Experts don't recommend towing a caravan heavier than the towcar regardless of your licence status.

If your car and caravan together weigh more than

3500kg you will need to take an additional test to upgrade your licences to category B+E. This gives you the same rights as pre-1997 licence holders.

The test is based on the large goods vehicle (LGV) driving test and lasts for around an hour. Professional tuition is advisable but not essential.

What happens when you reach the age of 70?

Driving licence entitlements expire when you reach the age of 70 and must be renewed. Keep your old licence (or a good copy) as proof of the entitlements you hold until your new licence arrives.

On reaching the age of 70, drivers will retain their driving entitlement for Category B and Category B+E (provided Category B+E was held prior to the expiry date of their driving licence).

Category B+E entitles drivers to drive a motor vehicle (ie car, van or 4x4) not exceeding 3.5 tonnes Maximum Authorised Mass (MAM), drawing/towing any weight trailer/caravan within the prescribed maximum towing weight. In other words, it is only the weight of the towing vehicle that must not exceed this weight, the weight of the trailer or caravan is not taken into account.

Outfit matching - choosing the right caravan for your car



Nose weight can easily be checked using bathroom scales and a couple of pieces of wood. Here the nose weight is a shade below 78kg



Before buying a caravan it's really important to ensure the car you intend to use to tow it can do so safely and legally.

For safe towing, it is generally accepted that the MTPLM of a caravan should not exceed 85% of the kerb weight of the tow car. Ensure, though, that this does not exceed the car manufacturer's maximum recommended towing weight.

Figures can mislead!

Relying on the VIN plate alone can produce towing figures well in excess of the recommended 85% and so is not recommended. A good example is the Land Rover plate shown below. It gives the Maximum Permitted Weight of the vehicle as 3200kg and the Gross Train Weight (GTW) as 6700kg. Subtracting one from the other gives a towing capacity of 3400kg. That may be all right at really slow speeds, but for towing a caravan on the open road the recommended maximum is 85% of the kerbweight of the car. The Land Rover has a kerb weight of 2580kg so 85% of this is just 2193kg.



It's not always sensible to rely on a towcar's VIN plate when working out what weight of caravan it can tow

When deciding on a caravan for a particular car, another important aspect to consider is noseweight. This is the downforce exerted by the caravan's hitch onto the towbar when the outfit is stationary. For stable towing, it's important to have some nose weight and, in recognition of this, UK law requires that the nose weight of a trailer should be a minimum of 4% of its MTPLM, or 25kg, whichever is the heavier. Tests carried out by the Caravan Club suggest that a caravan's noseweight should be in the region of 5-7% of its actual laden weight. This usually means a noseweight in the region of 70-100kg, but find out the limits specified by the manufacturers of the towcar, towbar and tow hitch; as these should not be exceeded.

A number of cars have noseweight limits as low as 50kg and so are not ideal for towing a caravan. Some of the more common examples include the following: Alfa 145/146/147/156/166, Chrysler Neon, Citroen Berlingo Multispace and Picasso, Ford Focus (pre Jan 2001), Honda CRV Auto (pre 2002), Renault Espace (pre 1997), Renault Laguna Estate (pre 2010) and the VW Golf (pre Mk IV).

ADVICE FROM Terry Owen

What happens if you have been disqualified?

If you are disqualified from driving for more than 56 days you'll need to apply to renew your driving licence before you can return to driving. The new licence will only give you a category B entitlement regardless of what you had before. Therefore, if you wish to drive an outfit weighing more than 3500kg, you will have to take the test to upgrade the licence category to B+E.

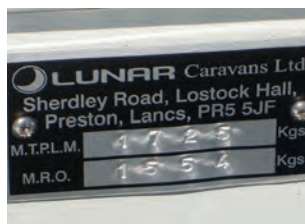
A European photo card driving licence shows entitlements like this (below). The holder of the licence is covered for categories A&B (motorbikes & cars) but not for towing more than 750kg where the train weight exceeds 3500kg.



How much weight can your caravan carry?

When choosing a caravan think about the items you'll want to carry and whether the caravan has sufficient payload for them. Items such as caravan movers and large solar panels can quickly gobble up a payload margin.

It is essential not to exceed the caravan's Maximum Technical Permissible Mass (MTPLM). On UK-manufactured caravans this figure is normally on a plate attached to the side of the caravan, usually low down near the entrance door. It is the maximum weight that the caravan is designed to take and it should never be exceeded. Failure to comply could mean that your insurance company may

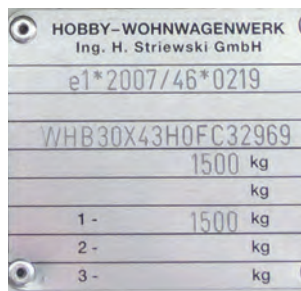


The weight plate on this Lunar twin-axle caravan shows an MTPLM of 1725kg and a Mass in Running Order (MIRO) of 1554kg. Subtracting one from the other gives a payload of 171kg

refuse to pay out if you are involved in an accident.

Don't overload!

If your caravan is found to weigh more than its MTPLM at a police or VOSA roadside check, you will be required



Continental caravans such as this Hobby usually put the weight plate inside the front locker. The figures shown here are the MTPLM and the maximum loading on the axle

to offload items before being allowed to continue your journey. You may also receive points on your licence and a fine.

TOWBAR MATTERS

Cars registered after 1 August 1998 must be fitted only with a 'type approved' towbar conforming to European Directive 94/20/EC. As proof of this, the towbar should be marked with the type approval number and the vehicle for which it is an approved fitment. Normally this information is found on a label or plate but sometimes it is stamped directly onto the towbar.



Here is a type approval label on a Westfalia towbar. It shows the towbar can take a maximum vertical load noseweight) of 150kg

What's the biggest caravan I can buy?

If you fancy buying a really large touring caravan you might like to know what the size limits are. The maximum width of any trailer towed by a car was increased from 2.3 to 2.55 metres in April 2010, bringing the UK in line with the rest of Europe.

So far, few manufacturers have produced touring caravans of this width. An additional stipulation on width is that the caravan must not extend more than 30.5cm beyond each side of the towing vehicle.

The maximum permitted body length of any trailer being towed by a car in the UK is 7 metres, excluding the towbar, and the overall train length of the tow car and trailer must not exceed 18.35 metres.



This 2.5 metre wide Tabbert (above and below) can now legally be towed by a car in the United Kingdom



Towing mirror laws -

It is a legal requirement to have mirrors capable of enabling you to see clearly down the side of your caravan to a distance of 20 metres behind the driver. This requirement almost invariably means that towing mirrors must be fitted, even on wider 4x4 vehicles. Failure to comply can lead to a Fixed Penalty fine (for each missing mirror) - or, in the case of a more serious incident, three points on your licence and a fine of up to £1000.

Towing mirrors fitted to cars registered from 26 January 2010 must comply with European Directives 2003/97 or 2005/27 or ECE Regulation 46.02. There is a popular misconception that compliance with these standards is confirmed by a simple 'E' mark on the mirror. In fact mirrors have had to have EC type approval since 1979 to be legally used and have carried various 'e' and 'E' marks since that date.

Compliance with the new standards is confirmed by E markings similar to the ones shown here.

Breakaway cables - how and where to attach them

Caravans built from 1 October 1982 must be fitted with a breakaway cable, anchored to the tow vehicle; this applies the brakes in the unlikely event that the caravan becomes unhitched while in motion. These cables are designed to be looped around an anchor point and clipped back on themselves.

If you ever need to replace a breakaway cable ensure that the replacement is of the same standard as the original. These are available from many caravan accessory shops.

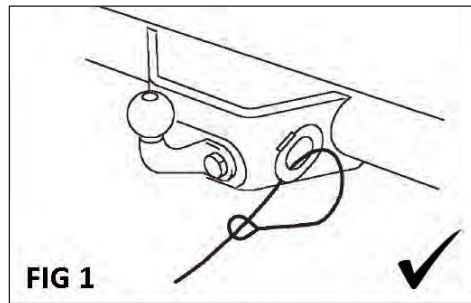


FIG 1
 Where a dedicated anchor point is provided on the towbar, it must be used. Make sure that the cable has enough slack to ensure that it will not be pulled tight when negotiating tight bends. If this happens the caravan's brakes will be applied

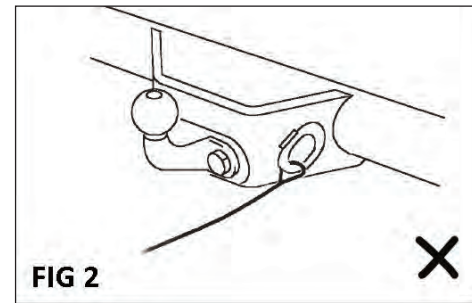


FIG 2
 The clip should not be directly attached to the attachment point, unless this is specifically permitted by the trailer manufacturer. This is because the clip may not be strong enough for use in this way

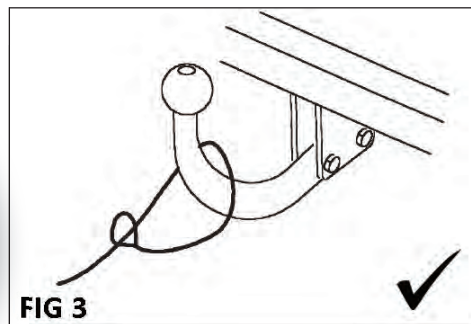
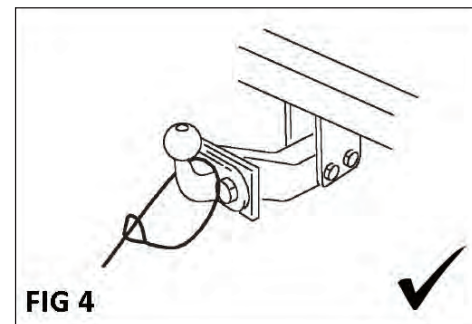
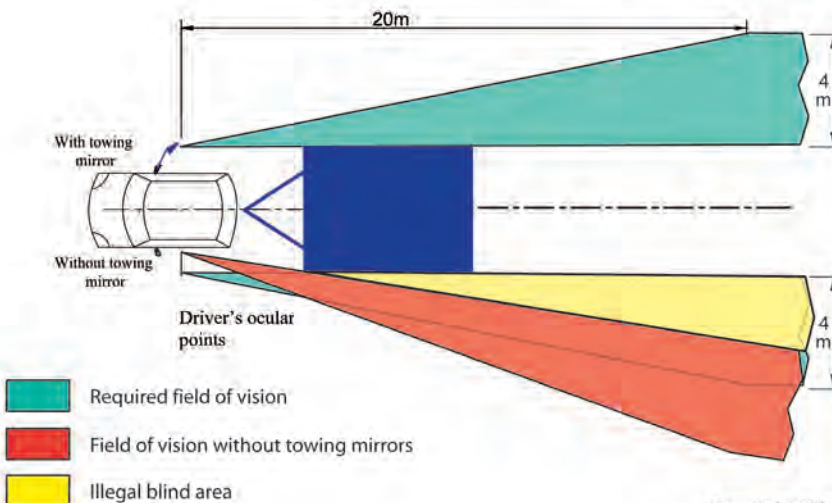


FIG 3
 Where no designated attachment point has been provided on the towbar, the cable may be looped around the neck of the towball. Use a single loop only



what you need to know to stay legal



The Milenco Aero towing mirror bracket grips strongly so the mirror does not move when towing



These Reich mirrors can be adjusted from inside the car by pointing a remote control at them

Copyright Milenco limited 2009



In this example the mirror has been approved in Italy (E3) and has the approval numbers 02*2118 to 02*2121



The Milenco mirror here has been approved in the UK (E11) and has an approval number of 03*6154

The new standard means that, in the event of a mirror

breaking, no large fragments of glass will be released.

Towing mirrors should not extend out more than a set distance from the vehicle. For non E-marked mirrors this is 200mm; for those carrying the mark it is 250mm.

Towing mirrors come in two basic types – flat and convex. A flat mirror will give you an accurate indication of distance, but a rather limited field of view. A convex mirror will make things seem further away than they are but give a

much better field of view. From a legal point of view, either type is suitable for towing, so it's really down to personal preference in terms of how you like to view the road.

Remember to remove your mirrors when you are not towing a caravan; failure to remove them is an offence.

Makes of towing mirror which carry an E marking include Grove, Milenco, Pennine and Reich.

Buying your number plate

The legislation governing the supply of number plates was tightened in 2003 and again in 2005 to make it harder for thieves to obtain false plates. When you buy a number plate for your caravan you will need to supply proof of your ID and proof of ownership of the car

(normally the V5 form) to the number plate manufacturer.

If you think you might take your caravan into Europe, ask for the number plate to have the European Union ring of stars on it. That way you will not need a separate GB sticker.



The European Union ring of stars combined with GB on this plate remove the need for a separate GB sticker when travelling in Europe

SPEED LIMITS

The maximum speed for towing a caravan in the UK is 50mph on single carriageway roads and 60mph on dual carriageways and motorways. Speed limits abroad can be different and may depend on train weights and whether it is raining or not, so it's worth checking before you leave.

Towing is not allowed in the outside lane of a three or more lane motorway unless other lanes are closed.



Tread carefully on tyre law

The law in relation to caravan tyres simply says that tyres must be capable of carrying the gross load of the caravan and have a tread depth of no less than 1.6mm across the central three-quarters of the breadth of the tyre and around the entire circumference.

It's a fact that caravan tyre treads rarely wear out – but they do deteriorate with age. When buying a used caravan, be prepared to change the tyres if they are more than 5 years old. It's quite easy to tell the age of a tyre by examining the numbers at the end of DOT code (see photograph).



The figures '26 10' in a box at the end of this DOT code indicate that the tyre was manufactured in week 26 of 2010

Insurance requirements - for car and caravan

You will need to tell your motor insurer that you are planning to tow. Firstly, fitting a towbar counts as a modification to a car and, secondly, your car insurance company needs to provide third party cover for the caravan. This will protect you in the event of your caravan being in an accident where a third party is involved. You may have to pay an additional premium to get this necessary insurance. A motor insurance policy will not cover a caravan for accidental damage or theft, nor will it cover your liability to a third party while it is unhitched. For this type of cover you will need separate caravan insurance. There is no legal requirement to have such insurance. Most people



do, though, and there are many specialist insurance companies happy to take your business. Some of the larger ones include Vantage

(Camping & Caravanning Club), Devitts (Caravan Club), Simple, Towergate, Caravan Guard, Caravanwise, E&L, MHIS.co.uk and Adrian Flux.

PASSENGERS AND PETS

It is illegal to carry passengers in a caravan. According to the law, pets can travel in a caravan – but this is definitely not recommended.

Carrying gas cylinders

Gas cylinders are housed either in a compartment at the front, or on the side, closer to the axle. The law requires that they be switched off at the valve on the cylinder when you are towing.

The caravan must carry an appropriate warning label to alert people to the fact that flammable gases are carried. This is something that may be missing or illegible (faded) on a used caravan, so do check when you buy.



The carrying of LPG requires a label like this one



MOT tests for caravans

There is currently no legal requirement for caravans to be subjected to an MOT test in the UK. However, Britain is out of line with most of the rest of Europe on this one and the situation could change. Recent proposals from Brussels would, if enacted in UK law, require a first test at four years old and further tests every two years after that.

If buying a used caravan, the best way to make sure it is fit for the road is to get it serviced by an NCC-approved workshop or NCC-approved mobile fitter.



MOT tests for caravans could become compulsory in the future even though the Department for Transport is not convinced that the costs would outweighed by the benefits in terms of reduced accidents

Road light requirements



Reflectors can become dislodged by objects such as pitch marker posts so it pays to check they are present before buying a caravan

UK law says the back of a caravan must be fitted with two red stop triangular red reflectors in addition to side, brake and indicator lights. Caravans built after 30 September 1990 must also have front reflectors and front position lights.

Reflectors can sometimes

drop off, so it is worth checking they are present and correct when buying a used caravan.

If you decide to fit a protective front cover to your caravan for travelling, you must ensure that the cover doesn't obstruct the lights and reflectors.

Does my caravan have to be registered like a car?

Unlike most of Europe there is no legal requirement to register a caravan bought in the UK. However, since 1992, the NCC has been operating the Caravan Registration and information Scheme, better known as the CRiS scheme.

When a new caravan is sold, the dealer registers it to the new owner using the CRiS scheme. When buying a used caravan, ask to see the CRiS registration document that should be with it. The Notification of Sale or Transfer section at the bottom of the document should already have been filled in by the previous owner and sent to CRiS.

If you are unsure about the ownership of any caravan, or want to discover if it has outstanding finance against it, or even if it has ever been an insurance write off, CRiS can help. The check costs £14.95 and can be made by ringing 0203 282 1000 and quoting the caravan's VIN number.

If you're planning to take your caravan abroad you are advised to take a copy of the CRiS certificate with you as you may need it to prove ownership. Never leave this document in your caravan as it could help a thief to sell it.



The new logo for the CRiS scheme. Look out for it at dealers and shows

HOW TO

HITCH UP AND HEAD OUT

Try two of these top towing training and manoeuvring courses

WORDS & PICTURES Ben Hackney

When it comes to towing, people tend to fall into one of two camps.

On one side, it's the most intimidating thing we could possibly do on the road. On the other, it seems pretty straightforward and "how hard could it possibly be anyway?"

A wise man once said: "Whoever ceases to be a student has never been a student", so whether you've towed before or not, we've put together the best training options for you to become the master of manoeuvring and smash your assumptions.

Both clubs offer towing sessions with the same info presented in slightly different ways. Here's the lowdown on each course for you to decide what's best for you.

THE CARAVAN CLUB

The Caravan Club's practical caravanning course is ideal for new starters. Held across the country at any one of 16 venues, it's a one and a half day course with both theory sessions and practical learning between 9am-5pm on the first day's session and 9am-1pm the second.

I attended a course at Appletree Lodge in Chipping Warden, in Northamptonshire to get a taste for towing myself and learn a thing or two...

Or three. You'll be amazed at how much you'll pick up.

You start off by studying the basics of caravanning – all the stuff that you probably think you know but with the addition of all those things you'd never even thought about. With up to 12 people split into two groups per course, it's interesting and surprising the questions that come up and subjects are covered thoroughly by the staff.

The introductory lesson covers all aspects of caravanning, including service and maintenance; setting up; handling differences compared with a

solo car; tyre pressures; how the caravan's brakes work and more – all followed by a Q&A session.

Outside, you learn about coupling and uncoupling, levelling, reversing in a straight line and around corners, as well as covering road and vehicle safety checks before finishing back in the classroom with learning about legal issues and taking part in another useful Q&A session.

It's a thorough intro that really boosts confidence.



PRICE £140pp T 01342 336 666 W caravanclub.co.uk/expert-advice

JOHN SOOTHERAN ON TRAINING

Friendly and fun – I reckon this course registered just five out of 10 on the 'Challenging Scale'. My fellow trainees and course captain, David Blundell, offered support, advice and encouragement throughout, making the one-and-a-half day's training a revelation.

We learned about all aspects of towing and setting up a caravan, and with just three of us on the

course, there was plenty of practical towing time.

Danuta, my co-trainee, had just bought a new car and first caravan and was heading off, solo, with her toddler son to France the following week. After the course she easily felt confident enough to do that.

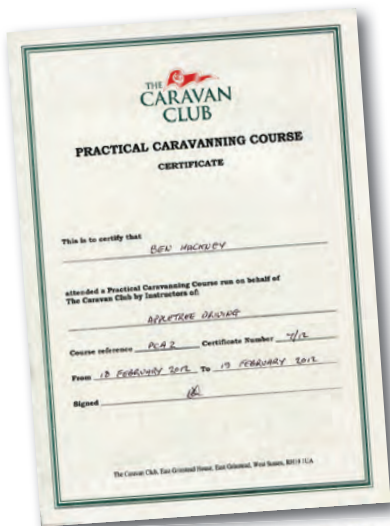
Myself, I found the training very confidence inspiring and empowering. I've towed a fair bit since (1000 miles



to France and back this summer) and, armed with the simple techniques I learned, I find the manoeuvring into small

spaces an enjoyable challenge rather than something to be feared.

I can't recommend the course highly enough.





The Camping and Caravanning Club offers a course syllabus which includes: towing and reversing a caravan, caravanners and the law, loading, hitching and unhitching. It's delivered by qualified instructors who are also caravanners.

THE CAMPING AND CARAVANNING CLUB

The course I attended was situated at Newark Showground; there are 11 other venues throughout the country. There are 12 participants per course, meaning that it usually works out at four people per instructor, so everyone gets a few goes behind the wheel and at coupling and uncoupling a caravan.

Starting off in the classroom going over the basics of setting up, loading

and what is to be expected of the day's course, the group then moves outside to get a hands-on look and explanation of a hitched caravan. Splitting into groups, each instructor leads participants to an area of the showground to work on hitching, unhitching and manoeuvring the outfit.

The key to these courses is repetition, with time being taken to ensure that each participant knows how to

understand and undertake the actions needed to guide a towcar towards the hitch before hooking up and preparing to set off, and reversing the process for unhitching.

Reversing is the next step, in a straight line and around a corner from both directions, before we head back into the classroom for a debrief and Q&A session.

All in all it's an incredibly interesting and fun day!

PRICE £105pp (for C&CC members) T 0845 130 7412

W campingandcaravanningclub.co.uk/helpandadvice/courses/manoeuvringcourses



- ▶ Both courses require you to bring both parts of your driving licence and a suitable towcar with towing mirrors
- ▶ Warm clothing will be required in cold weather
- ▶ Hot drinks are provided but participants are required to bring their own lunch

BEN HACKNEY ON TRAINING

I'm all for being educated and discovering new abilities through knowledge, but taking part in the towing training courses was still a lot more enjoyable than I'd have ever guessed. Expecting a slightly stressful steep learning curve, I got behind the wheel and had a laugh at myself while practicing each manoeuvre before finally nailing it by the end!

You will be faced with the slightly baffling

thoughts of "but why is it going over there?" the first couple of times you're reversing, for example, but that's all part of the fun.

Everything you do is undertaken in a controlled, safe environment where you're free to learn from any mistakes you make without any fear of scraping a fencepost or squashing the yappy dog on the next pitch.

Towing training really is thoroughly



recommended from both an in-classroom lesson perspective and a much more hands-on practical performance approach to learning about it.

You'll be safer and more confident on the road, you'll meet new people on the course and you'll enjoy the whole experience. Our advice: Get it done!



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