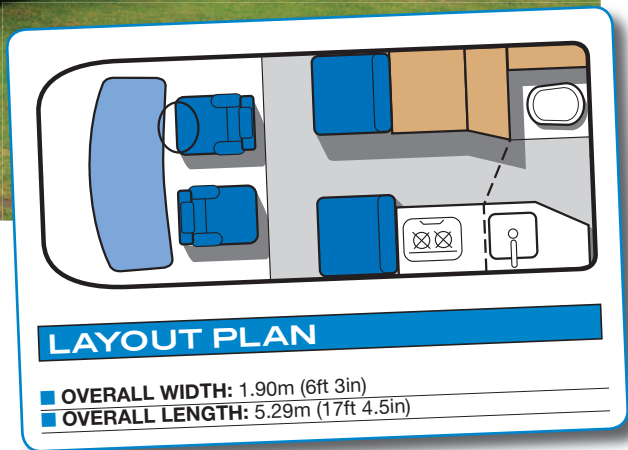


# DEVON SUNDOWNER



# BASE CAMPERS

## Devon Sundowner and Timberland Discovery XI

*Compact long wheelbase campers can offer more space and better facilities than you might expect. Two of the latest models strut their stuff*

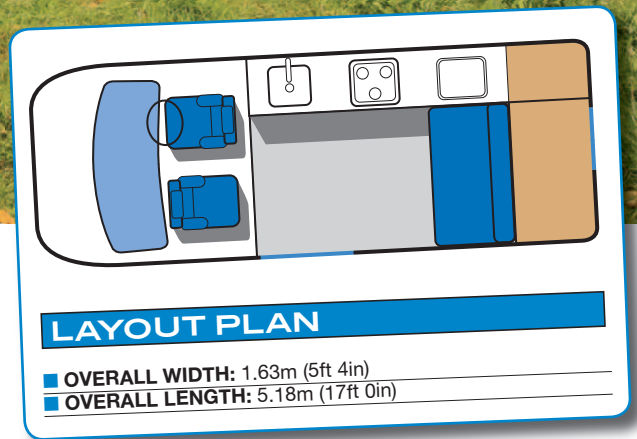


Words & pictures by Dave Hurrell

The Devon's VW T5 base is a dream to drive.



# TIMBERLAND DISCOVERY XI



**H**igh top motorcaravans built on small base vehicles can make a lot of sense. They're narrower and shorter than many other panel van conversions on medium-sized (Fiat Ducato, Peugeot Boxer, Renault Master,

etc) bases, making them even more suitable as everyday vehicles. A high roof may cause the odd argument with height barriers, but the enhanced interior space, better insulation and more storage on offer more than makes up for this inconvenience. Choose a model based on the long wheelbase version of these compact vehicles and you can benefit from increased interior space, and/or 'grown-up' facilities more associated with larger motorcaravans. This month's head-to-head test sees two of the latest models compared; one offering some big-'van appointments, the other maximum interior space and storage.

County Durham-based converter Devon has a reputation for building value-for-money motorcaravans that work well and the Volkswagen T5 Sundowner is one of its latest (and most innovative) models. Built on the factory high roof van, Sundowner's interior features a front end lounge-diner (with swivelling cab seats) that converts to provide two single beds. Aft, there's an innovative kitchen-cum-washroom that includes a cassette toilet in the rear.

North Lincolnshire-based company Timberland has recently started building conversions on the factory high roof, long wheelbase Renault Trafic and the Discovery XI is the first of the breed. The test vehicle turned out to be built on the almost



*The Discovery's Nissan Primastar base is almost identical to stablemate Renault Trafic.*

**DEVON SUNDOWNER**



**I LIKED**

- Smooth, powerful five-cylinder engine
- Well-damped ride
- Remote central-locking
- Diesel-fired blown-air heating
- Spacious separate kitchen
- Clever 'virtual' washroom
- Convenient side dinette
- High quality pleated blinds
- 12V compressor fridge

**I WOULD HAVE LIKED**

- Manual gearbox (standard fitting)
- Gas operation for water heater
- Double bed option

**I DISLIKED**

- The 'programming' of the Tiptronic auto gearbox
- The slightly fiddly bed mechanism



*FROM THE TOP: With the cab seats swivelled and the table removed there's formal seating for four.*

*Looking forwards from Sundowner's rear kitchen.*

*The front four-seater lounge with kitchen-cum-bathroom behind.*

*The Sundowner shines at mealtimes - its side dinette is a star.*

identical Nissan Primastar but, I'm reliably informed, production examples will be built on the Traffic. The Discovery's living area design is chalk to the Sundowner's cheese, placing all the cabinets down the offside with forward-facing bench and swivel cab passenger seat providing lounge and diner. At night, the rear bench flattens to make a double bed. There are no washroom facilities present, but there are two things in abundance: living space and storage. Ironically (considering its rival), this design is so associated with the VW campers that it's almost universally known as the 'standard Volkswagen layout'.

Externally, the 'vans are chalk and cheese too, as the Sundowner's VW exudes an understated style - the test 'van decorated in optional silver metallic looked very stylish. Away from the cab, only the windows on the rear 'barn' doors are fitted by Volkswagen - side fenestration is all acrylic double-glazed and fitted by Devon.

The Discovery's external appearance is far more radical, although the more conventional-looking high roof waters its 'wacky' appearance down somewhat as the standard low roof van's overcab 'hump' is lost in the translation. However, at the rear, the radical design is accentuated as the chunky columns that incorporate the rear light clusters continue up to the pinnacle of the high top. Barn doors are present here too and, like the VW, they sport wash/wipe and heating. Living area windows are all single-glazed glass.

Of course, the advantage of motorcaravans like these is their ability to be sole or everyday vehicles and both offer three-point seatbelts in the rear, although the prototype Discovery had yet to have these fitted. Height barriers not withstanding, both Sundowner and Discovery could easily double as your car, carrying four people in safety and slotting in to that all-important supermarket car parking space for the weekly shop.

**MOTIVE POWER**

The Sundowner comes with Volkswagen's excellent 130 horsepower five-cylinder turbo-diesel engine as standard. This mid-range motor drives the front wheels through a standard-fit six-speed gearbox, although I was pleased to discover that the test 'van was fitted with optional (£1,175) Tiptronic auto transmission. This is a six-speed unit and offers latest technology in what is a 'traditional' automatic gearbox.

The Discovery's motive power is provided courtesy of a 100 horsepower turbo-diesel mated to a six-speed cogbox driving the front wheels. Safety equipment was well up to scratch with driver and passenger airbags and ABS present on both vehicles. Comfortable cab seats with enough adjustment to get comfy proved to be the norm too, although the Sundowner's adjustable steering column gave it the edge over Discovery's fixed wheel. Comfort and entertainment come courtesy of excellent heating and ventilation in both 'vans, although the Sundowner had the (£705) option of air-conditioning. This is an option on the Discovery too, although at £1,295 I wondered whether it was a tad dear; maybe the VW's cab air is just very good value! Single CD/radios guarantee plenty of quality entertainment both on-site and on-road, but the Discovery gains marks with nifty steering wheel-mounted audio controls.

**ROAD MANNERS**

The words 'great to drive' sum up both 'vans, but within that catch-all description they actually

display entirely different characteristics. I must confess to loving the Volkswagen T5 and it's the best-driving motorcaravan base vehicle I've tried to date. The Sundowner proved to be a star performer on the road and, unlike the old T4 which was a bit floaty and bouncy for my liking, the T5 seems to achieve a perfect balance between ride quality and handling. The ride is comfortable but well damped, with all-round independent suspension producing car-like comfort over all the road surfaces I encountered. Long wheelbase, with little rear overhang, no doubt contributes to the Sundowner's fine handling and, in spite of its high roof, it was unfazed by motorway crosswinds. The 2.5-litre motor is superb - smooth, quiet and powerful. This was my second experience of the Tiptronic auto transmission and it, too, drives very well. Take-off is smooth and changes are smooth too. My main criticism of this gearbox is the very low bottom ratio which produces lots of revs with slow progress on pulling away. The tendency for the box to 'hang on' to a particular gear longer than I would if driving the manual version and the fact that it also seemed to change into 'top' earlier too hinted at programming designed more for load lugging (and then economy) than propelling a motorcaravan. No matter, if you desire or need two-pedal motoring the Tiptronic is a very good option.

The chunky character of the Discovery's Primastar (Traffic) base is a clue to its handling - equally chunky and solid. Independent front suspension, but a rigid rear axle (albeit with coil springs) produces a firmer ride than its rival, but still a comfortable one. Like the Sundowner, brakes steering and gearchange (the VW's manual gearbox is very good too) are superb. Six speeds allow a long-legged top ratio that's just right for motorway work and noise levels are low too. The Primastar is a tad more 'van-like' than the T5 but I'm being picky when I say this, as it's an excellent basis for a small motorcaravan. With 30 less horses under the bonnet than the Sundowner, performance is more tardy, but the willing motor still propels the Discovery at traffic-friendly speeds. The only slightly disconcerting thing about this engine is the fact that it has a rev limiter that cuts in at around 3,700rpm. Given that this engine is very free revving, you can find that you run out of revs (and power) when getting away smartish if not careful with your right foot. If you need two-pedal motoring all is not lost, as the Discovery has the option of Quickshift6, Renault's auto-changing manual transmission. So far, I've only tried this unit fitted to a Renault Master-based motorhome, but I found that it performs very well with smooth take-off and reasonably rapid and smooth gearchanges too. The advantage with this system is that a tap of the gear selector allows clutchless manual gearchanging that's great for overtaking or hill climbing.

**LOUNGE AND DINE**

Approach both 'vans, operate the remote central-locking and open the side-sliding doors and you're faced by a very different take on lounging and eating space.

With its kitchen to the rear, the Sundowner offers a more compact lounge area than its rival. Both front seats swivel to face the rear and the two forward-facing passenger seats. On the outside, this action creates a side dinette as a wall-hung table fills the space between. The other two seats simply provide additional pews for visitors. The table can be removed easily to open up the space and the most comfortable seats for two are those in the

**I LIKED**

- Excellent six-speed gearbox
- Remote central-locking
- Steering wheel-mounted audio controls
- Spacious interior
- Well laid out kitchen
- Gas/electric water heater
- Diesel-fired blown-air heating
- Easy-make bed
- Big storage capacity

**I WOULD HAVE LIKED**

- A more powerful engine
- A wider bed
- Shelves in lockers

**I DISLIKED**

- Lack of a grill or oven
- The engine's rev limiter



**TIMBERLAND**



*FROM THE TOP: There's loads of space for lounging.*

*Looking from the bench seat towards the cab. Discovery offers a classic layout often found in Volkswagen campers.*

*A free-standing table in the Discovery is trickier to use than its rival's side dinette.*



FROM THE TOP: A wardrobe and good-sized cupboard provide plenty of space for clothes.

Sundowner's kitchen area will please motorcaravan cooks.

A folding door creates a clever virtual washroom.

cab as armrest equipped and reclineable, they provide 'armchairs' for the residents of this two-berth 'van. Full-blown feet-up lounging is most easily achieved by deploying the beds when, sitting on the cab seats, you can get your feet up in the chaise lounge-style. This 'selfish' form of seating, of course, excludes visitors but is a very comfy way to spend an evening when there's just two of you on tour. Mealtimes are when the Sundowner's front end layout comes into its own as the aforementioned side dinette works very well indeed. The table's not huge, but it's ever-present and adequate for two. The main advantage here is that movement through the interior and out of the side door is possible and indeed easy even with the table in use.

The Discovery's totally different layout (and in part its long wheelbase body) creates a wonderful feeling of space inside. The rear bench seat makes a good sofa while opposite, the cab passenger seat swivels to provide one

decent armchair. Three can lounge here, but there's so much floor space on offer you could probably deploy a folding chair to accommodate a fourth person. The side-located furniture also provides a good buffet for drinks and snacks. Mealtimes see a table deployed in front of the bench seat where two folks must sit side-by-side to eat. This design makes things more tricky than the Sundowner, as one diner must be seated before the other can take their place. However, Timberland has seen fit to make this table a free-stander so it can easily be slid to and fro. Another advantage of this arrangement is that the table can be used outside.

### COOK'S QUARTERS

The Sundowner's more compact lounge (among other things) allows a separate kitchen area to be accommodated in the rear. A two-burner hob and drainerless sink form the heart of this excellent galley. Hinged glass lids on

## MMM HEAD-TO-HEAD DATA – DEVON SUNDOWNER

### PRICE

- From: £30,698 OTR.
- As tested: £34,436 OTR

### BASICS (\*manufacturer's figures)

- Berths: 2
- Three-point belted seats: 4 (including driver)
- Warranty: 3 years base vehicle and conversion
- Badged as NCC EN1646 compliant: No
- Length: 5.29m (17ft 4.5in)\*
- Width: 1.90m (6ft 3in)\*
- Height: 2.56m (8ft 5in)\*
- Wheelbase: 3.40m (11ft 2in)
- Rear overhang: 900mm (2ft 11.5in)
- Maximum authorised weight: 3000kg\*
- Payload: 640kg\* (After the vehicle in working order only)

### THE VEHICLE

Volkswagen T5 Transporter long wheelbase high-roof panel van

- Engine: 2.5-litre common-rail turbo-diesel producing 130bhp
- Transmission: 6-speed automatic gearbox, front-wheel drive
- Brakes: Servo-assisted with ABS/ASR, discs all round
- Suspension: Independent all round
- Features: Driver and passenger airbag, remote central-locking, radio/single CD player, heated rear windows with wash/wipe, air-conditioning, twin door bins, lockable glove compartment, driver and passenger seat with height/reach/rake/lumbar support adjustments, headlamp height adjustment

### INSIDE

Swivel cab seats ahead of forward-facing single rear seats/side dinette, combination rear kitchen/washroom area

- Insulation: Thinsulate high-tech material is used in roof, walls and floor
- Interior height: 1.88m (6ft 2in)

### KITCHEN

- Sink: Square stainless steel unit with folding mixer tap and hinged glass lid, no drainer
- Cooker: Smev 2-burner hob with hinged glass lid and push-button ignition. Smev mini oven/grill with internal illumination and electronic ignition

- Fridge: Waeco Coolmatic MDC-065, 12V compressor type. Capacity 65 litres

### WASHROOM

- Toilet: Thetford swivel-bowl electric-flush cassette
- Basin: None fitted (kitchen sink is included in enclosable 'washroom' area)
- Shower: None fitted

### BEDS

- Two singles
- Length: 1.88m (6ft 2in)
- Width: 620mm (2ft 0.5in)

### EQUIPMENT

- Fresh water: Underslung. 45 litres (9.9 gallons)
- Waste water: Underslung. 22 litres (4.8 gallons)
- Water heater: Elgena boiler, mains-only operation. Capacity 6 litres
- Space heater: Eberspacher Airtronic blown-air, diesel operation only
- Leisure battery: 110 amp hr
- Gas: 1 x 2.72 kg and 1 x 4.5kg cylinder
- Lighting: Twin-tube fluorescent fittings; 2 in lounge, 1 in kitchen, auto courtesy lights to side and rear doors, 2 multi-LED downlighters in cab
- Sockets: 230V: 2 (in lounge and kitchen), 12V: 1 (in kitchen)

### OPTIONAL EXTRAS

Fitted to test vehicle

- Base: Tiptronic automatic gearbox (£1,175), metallic paint (£517), alloy wheels (£376), passenger airbag (£176), cab air-conditioning (£705).
  - Conversion: Eberspacher Airtronic blown-air heating (£789)
- Other options:
- Base: 6-disc CD changer (£276), cruise control (£170), fog lights (£147), mudflaps (£94), rear parking sensors (£200), trip computer (£112), all weather tyres (£94), electric windows and mirrors (£347).
  - Conversion: Drive-away awning (£299), Caravanstore awning (£255)

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both units provide additional work surface as there's a reasonable slab of permanent worktop to the left of the sink. Below, a mini oven/grill means toast and pizza will be on the menu, while opposite is a gas-saving 12V compressor fridge with a reasonable capacity. With four cupboards and a cutlery drawer below and two lockers and fiddled shelves above, this galley is a good'un; impressive in such a compact 'van and likely to keep most motorcaravanning cooks happy.

In the Discovery, the cook-centre is incorporated into the single furniture unit that runs right along the offside of the interior. Three glass lids lift to reveal two-burner hob, sink and separate drainer. To the right of the drainer (which, with its own waste outlet could be a useful prep area too) is a small section of worktop. The fridge is below the hob - a classic Dometic three-way with a sensible capacity for this class of camper. No problem

with kitchen storage as below there are five lockers, a cupboard and a cutlery drawer that would swallow far more than my cook's kit. Indeed, there are three overhead lockers too, with the opportunity to store far more than just food, drink and batterie-de-cuisine. My only desire here was for these cupboards to have some fiddled shelves so their cavernous interiors could be utilised in a more effective and efficient manner. The test 'van was fitted with neither grill nor oven, but needless to say there's plenty of space for one if desired in your Discovery. With its kitchen in the lounge area, cooking most meals before you erect the table will be the norm, but once this is done the kitchen can become a handy buffet.

**BATHING SPACE**

It's the Sundowner's 'virtual' washroom design that'll be one of its main selling points, as it offers semi-separate ablutions in a very



FROM THE TOP: Discovery's boot area offers more storage, while access to the wardrobe (at right) is also possible through the rear doors.

Kitchen facilities are good, but there's no grill or oven. No washroom in the Discovery, but there's plenty of room to use the toilet, even with the bed made up.

MMM HEAD-TO-HEAD DATA - TIMBERLAND

**PRICE**

- From: £33,995 OTR.
- As tested: £37,145 OTR

**BASICS** (\*manufacturer's figures)

- Berths: 2
- Three-point belted seats: 4 (including driver)
- Warranty: 3 years base vehicle and conversion
- Badged as NCC EN1646 compliant: No
- Length: 5.18m (17ft 0in)\*
- Width: 1.63m (5ft 4in)\*
- Height: 2.49m excluding roof vents (8ft 2in)\*
- Wheelbase: 3.50m (11ft 6in)
- Rear overhang: 840mm (2ft 9in)
- Maximum authorised weight: 2900kg\*
- Payload: 550kg\* (After the vehicle in working order)

**THE VEHICLE**

Nissan Primastar long wheelbase high-roof panel van

- Engine: 1.9-litre common-rail turbo-diesel producing 100bhp
- Transmission: Five-speed manual gearbox, front-wheel drive
- Brakes: Servo-assisted with ABS, discs all round
- Suspension: Front: Independent. Rear: Coil sprung rigid axle
- Features: Electrically-operated windows and mirrors, remote central-locking, radio/CD player with steering wheel-mounted controls, twin airbags, height-adjustable seats, rear parking sensors

**INSIDE**

- Layout: Swivelling cab passenger seat ahead of transverse rear bench, kitchen, storage and toilet cabinets arranged along the offside
- Insulation: Floor 20mm, walls 180mm, roof 180mm
- Interior height: 1.87m (6ft 1.5in)

**KITCHEN**

- Sink: Square stainless steel folding tap, hinged lid, separate drainer with waste, hinged lid
- Cooker: Smev 2-burner hob only, hinged lid, no ignition
- Fridge: Dometic RM4213S. Capacity 60 litres

**WASHROOM**

(Note: no washroom fitted but toilet in dedicated cupboard emerges to be used in main living area)

- Toilet: Porta Potti 335 free-standing chemical unit

**BEDS**

- Rear longitudinal double
- Length: 1.94m (6ft 4.5in)
- Width: 1.09m (3ft 7in)

**EQUIPMENT**

- Fresh water: Underslung. 61 litres (13.4 gallons)
- Waste water: Underslung. 41 litres (9 gallons)
- Water heater: Truma Ultrastore, gas/mains operation
- Space heater: Eberspacher Airtronic diesel-fired blown-air
- Leisure battery: 220 amp hr
- Gas: Underslung fixed tank. Capacity 20 litres (approx 10kg)
- Lighting: 3 single and 1 double fluorescent fitting to living area, double fluorescent fitting in rear roof locker
- Sockets: 230V: 2 (in kitchen), 12V: 1 (in kitchen)

**OPTIONAL EXTRAS**

Fitted to test vehicle

- Base: Electronic parking sensors (£375), passenger airbag (£395)
- Conversion: External cassette step (£445), diesel-fired space heater with timer (£795), electrically-operated rooflight (£695)

Other options

- Base: Walnut dash trim (£195), alloy wheels (£895), Quickshift6 auto-changing gearbox (£1,295), cab air-conditioning (£1,295), mud flaps (£135), cruise control (£395), satellite navigation (£1,995), reversing camera (£745), CD multi-changer (£395), towbar (£445)
- Conversion: Flat screen TV with surround sound (£875), DVD player (£395), satellite TV system (£1,975), fan-assisted roof vent (£295), winterisation of fresh water tank (£225), leather upholstery (£1,275), solar panel (£785), Remis cab blinds (£485)

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**DEVON SUNDOWNER**



**FROM THE TOP:**  
Single beds are the only option.

*Sundowner offers lots of storage space, albeit in small chunks.*



compact motorcaravan. At the extreme rear offside a swivel-bowl cassette loo is installed behind a bi-fold door. Stand at the rear, swing this door across and it folds out to engage with a slot on the kitchen wall. The washroom now created encloses the kitchen sink which can be used as a washbasin. There's countertop to its left for cosmetics and above the loo is a small mirror and robe hook. The mains socket on the end of the kitchen unit even allows the use of a hairdryer and as there's no attempt to provide a shower of any sort this should be a safe activity. Laughably simple, this little area is a bit of a gem and what good motorcaravan design is all about - excellent utilisation of space. The Discovery features no washroom as its generous living area and interior design does not allow the provision of same. Timberland fans will be pleased to discover, however, that the soon-to-be-introduced Discovery XIX will feature across-the-rear ablutions. In the time-honoured fashion of the 'VW layout' a Porta Potti toilet is stored in a dedicated locker and extracted for use in the living area. Campsite facilities will be the port of call for Discovery owners during the day, although at night this little loo will be a very welcome facility, especially as the Discovery's generous floor space allows it to be used easily with the bed erected. Washing will be done (as with the Sundowner) using the kitchen sink - something I'd be glad to do rather than make the trek to the facilities block every morning.

**BEDTIME**

Come lights out, there are two completely different sleeping solutions on offer. Bedtime in the Sundowner sees two longitudinal single beds made using swivelled cab pews and flattened rear seats. The drawer units in the bases of both are pulled out and (along with some slightly fiddly folding MDF flaps), help form the bases of the beds. Backrest and base cushions then fill the gap to offer narrow beds of decent (6ft 2in) length. Sleeping bags will be the norm here and indeed this kind of bedding will make bedtime preparation very easy as bags and pillows can be rolled out in a couple of ticks.

Double bed lovers will find that the Discovery bed is quick and easy to set up. Operate a catch at the front of the rear bench seat's base and pull - that's all there is to it. The metal-framed unit slides forward and the double backrest cushions flatten to help create a long but quite narrow (6ft 4.5in x 3ft 7in) bed. Tall people will love this berth but it will not suit those of more generous lateral dimensions. Indeed, it seemed to me that there was a bit of space available to make this bed a touch wider - Timberland is on the case, with the company assuring me that the bed design on this prototype was due to be 'fine-tuned.' Even so, I found the bed very comfy, but would add an overlay to even out its lateral joins.

**STORE ROOM**

The Sundowner does very well when it comes to stashing kit, as apart from the obligatory wardrobe, it features an excellent large shelved cupboard above the fridge, drawer below each rear seat and a deep locker behind the toilet that looked as though it might accept umbrella-style folding chairs or table. All this is in addition to the expected overcab locker. Finally, a small locker beneath the fridge looked perfect for hook-up lead etc.

Where the Sundowner spreads its storage space around the interior, the Discovery provides it in generous chunks. The large overcab locker is joined by a twin in the rear of the high top.

Between them these two spaces can swallow a large amount of kit - chairs and tables could easily be accommodated here. Under the bench seat there's more space, while through the rear doors a smallish 'boot' area will take outdoor gear. The rear offside corner is home to a deep dual-access wardrobe with lots of room for hanging clothes and more in its bottom for shoes. One potential advantage with all this storage space is the ability to store a free-standing awning for use on longer holidays.

**LIFE SUPPORT**

Both 'vans offer a very interesting array of kit, with different approaches to life support solutions. The Sundowner continues a theme of gas-saving characteristics (the fridge runs on 12 volts) with diesel-fired, blown-air heating courtesy of Eberspacher. Fuel from the vehicle's tank powers this unit allowing continuous use without fear of running out of the gas that supplies traditional blown-air heaters. Water is made warm by a modestly-sized device that runs on mains electricity alone. Away from the mains it's the kettle that'll have to supply all your hot water needs, but that's not too much of a problem in a 'van with no shower. I was very pleased to see that Devon has fitted upmarket pleated blinds in the Sundowner - they're easy to operate and do a great job at keeping out the dawn's early light. In common with the Discovery, internal 'silver screens' provide cab blackout. They can be a tad fiddly to deploy but do help to keep the interiors warm or cool, according to the weather outside.

Unfortunately, the Discovery had no cassette blinds or flyscreens fitted - just rail-mounted curtains to living area windows. The Discovery shares its rival's approach to space heating with an Eberspacher unit under the bench seats. However, Timberland fits a Truma Ultrastore water heater that runs on both mains and gas. Gas supply, too, is taken care of in an unusual (for a small camper) way with a 20-litre underslung tank. Discovery owners won't need to lug gas cylinders, as they can fill up with LPG at one of the many garages that offer it - it's cheaper too! Fresh water tanks are both of sensible capacities, and both are underslung .

**CONCLUSION**

This month's twin test has compared two compact campers with very different characteristics. Base vehicles, too, display different characters but are both near the cutting edge of motorcaravan motivation. The Sundowner's VW T5 is my favourite, although I'd not opt for the Tiptronic auto gearbox unless I had too - its operating parameters do not suit my driving style and the standard six-speed manual box is superb. The Discovery shows the other side of the coin as I could easily live with its Quickshift6 auto-changing gearbox option but would look in to the possibility of one of the more powerful engine options to give a bit more zip. Either vehicle will make a great everyday vehicle as they're narrow bodied and small enough to fit a 'standard' parking space. Both 'vans offer very different living facilities and each will engender a very different style of motorcaravanning.

The Sundowner is very much a self-contained camping unit for a touring couple, with it's single beds and semi-separate washroom facilities the major selling points. The Discovery will work brilliantly as a weekender, its big storage areas giving the ability to carry far more kit, maybe for outdoor activities or accessories such as a drive-away awning for use on longer trips.



*FROM THE TOP: Double bed fans will warm to the Discovery's easy-to-make berth.*

*Large roof lockers offer the possibility to carry lots of kit.*



**VEHICLES LOANED FOR EVALUATION BY:**

- Devon Sundowner: **Devon Conversions**, Mainsforth Road, Ferryhill, County Durham DL17 9DE (tel: 01740 652232; web site: www.devonconversions.com)
- Timberland Discovery XI: **Timberland Motorhomes**, Limber Road, Kirmington, North Lincolnshire, DN39 6YP (tel: 0845 0099998; web site: www.timberlandmotorhomes.com)