

FLY ME TO THE MOON

Lunar Roadstar 786 on 2.8JTD Fiat Ducato 18 Al-Ko





Grumpy old man Andy Stothert takes off in a luxury British coachbuilt

Right, first things first. Have any of you lot ever been to court? C'mon, I'm sure you have - and been there when one of the three decaying dozing magistrates suddenly wakes up and says 'I have an interest to declare here - I know the defendant, she lives three doors away down the street, and has a lime green candlewick bedspread, err, I've seen it on the washing line'.

Well, our relationship with Lunar is a bit like that. Its factory is not much more than a stone's throw down the road, and our next door neighbour used to work there in the mid-80s, when they built a few of those splendid (but splendidly underpowered and overburdened) Mercedes-based Roadster motorhomes. Not that they have a lime green candlewick bedspread I don't think. So if it appears at times that I'm being a bit too picky, grumpy, or tetchy, about the Roadstar then you'll have to understand that it's just a natural knee-jerk reaction, so as I don't feel I'm being biased in favour of a local product. Is all that clear? Good.

Launch time then. The Roadstar 786 is the biggest and most luxurious model in the range of coachbuilt motorhomes built in Lancashire by a company whose main business, historically, has been the manufacture of trailer caravans. Not that this is a bad thing, per se, because the only real difference between a trailer caravan and a motorcaravan is the way it is used. Most of the volume producers churn out both of 'em, and it makes economic sense to do so. Lunar says that it is now very serious about making a real impact on the motorcaravan market, so now seemed the right time to give one the full unabridged MMM treatment....

FULL MOON

It's big isn't it? The Lunar body is grafted onto a double floor Al-Ko chassis, attached to a front end and propulsive parts supplied by Fiat. The words which actually seeped from my oral orifice when I first fixed the old myoptics on it were: 'strewth, it's bl**dy massive'. Nearly 26 feet long to be almost exact. If there are any children out there reading this (and get a life if you are) its length is 7.84 metres, whatever that means. And tall too, at 10 feet 3 inches (3.13 metres for the juveniles and Francophiles). The front (overcab pod), rear, and roof panels are all moulded GRP, whilst the sides are made from a sandwich of GRP outer skin, Styrofoam insulation and plywood inner walls. Modern, but traditional really. It's all bonded together, then the joins are covered by smooth plastic strips, which I think looks really quite smart in a big white pantechnicon kind of way.

The lack of a window on the rear half of the nearside (and consequent acres of unbroken white bodywork), do unhinge things cosmetically (a little) for me, but on the flip side of this I would be the first to grumble if Lunar had fitted a window with no purpose. (Windows, despite double glazing, let heat in and out all the time, whether you want them to or not.) However, Lunar now fits a window in the rear nearside panel on the 786, which means it should look a little more balanced on the outside. As an habitual winter user, with a reluctant wallet (to pay for gas), overly large windows, along with those enormous roof vents, are amongst my pet hates.

The big and somewhat ostentatious stainless steel wheel trims look a lot better than they have any right to - no doubt due to the size of the vehicle surrounding them - and whilst they're not as pretty as alloy wheels, steel wheels are definitely more practical. If I've got an aesthetics problem with the big Lunar it's a fairly small one which involves the bow-sided shape of the

windows, and the fact that they protrude from the side panels quite a way too. Bush-catcher-fest, as it were, to be trendy. I realise you're going to think I'm whingeing unnecessarily here, but these are caravan windows, and caravans spend less time on the road, and a lot less of it exploring down narrow window-scratching lanes than a properly used motorhome. In the Lunar's favour, to offset the sticking out windows, total width is quite a modest 7 feet 3 inches, which, for foreign readers, is 2.22m. One thing which definitely isn't a touring caravan component is the entrance door which has a burstproof lock.

Overall the Lunar gets a guarded thumbs up in the looks and bodywork department, even if it shines a bit too white and brightly for my reticent tastes.

INTO ORBIT

This isn't the first Roadstar 786 I've driven, and the last one, as you'd expect of something this size, was a slightly slovenly and ponderous beast. So expectations of this one weren't high. Also, the last one was completely empty, whereas this had full tanks, food, and my good lady's wardrobe for a week. What's more, it had just 12 miles on the clock when it left Lancashire on its Lakeland launch, so expectations were actually very low.

And, just to confuse me, it drove a treat. I can't explain the difference in the temperament of the two identical Fiats, but this one performed and handled very well, within certain parameters. Those parameters include the high differential ratio, which means top gear won't 'pull' on level ground until 55mph arrives, with a drop to fourth gear travelling up anything bigger or steeper than a ripple in the tarmac. It showed the usual reluctance to tackle steep, twisting hills without the inside wheel tucking in and losing grip, but for some reason this was the best behaved extra long Al-Ko chassis-equipped Fiat that I've yet driven.

That woolly wobbly feel through the steering which occurs as the front-wheel drive traction becomes marginal on even gentle hills didn't crop up until life got very steep. Handling was also very stable. The steering, as ever, was crisp and precise, though something this large can never be described as nimble. There were bends on some Lake District lanes that required a very careful attitude in a giant like this, and the occasional tight junctions needed a quick shuffle back and then forwards again. That said, even though it's too big for the places we haunt, from behind the wheel it never really felt like the truck it is.

What you can't predict accurately (well I couldn't) was where exactly (and it does have to be exact) the back end was when reversing. Sensors, at least, should be fitted.

I don't find the brakes very inspiring on these Fiats, but they always seem to pull up when required. A more immediate and positive response from the pedal would be better.

What else? It cruises quietly on the motorway (with very few Lunar-added rattles) up to about 65mph, then I swear I could actually hear the diesel being sucked (voraciously) into the engine, and feel the floor bending under the pressure of my right foot. I didn't attempt any land speed records with the Roadstar, not only because it was straight out of the box, but also because this will be somebody's pride and joy soon, so abusing it would be unthinkable.

Suffice to say that performance is adequate, and perhaps better than you'd expect from a 26-foot long motorhome. The gearchange was excellent (better than my similar version). Both cab seats are height-adjustable and mounted on seat boxes low enough to accommodate the swivels, and I find these standard seats to be





The familiar Fiat Ducato performed beyond expectations, in partnership with an Al-Ko rear chassis.



Eating time. The table is big enough for two but is a bit too close to the thighs.



The front lounge features two decent sofas and two swivelling cab seats. Loads of room for two.

extremely comfortable. Some don't. The mirrors and windows are electrically adjustable, as usual, but the key fob didn't have the remote central locking facility, and the caravan door lock doesn't function with the central locking.

PHASES OF THE MOON

The layout has a twist in the tail. Up front, behind the cab, are two inward-facing sofas of four-foot length, which create the dining room, and with both cab seats swivelled, a decent lounge. The two sofas also create a double bed. Rearwards from the lounge is the kitchen, with entrance door opposite, and the fridge. Behind that is the bedroom, with its lengthways-lying fixed bed. It's very similar to many other fixed bed offerings really, but instead of squeezing the bathroom into the space next to the bed, Lunar have put the ablutions across the rear, behind the bedroom. This leaves a corridor alongside the bed for access, with cupboards and a dressing-table-like affair lining the wall.

To complete this guided tour of Lunar's most stately home, the overcab pod contains a double bed, with a gargantuan ladder to clamber up into it. A straightforward if unusual layout then, with beds for six, a centre kitchen, fixed bed, and a transverse rear bathroom. Underneath the whole lot, except for a small central section, is an underfloor storage area, and up above something which may or may not be a roof rack.

I must admit that I couldn't initially work out where Lunar was aiming this 'van in the marketplace, with it having beds for six, dining for four and secure travel seats for just two (driver and front seat passenger). As the test progressed, I became even more baffled, but to be fair to Lunar, I have taken 'being baffled' beyond the merely vague into a kind of confusion art form. Just keep y'r eyes on next year's Turner Prize....

LUNAR LAZING AND SPACE RATIONS

The lounge is a simple affair with the two inward-facing sofas, which are instant seats just about

big enough to get your feet up on, if that kind of lounging is your thing.

Personally I prefer to sit upright until it's time to lie down, and I managed to get myself more comfortable in the Lunar's swivelled cab seat than any other motorhome I've yet sat within. The reason for this is that the cab floor is lower than the living section and with cab seat swivelled it brought the chair down to a very bad-back friendly height.

However, the two sofas are a touch too high to be truly comfy - but there is no reason (like the existence of tanks, heaters, and exterior locker doors etc) why they couldn't be a few inches lower. This would also make the free-standing dining table a bit more user friendly. Indeed, we two skinny little things kept dragging the tablecloth off (along with everything thereon) with our thighs when exiting or entering the dinette.

Going back to where Lunar is marketing this motorhome (as in the number of occupants); in lounging mode six persons could sit here in



The spacious interior sees twin sofas up-front ahead of kitchen with fixed double bed next. The washroom is right at the rear and runs full width, behind the bedhead.

theory, four seems a reasonable capacity, but it's perfect for two. The dining table and seating will accommodate four (just), but is ideal for a pair, with thin thighs of course.

COOKING ON THE MOON

My boss, who, incidentally, isn't in charge of cooking in our house (I enjoy doing food things), didn't like the lack of working surfaces. I always manage somehow, but you just can't use the cooker and sink at the same time as you're chopping up more veg. Yes, the nearby table can be brought into use, but bearing in mind its awkward thigh-scraping access, or that it may be

outside in summer, things are not ideal in the food preparation section of the Roadstar. The use of a sink and one of those separate removable plastic draining trays would help here, and also eliminate a design fault on the sink unit, whose draining board doesn't (unless the 'van is facing uphill slightly). Lunar say they are aware of this, and the manufacturer of the sink has been asked to make changes. The sink drained very slowly too. The cooker, an integrated four-burner hob/oven/grill worked perfectly, but there isn't an extractor above it, and the nearest roof vents are the Heki, above the lounge, and the powered Omnivent above the bedroom.

Now call me old, or boring, but long steamy nights of passion are just a distant memory, and I reckon an electric extractor fan would be of far more use above the kitchen than the bed.

The big fridge/freezer, an auto energy selection model, is situated across the gangway from the main kitchen unit, and worked very well indeed.

BLUE MOON

And so to bed. To be honest I dread these fixed beds with cut-off corners which lie lengthways in the 'van. The problem (for me) is that sleeping on my front, with feet extended, and arms all over the place, I need a bed with a lot of length, and this



The kitchen hasn't got sufficient working surfaces, well none actually, and food preparation is slightly chaotic.

◁ A big range of furniture runs along the nearside of the 'van, containing the fridge/freezer and wardrobe with heater underneath, with yet more cupboards beyond that.



There is access to the 'basement' storage on both sides.



These crockery shelves seem to be found in just about all volume-produced motorhomes, and they aren't that good, nor do they use the space well. Also, the door catches are not up to the job.

◀ The seemingly superfluous upstairs bed, with its monumental ladder.

one, in the enclosed half, is exactly six feet long. It's just not enough for most of us simple menfolk.

The other side, with cut-off corner, is better, 'cos you can hang your feet out of the end, but Lunar has cut the top corner too on this side, to give a bit more turning space in the loo, and I found myself straying further and further into her

half during the night. Sitting up in bed on the cut-off side (mine of course) also had the back of my head colliding with the shelf above the bed, so again you tend to move nearer your spouse/partner/whatever. Cosy.

After three nights of passionate (but unintended) collisions, rather than embraces, we

admitted defeat and I moved to the lounge bed, which was desperately simple to make, flat, square, long enough, and supremely comfortable. My good lady, who stands, and lies, knee high to a grasshopper, thought the fixed bed was just fine, but even better without me in it. All this does beg a question to us - about the very point of a fixed



bed? We've slept very well in transverse fixed beds, which are always square, longer, and consume less internal length, but these cut-off lengthways ones, and my personal foibles, just don't mix. Indeed, with such a simple-to-make and spacious lounge bed you do wonder why anyone would want a fixed bed shaped like a threepenny bit. And please, no letters asking what one of those is. It would only depress me.

We didn't sleep in the overcab bed, and just didn't see the point. It looks fine, measures up for length and width, has just about enough headroom for slumbering adults, thin but comfy cushions, two opening windows, a roof vent, and that excellent ladder (which obviously can't be used if the lower bed is occupied). But with only two secure travel seats, a fixed bed in the rear and that excellent bed in the lounge, we just couldn't work out why there is a bed up there at all. It could be used for storage but...

INTO SPACE

If you want more storage space than you will ever need then this is the motorcaravan for you (due mainly to the cellar, or 'basement storage' as our American cousins describe it).

This cellar stretches from front to rear with just a small central section unavailable to stuff all your worldly goods into. It's broken up by the support pillars for the interior floor above, and has a total of five external doors to access it. We all have different ideas about how an area like this should be used but I can't fathom why the fresh water tank is under the bed (wrong side of the axle, higher than it need be), instead of down here within the wheelbase. The waste tank is in a similarly baffling place, outside, under the 'van, rather than in the cellar, protected from the cold.

There's also going to be some head scratching (then hopefully ingenious solutions) about how to secure and retrieve stuff stored under here. I couldn't get my canoe through the locker doors (29.5ins x 9.5ins, or 75cm x 24cm), but surfboards and a small windsurfer will fit.

Inside next, and the wardrobe, which, taken along with all the other cupboards around the 'van, is ample for as many people as it will accommodate, be it two, four, or six. The space under the bed is half taken up by the fresh water tank, but the caverns under both front sofas are available for bulky items.

All the cupboards have me slightly confused. None of the upper lockers have shelves or



The fixed bed occupied by my boss. She thought it was absolutely fine, especially after I'd de-bunked in favour of the lounge bed.

▽ *The comfy and very easy-to-make lounge bed allowed me a good night's sleep.*



Access to the locker under the fixed bed is easy, with gas-strut assistance.





One of the upper lockers. Plenty of them, but none of them have retaining rails or shelves.



Now, can any of you tell me why so many manufacturers fit so many of these limited use, open shelves in a motorcaravan?



Not the best slide-out shelves we've seen.



The part of the washroom furthest away from the door. There's loads of room and the sink is practical to use.

retaining bars, so can't be used to their maximum potential. The bathroom cupboards are big but similarly undivided, so all y'r bathroom bits will roll around all over the place. The kitchen cupboards are just as badly planned. The slide-out sections don't come out with the door (both came off their runners). All the door catches, throughout the 'van, are those insecure plastic push-shut type. If something heavy moves in the cupboards these things aren't going to hold the contents.

What really gets my goat are those useless fiddle rail things - you know, those open shelves with ornamental rails - which may be suitable for caravan use, but just don't serve a purpose in a motorcaravan, where we need everything secure and in its place for instant or constant travel. Of course, if you sit on-site for weeks on end then they are fine, and each to their own, but for most folk this isn't what it's about.

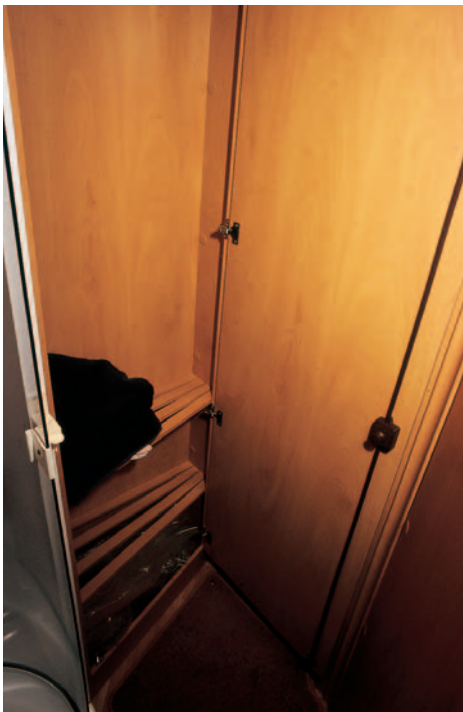
The strangest storage inadequacy was awaiting us in the gas locker. The stated two 7kg cylinders just wouldn't fit, and once we'd forced one in it wouldn't come out again. It baffled everybody, Lunar staff included. 'We had a

complaint last week about this, and we're looking into it' offered the designer. We were all looking into it, and slightly perplexed at that.

Anyway, they tell me that this has now been fixed, so shouldn't affect any other 'van, but if you're thinking of buying an ex-demo model 786 with no window in the rear nearside panel....

MOONING

No, not in Burton's window (if you don't know what I'm talking about you don't want to), but in the Lunar toilet. The bathroom worked very well.. The sink is easy to get your face over, and is big enough, while the shower (the 'Beam Me Up Scotty' circular variety) proved efficient. The bathroom is spacious and functional, so what more can you ask? Well, we'd have preferred lighter coloured wall coverings, as the wood-effect walls (everywhere) made it feel smaller than it is, and a touch gloomy. Another small gripe concerned the toilet roll holder, which is on the wrong side (for right-handed people) and in completely the wrong place. It's the small things that drive you daft.



The towel cupboard door doubles as the washroom door, but it doesn't fit very tightly.

Were I the designer (God help us all), I would swap the toilet and shower round, then that top cut-off corner on the fixed bed could be put back. In domestic bathroom design it is now considered undesirable to have the toilet within view of the door, and motorhome manufacturers are attempting to follow this line of thought (for the sake of showroom appeal perhaps?), but sometimes this is to the detriment of practicality, which should win out every time in the confines of a motorcaravan. Lunar isn't the only guilty one here though. I'd also like the bathroom door, which doubles as the towel cupboard door (yes, a dedicated towel cupboard) to be a bit snugger fit, as at present it has a big gap top and bottom. Excuse the thought, but it's not exactly noise (or aroma) proof.

LUNAR LIGHTS, BITS AND BATS

I'd like to start with the radio (rant alert) - one of those infernal switches-itself-off-every-bleedin'-twenty-minutes things supplied as standard in every Fiat, Peugeot and Citroen motorcaravan on the planet. They drive me barmy. Strangely, in a motorhome the length of a small country (say Luxembourg), there are no speakers in the entire living area of the Roadstar. Which is presumably why there isn't a radio switch anywhere near the bed.

Everybody else on the site (the excellent Meathop Fell Caravan Club site) could hear Wogan's wheezy mumblings much more clearly than us two in the bed at the far end of the big Lunar. The switch isn't on the options list either, but apparently there are speaker wires lurking somewhere in the lounge area, waiting for owners to fit the speakers themselves. Unfathomable.

Lighting throughout is generally good, but I couldn't see any in the cellar, and the four lights around the Heki are a bit of a joke - they're just sapping y'r precious amps to no effect when not on mains, and if you want the kitchen light on then there doesn't appear to be any way of switching these useless things off. The bathroom light could really do to be switched from somewhere near the door, rather than on the light itself, as it's quite a few steps in the dark from the bed.

Heating is taken care of by the flexible and efficient Truma Ultraheat gas/mains convector, with blown-air facility, whilst water is also Truma heated, by either mains or gas or both. Blinds are those nice Remis pleated kind throughout, and the cab has easily-drawn lined curtains, along



It's a decent washroom overall, with plenty of space and an efficient easy-to-use shower.



Lighting is generally very good, with book-friendly reading lights at the head of the fixed bed.



Detail disagreements include the lack of a waste bin.

with insulated pads for when it gets really cold. There are TV plumbing points for both the lounge and the fixed bed, and both at low level too – everybody else please take note.

I haven't mentioned the roof rack, have I? The ladder is easy to ascend and more importantly seems safe enough getting down again, but once you're up there you wonder why there's a ladder. The two side rails are indeed very attractive, but there's not really anything to fix things down to. Do you want to start putting a drill through the roof of your new £45K motorhome? No, I thought not.

MISSION COMPLETE

Now I am really baffled. Completely. We handed the Lunar back to the staff and decided that this was one of the most agreeable motorhomes we'd ever lived in. Once I'd abandoned the fixed bed that is. But now I come to read this back it's a long



Nicely sculpted rear panel. The ladder is user-friendly, but there isn't really much of a roof rack up there.

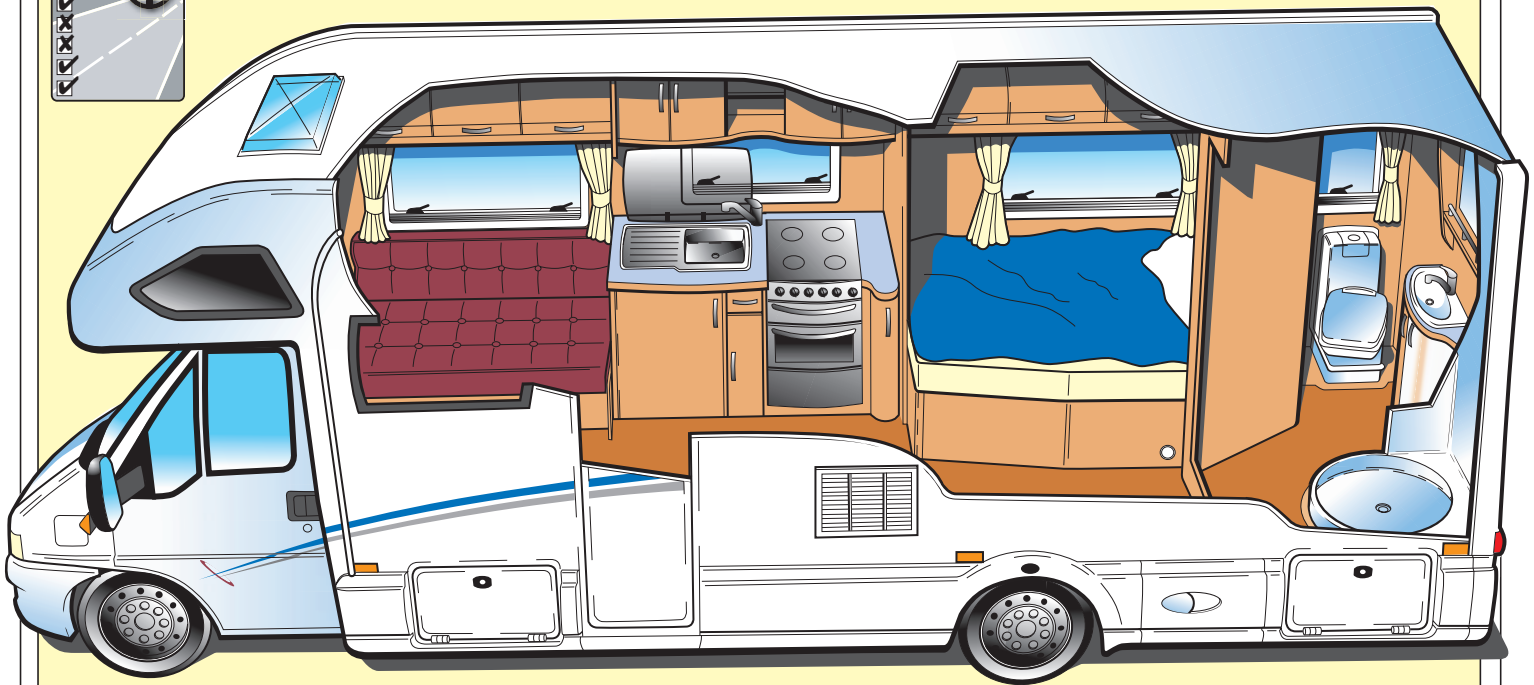
whingeing list of small design disagreements. They always are. The perfect 'van does not exist, and if it did for me then it wouldn't do for you.

However, I do think that Lunar has carried caravan design straight into its motorhomes without necessarily thinking it right through, and we were unhappy with things like the locker door catches and the lack of thought which has gone

into the storage facilities for us constantly-on-the-move motorcaravanners.

What we couldn't criticise was the standard of workmanship, and believe me I hunted high and low for rough edges and rosey woodwork. With a few modifications this would make a tremendous two-berth mobile apartment, but definitely not a handy little campervan. □





MMM SUMMARY

I LIKED

- The overall drive - on-road performance and handling
- Internal layout
- Easily made, comfortable lounge bed
- Functional bathroom
- Good quality soft furnishings
- Simple attractive cabinets
- TV provisions
- Amount of storage potential
- Flexible heating system
- Lighting
- Big motorhome for the money
- Kitchen appliances (fridge and cooker)

I WOULD HAVE LIKED

- Radio speakers in rear bedroom, with remote radio switch
- Lighter coloured bathroom walls
- Omnivent above kitchen and not bedroom

- Reversing sensors or camera
- Gas locker into which gas bottles actually fit (now addressed)
- Shelves and dividers in lockers
- Bigger cutlery drawer
- Water tanks between floors
- Waste bin
- Room divider in centre
- Bathroom door to fill the doorway
- Draining board that drains (now addressed)
- Cupboards above cab instead of bed (optional)

I DISLIKED

- Cupboard door catches throughout
- Shape and dimensions of fixed bed
- Useless open shelves everywhere

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato with Al-Ko extended chassis. 2.8-litre direct-injection common-rail turbocharged and intercooled four-cylinder diesel engine
- **Output:** 94kW (127bhp) @3600rpm
- **Max torque:** 300Nm (221 lb ft) @ 1800rpm
- **Gearbox and drive:** Five-speed manual gearbox, gearshift on dashboard, front-wheel drive
- **Brakes:** Servo-assisted dual-circuit. Discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: MacPherson strut-type with coil springs and integral dampers. Rear: torsion bar springs and telescopic dampers
- **Tyres fitted:** Michelin XC Camping 215/75 R16C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Speedometer, tachometer, coolant temperature, fuel level, LCD panel displaying trip and total mileage, clock, service indicator
- **Warning lamps:** Headlamp main beam, sidelights/dipped beam, hazard warning lights, immobiliser, handbrake/brake fluid level/brake pad wear indicator, alternator charge, oil pressure, high coolant temperature, coolant level, low fuel level, rear fog lamp, water in fuel, injection system failure, seat belts, diesel pre-heat
- **Windscreen wiper controls:** Two speeds plus intermittent and single wipe, screen wash/three wipes, all on single stalk control operation
- **Immobiliser/alarm:** Immobiliser automatically activated by ignition key; alarm not fitted
- **Other features:** Electrically-adjustable mirrors, electric cab windows, 12V sockets, single CD player/radio, cab door pockets, lockable glovebox with pen and cup holder on inside of lid, cab seats upholstered to match caravan, flip-up map and document holder, driver's and passenger seat with height and tilt adjustable squab, removable cab carpet, height-adjustable upper seat belt mountings

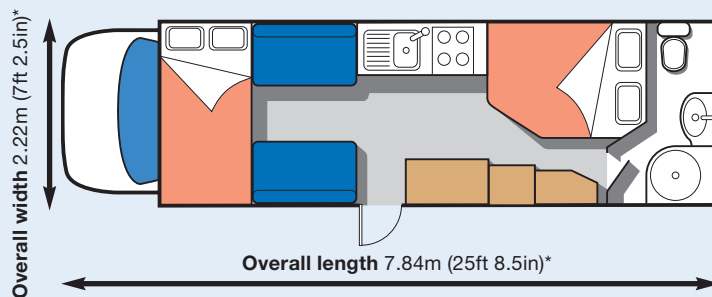


PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 9 seconds (3rd gear)
- **Fuel consumption during test:** Overall 23.6 mpg

THE CARAVAN

- **Body type and construction:** Sandwich construction sides with GRP outer skin. GRP moulded front, overcab, roof, rear panel and skirts
- **Insulation:** Floor and walls 30mm, roof 38mm
- **Conversion NCC badged as EN 1646 compliant:** Yes
- **Warranty:** Three years base vehicle and conversion
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** All caravan windows top-hinged, double-glazed acrylic. Caravan door with storage pocket and burstproof key-operated lock
- **Additional ventilation:** 5-way roof vent with flyscreen above overcab bed and in bathroom, Heki 2 rooflight above lounge/kitchen, Omnivent 3-speed electric roof fan above rear fixed double bed
- **Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows, translucent window in bathroom, full-length curtains enclosing cab, and insulated screens for cab windows
- **230V AC system:** Mains hook-up, RCD, MCBs feed automatic battery charger, water heater, fridge, space heater, and three 13A sockets (one in lounge, one in kitchen and one in bedroom)
- **12V DC system:** Leisure battery feeds blown-air heater, water pump, lighting, cooker ignition, roof vent fan, two 12V sockets (one in lounge, one in bedroom). Control panel incorporates controls/indicators for caravan and vehicle battery condition, internal and external temperatures, clock, internal and external water pumps, fresh water tank contents, waste tank full indicator
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** Fluorescent dome lamps above overcab bed, lounge, kitchen, bedroom and bathroom. Halogen downlighters in lounge (4), kitchen (2), fixed bed (2), bathroom (2). Exterior light. Four filament lights in Heki rooflight surround. Automatic illumination in wardrobe, cocktail cabinet and fridge
- **Cooking facilities:** Caprice 2040 full-sized cooker with hinged glass lid, four-burner gas hob, grill and oven, all with electronic ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic C7605L fridge/freezer with auto or manual energy selection for gas, 230V, or 12V operation, capacity 138 litres
- **Sink and drainer:** Stainless steel sink and drainer with flush-fitting hinged glass cover
- **Water system:** Inboard fresh water tank and pressurised water system feeding kitchen sink, washroom basin, shower mixer, and water heater. Water tank filled by external lockable filler with 12V power point
- **Water heater:** Truma Ultrastore storage type with gas/230V operation, capacity 10 litres (2.2 gallons)
- **Fresh water tank:** Inboard 100 litres (22 gallons)
- **Fresh water level gauge:** On control panel, push button to read, graduated across full range
- **Waste water tank:** Underfloor 73 litres (16 gallons)
- **Waste water level gauge:** Warning light on control panel when full
- **Space heating:** Truma Trumatic gas convector heater with 230V Ultraheat element, and blown-air distribution to lounge, bedroom and bathroom
- **Gas locker:** Externally-accessed and vented, fixed regulator, capacity two 7 kg cylinders (on production models)
- **Washroom:** Full-width rear location, vanity basin with mixer tap, electric-flush swivel-bowl cassette toilet, separate shower cubicle (semi-circular door, mixer tap/shower head/riser rail, soap dish, and single outlet shower tray), upper locker above toilet, twin-door unit below basin, mirror with open shelves either side
- **Seating:** Two swivelling cab seats with single armrest, forward lounge with two inward-facing sofas
- **Table/storage:** Free-standing table stowed in dedicated cupboard in kitchen unit
- **Berths:** Six: two in double over cab, two in lounge/dining area transverse double, two in rear longitudinal fixed double
- **Rear restraints:** None fitted
- **Wardrobe:** Located in centre nearside, one side-to-side hanging rail
- **Flooring:** Removable carpets over vinyl flooring
- **Additional features:** Double floor construction with basement storage areas and external lockable access doors, roof bars, Status omnidirectional TV aerial with amplifier, rear steadies, additional reversing lights on side of vehicle, wiring for speakers in living quarters, wiring for reversing camera/sensors



DIMENSIONS

(*Denotes figure supplied by base vehicle manufacturer or converter)

- **Overall length:** 7.84m (25ft 8.5in)*
- **Overall width (excl mirrors):** 2.22m (7ft 2.5in)
- **Overall width (incl mirrors):** 2.64m (8ft 8in)
- **Overall height:** 3.13m (10ft 3.5in)*
- **Length of wheelbase:** 4.57m (15ft 0in)
- **Length of rear overhang:** 2.43m (7ft 11.5in) – 53 per cent of wheelbase
- **Turning circle (kerb to kerb):** 16.00m (52ft 6in)
- **Driver's maximum leg length:** 1.00m (3ft 3.5in)
- **Step-up height to caravan:** Step one 250mm (10in), step two 220mm (9in), step three 180mm (9in), step four 160mm (6.5in)
- **Door aperture:** 1.85m (6ft 1in) x 520mm (1ft 8.5in)
- **Interior length from dash:** 6.53m (21ft 5in)
- **Interior length behind cab:** 5.59m (18ft 4in)
- **Interior width at waist height:** 2.15m (7ft 0.5in)
- **Interior height:** 1.91m (6ft 3in)
- **Work surface height:** 955mm (3ft 1in)
- **Table dimensions:** 870mm L x 610mm W x 630mm H (3ft 1.5in x 2ft 0in x 2ft 1in)
- **Bed dimensions:**
 - (1) Overcab double
 - mattress length:** 2.06m (6ft 9in)
 - mattress width:** 1.25m (4ft 1in)
 - mattress depth:** 75mm (3ins)
 - available headroom: 510mm (1ft 8in)
 - (2) Lounge double
 - mattress length:** 2.11m (6ft 11in)
 - mattress width:** 1.22m (4ft 0in)
 - mattress depth:** 150mm (6in)
 - (3) Fixed double
 - mattress length:** 1.83m (6ft 0in)
 - mattress width:** 1.37m (4ft 6in), tapering to 1.04m (3ft 5in)
 - mattress depth:** 150mm (6in)
- **Washroom:** 2.14m W x 1.20m D x 1.91m H (7ft 0.5in x 3ft 11in x 6ft 3in)
- **Wardrobe:** 550mm W x 460mm D x 1.31m H (1ft 9.5in x 1ft 6in x 4ft 3.5in)
- **Gas locker:** 530mm W x 270mm D x 570mm H (1ft 9in x 10.5in x 1ft 10.5in). Note: It is expected that production models will have a deeper locker by approximately 50mm (2in)
- **Gas locker door aperture:** 390mm H x 480mm W (1ft 3.5in x 1ft 7in)
- **Max authorised weight:** 3850kg
- **Unladen mass:** 3250kg*
- **Load capacity:** 600kg*



PRICE (All prices include VAT)

- Standard model as tested: £45,490 (on the road)

OPTIONAL EXTRAS

- **Base vehicle options:** Cab air-conditioning (£1116), alloy wheels (£500), chassis upgrade to 4000kg (£1200)
- **Caravan options:** Blizzard air-conditioning (£1299), overcab lockers instead of bed (£150), Remis cab blinds (£320), circular coffee table and leg (£120), electric hob plate in cooker (£75)

SUPPLIED BY



Lunar Roadstar 786 kindly supplied for evaluation by: Lunar Motorhomes, Sherdley Road, Lostock Hall, Preston, Lancashire PR5 5JF (tel: 01772 337628; web site: www.lunarcaravans.com)

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