



# ON THE WING

Wingamm Micros on 2.5TDi Volkswagen T5

Dave Hurrell took off in the first example of the Wingamm Micros to reach our shores

Bill Pitts is the man responsible for bringing the Wingamm Micros to the UK. As an entrepreneur, and enthusiastic motorcaravanner, he has experience in both serving customers and living with and in motorhomes. Ownership of 'vans as diverse as a Romahome and a Hymer A-class led him to desire a 'van as pleasurable to drive as the former, with many of the comforts offered by the latter. While on business in Germany he visited the Düsseldorf show. While there he spotted the Italian-built subject of this month's live-in test, and the rest, as they say, is history.

Aside from liking the Micros himself, Bill recognised that there might be others in Britain who would love a compact motorhome that's great to drive. In conversations with Wingamm, and after visiting the factory, Bill discovered that

the Italian company is a family concern with a thriving owners club and an excellent reputation for producing high quality motorcaravans. Wingamm was also very interested in giving British motorcaravanners the opportunity to own its products, and so Wayfarers Estates was born to act as UK importer. The Micros is the first model to hit our shores, but more may follow as Wingamm also builds on the Mercedes Sprinter and Fiat Ducato.

#### MICROS SCOPE

At just 10mm longer than a long wheelbase VW T5 panel van, the Micros definitely qualifies as a compact motorhome, and, to my eye, it looks superb too.

The stylish body blends well with the T5 base

and the silver metallic livery of the test vehicle would seem to be well worth the £1000 premium it commands. Constructing the coachwork in moulded GRP not only allows a graceful, curvy shape to be created, it also produces a strong shell that should remain weatherproof for many years of motorcaravanning.

Like the body, the caravan door, and all the hatches in the Micros' flanks, are made by Wingamm in moulded GRP. Double-skinned and strong, all these close flush to the surrounding coachwork. The caravan door is particularly impressive, having massively engineered double-pivot hinges that allow it to open wide but still close beautifully flush.

In an effort to keep the body streamlined, both the mains hook-up point and the fresh water filler

are concealed. The only applied, non-Wingamm-made, items that pierce the shell are the fridge vents.

Internal layout is part conventional, part radical.

The rear offside caravan door opens to reveal a dinette and offside kitchen up front, and a nearside corner washroom and wardrobe in the rear.

The radical bit is a double bed that descends from the roof and, with the dinette bed, makes the Micros a full four-berth motorhome.

Wingamm produces all its own furniture too and it's a delight to behold. Simply styled, lightweight and beautifully fitted, there's not a sign of any of the strange gaps sometimes found in 'vans where furniture is bought-in pre-sized. No sign of sharp edges either, as just about every corner is radiused producing an almost snag-free interior.

**MICROS MOTORING**

Are you happy with your motorcaravan? If you are, and your 'van is not based on a Volkswagen T5, think long and hard before you test drive a

T5. My own 'van is a Mercedes Sprinter-based Rapido and I love it. Even so, at the end of the test the Micros' key had to be prised from my sweaty palm. Left with it for another ten minutes, I'd have been across the Channel and heading south down the autoroute before anyone could stop me!

It's good then, is it? Good? Without doubt the Micros is the best coachbuilt motorhome I've ever driven bar none. A bit like that advertisement where a couple try to persuade each other to have a drink by volunteering to drive their super new car, both Suzanne and I came up with plausible reasons why we should do most, if not all, of the driving. The Micros standard motor is the 2.5-litre 130bhp unit that includes a six-speed gearbox. This mid-range engine is a dream, and, with the equally dreamy transmission, it's just great. A near perfect driving position, multi-adjustable seat, adjustable steering column, and excellent brakes, steering and gearchange make for a drive that's as car-like as many other vans are truckesque.

You can chuck out your checked shirt and don the string-backed driving gloves - as performance, too, is superb. The Micros is very quick off the mark and the six ratios provide a gear for every occasion - with top (6th) an overdrive for relaxed high-speed cruising. Handling is generally very good, although the soft suspension that produces a very comfortable ride can also produce a bit of wallowing in a sharp bend or when negotiating some of our more badly designed roundabouts.

Remember though, this is a motorcaravan, not a performance car, and the Micros was always predictable and felt safe at all times on the road. ABS, ASR and twin airbags are some of the standard toys that are very welcome safety-wise, while heated electric mirrors, electric windows and remote central locking are standard too.

So it's all perfect then?

Well no, not quite, as I found the external mirror arms a tad too short to allow a good view past the body (there's no internal view to the rear) and the caravan-matching cab seat covers were already showing signs of distress.

However, at the end of the test Bill Pitts informed me that better harder-wearing seat covers had already been sourced and indeed were due to be fitted that day, while longer mirror arms were due to be sorted too.

It may be all joy and superlatives upfront, but you may be wondering what the Wingamm bit of this motorhome equation was doing while we were charging along grinning like idiots?

I'm afraid it's just more good news: Wingamm claims to fix all its kit into the Micros properly to eliminate 'fastidious vibrations and noises' during the journey. Well, the brochure's translation from the Italian may sound a bit dodgy, but, thankfully, the Micros' on-road behaviour translated into conversion noise that was so muted as to be virtually non-existent.

**MICROS MEALS**

Running along the offside, the kitchen is typically Continental with only a two-burner hob for cooking. Push-button ignition does away with the need for matches and the hob's built-in draining waste outlet aids cleaning and serves the circular drainerless sink to its right. On the left is every motorhome cook's dream: a large area of worktop.

Owing to the proximity of the gas locker protruding into the forward end of the kitchen unit, there would seem to be little chance of a grill or oven being fitted for us toast-loving Brits, but I would still like to see Wingamm fit a three-burner hob. This would make cooking more complicated meals easier and I'd include double skillet, stovetop toaster and griddle pan in my Micros *batterie de cuisine* too.

The fridge is of modest capacity but still big enough to store fresh food and drink for three or four days of touring.

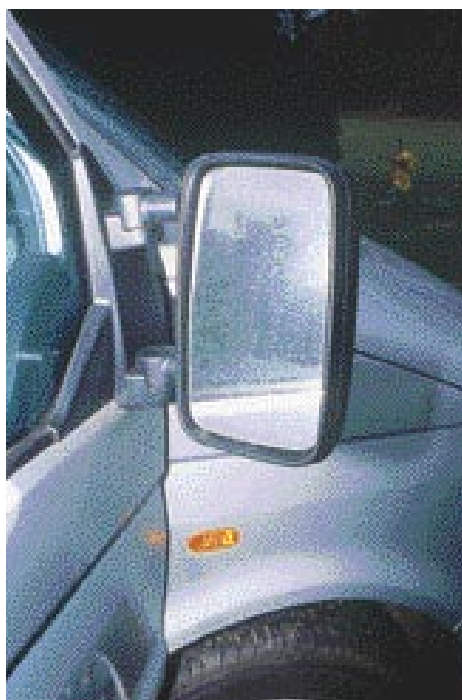
Kitchen storage below offers a deep, shelved cupboard with stylish curved door, a small-but-useful cutlery drawer, and a shallow locker big enough for cans and packets. There's also a slide-out larder unit, and all-important bottle store with nests for your favourite brand of tipples.

Simple ideas are often the best and here took the form of a bin at the forward end of the worktop. This proved very useful for all manner of on-site knick-knacks during the test.

Above the galley, two overhead lockers provide yet more storage opportunities and, as with all the locker doors in the Micros, these are fitted with positive-locking catches. It's a bit of a motorhoming chestnut I know, but aside from the obvious limitations imposed by the two-burner hob, the Micros galley was good to use (mainly due to the generous amount of worktop on offer). At recent shows I've seen some very clever three-



Like the rest of the body, the caravan door is of good quality. Clever hinges let it open wide and close flush. Inset: The caravan door lock is operated by the base vehicle ignition key.



Micros' mirrors are electrically adjusted and heated, but the arms were a touch short for a good view to the rear.



Volkswagen T5 cab is the best in the business, in this case loads of safety features are fitted as standard.



View forward shows dinette and side kitchen. The roof bed is folded neatly above, although it restricts headroom a touch up front.



At the rear, the nearside corner washroom dominates. The wardrobe is typical of Wingamm's curvy furniture, producing an almost snag free interior.



The side kitchen has loads of worktop but only a two-burner hob. With the table removed there's more room for lounging; adjustable seats mean you can find your own best position.



The fridge is modestly sized but adequate, while a capacious cupboard sits below the drainer-less sink, seen here with wooden chopping board cover in place.



There's no dedicated storage for the table, but it sits quite neatly behind the forward-facing dinette seat when on site.

Mealtimes are a pleasure as the dinette is commodious and the table of generous proportions.



burner hob/sink/drainers combination units that I think would suit the Micros very well and I would love to see something similar fitted here.

**MICROS LIVING**

Again, in typically Continental fashion, lounging and eating space is provided by a Pullman dinette.

However, there's more to this dinette than meets the eye, as its seats take the form of automotive-style rock 'n' roll units. These seats have steel frames and folding squabs and backs that help convert this area into a bed (and are fully adjustable). Both squabs and backrest angles can be altered and bases slid fore and aft to provide more comfortable seating - a great feature as it

offers the opportunity for more lounge-y relaxation when the table is removed.

The only downside here is the lack of dedicated stowage for the table, although it can be slid behind the forward-facing seat when on site.

The test vehicle was fitted with an optional swivel on the cab passenger seat, but this was of limited use as anyone sitting here would feel a tad isolated (the cab otherwise plays no part in providing living space).

Rear seatbelts are another issue that these steel-framed seats try to solve, but as only lap belts are fitted to the rearward-facer they fall short of expectations for safe travel seats in this four-berth 'van. However, if you're a motorhom

couple with no need to carry passengers this will be of little consequence.

*Note: Since the test, the specification has been changed and we are assured that the forward-facing rear seats now have three-point belts as standard.*

At mealtimes, the Pullman dinette comes into its own and Wingamm's big, practical table works very well indeed, offering plenty of space for up to four people to dine. The adjacent kitchen unit provides the perfect buffet, as its generous worktop area is easy to reach.

Outdoor dining has been thought about as well and additional legs are provided for the normally single-legged table, enabling it to be used for al fresco meals.

**MICROS SPLASH**

It was a sunny afternoon and we were parked on the seafront at Birchington in Kent while using the mobile to locate a Caravan Club CL for the night. As I stood gazing out towards the somewhat grey-looking sea, a passing couple said hello and expressed a keen interest in the Micros. As Volkswagen camper owners, they were looking for a change to a compact motorhome, based on the VW T5 chassis, and including something their camper lacked; a washroom.

They had spent all summer touring dealers looking for a new 'van and - unsurprisingly as VW T5-based motorcaravans with washrooms have been rare beasts - had drawn a blank. A tour of the Micros followed, with yours truly pointing out the good, and not so good points - and they seemed quite interested.

That was until the subject of toilet facilities came up. As the washroom door swung open the look on their faces changed from mere interest to delight.

The Micros washroom is one of its strongest features and I loved it. Situated in the rear nearside corner it has something many larger motorhome bathing spaces lack: space. A tough, blue wet-room floor forms the foundation, with vanity basin, separate shower mixer, and electric-flush swivel-bowl loo providing the facilities.

First job in any washroom test is to sit on the toilet and stand at the basin to see if there's room to use these essentials in comfort. This may sound obvious, but you'd be surprised at the number of washrooms that don't provide enough space for even these most ordinary of activities.

If you are presently searching for your dream 'van make sure you give this test a whirl. In one recently tested 'van we found it very difficult to use the loo or basin unless the washroom door was left open!

Thankfully, there's plenty of space in the Micros washroom and it was as good to use as it was to look at. Good lighting and a decent-sized mirror above the basin are joined by high



The washroom is a high point and better than those found in much larger motorhomes.

and low-level lockers and fiddled shelves. There's a built-in towel rail and the shower mixer feeds a head on a riser, which in turn serves a nylon-curtained enclosure (the curtain is suspended from a circular track on the ceiling).

It's the shower that was my least favourite feature here as nylon curtains enclosing compact showering areas lead to a nylon cling nightmare (rising hot air and steam create an inward draught that sees the curtain irresistibly attracted to your carefully gelled body).

The reality out there in the real motorcaravanning world is that campsite facilities often provide a more attractive alternative for full-blown showering. However, don't rule these facilities out - my own 'van has a similar set-up and the shower unit remains very useful for hair

washing or an occasional sluice down when staying on CLs or Continental aires.

**MICROS SLEEP**

When bedtime comes the Micros does its party trick, as its roof bed descends easily from above to offer four-foot-wide sleeping accommodation for two. There are no catches or straps involved here, just a good pull down sees the bed ready for use.

This berth is remarkable for two reasons, the first being that it's easier to access than just about any other roof bed I've seen. Many of the type resemble high-level caves, difficult to get in and out of, and with little headroom. This bed descends into the living area and, as such, has a feeling of space around it.

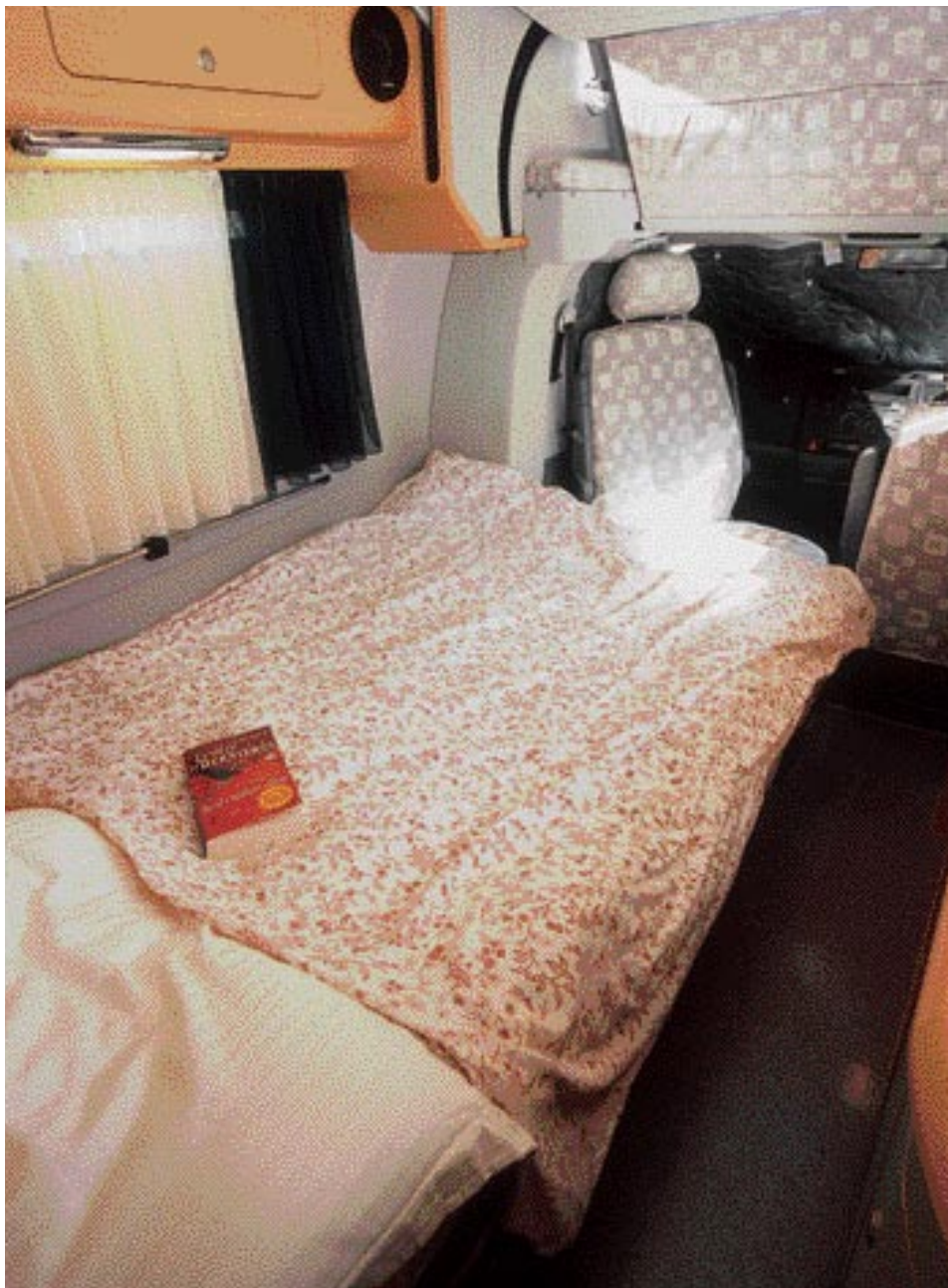


The roof bed is comfortable with a feeling of space. The galleried shelves above the overhead lockers make good night tables.



The roof bed is easy to deploy with a steady pull down. There are no fiddly buckles or latches to deal with.

Inset: The slots that the roof beds support arms travel along are equipped with neat brush seals.



The downstairs double bed is very easy to make and comfortable, if a touch firm.

The second reason for its remarkable status is the way it's engineered. The base consists of a metal frame, supported by double pivots at the forward end, which allow it to be deployed and stowed with ease.

Wingamm has even gone to the trouble of installing brush seals where the support arms emerge from the walls (the icing on the cake of a superbly designed unit that works perfectly).

The next time I get depressed looking at a 'van that resembles a shedful of badly fitted furniture, I shall remember that there is such a thing as good motorcaravan design! Of course, you still need to be a tad agile to use this bed as a short ladder gets you upstairs. Once there, the berth is comfy but firm, as its thinnish mattress rides on a sprung-slat base, while a roof window up-front provides plenty of light and ventilation.

It's perfectly possible to store bedding up here too, as the gas strut supports are powerful enough to lift the additional weight. However, stowing bedding towards the rear of the bed is essential to stop it coming into contact with the roof window.

Downstairs, the dinette is easy to convert into a good-sized double bed thanks to the rock 'n' roll status of its seats. Once both the backrests and table are removed and stashed in the cab it's a simple matter to flip both squabs into the space between the seats. The backrests then hinge down to fill the space left by the squabs to form a flat bed. At this point it's perfectly possible to use this berth as a generous single, and couples or two friends could sleep separately by utilising the roof bed to sleep one-up and one-down.

A full downstairs double is made by releasing a catch on each base that allows them to slide towards the kitchen. A long infill cushion (that is stowed along the wall) then simply drops into place - to fill the resultant gap and finish off a double bed.

Even with the double erected, there's still a gap between bed and kitchen, enough to get out to use the loo and open the fridge to get the milk for the morning cuppa. This bed is a world away from many of the dinette beds I test: well engineered, easy to make up and without the multitude of ill-fitting cushions often found elsewhere. Its only downside is a tendency towards firmness that's a legacy of it making such good, supportive seating during the day.

Overall, the sleeping accommodation for up to four people in the Micros is versatile and user-friendly, as long as you remember that downstairs headroom is restricted once the roof bed is deployed.

**MICROS STORE**

Storage and payload go hand-in-hand when considering any motorcaravan, as space to stow is of limited use without enough capacity to carry.

The Wingamm's 360kg payload will impose restrictions on the amount of holiday gear you can load.

My advice is always decide on the kind of kit you are going to want to carry before you choose your ideal 'van. Also, once you've got your hands on it, have it weighed at your local public weighbridge once it's loaded up with your particular set of holiday necessities.

However, as long as they don't plan to hang a Harley on the back, or take cast iron outdoor furniture, the Micros' payload should be plenty for a touring couple.

The Micros' version of the motorhome wardrobe is located at the rear offside, just inside the caravan door. Its curved front hides a cavernous, if oddly shaped, interior with lots of scope for creative storage.

Indeed, Wingamm seems to recognise this,



With the roof bed in place there's limited headroom downstairs. Triple spotlighting in bed base gave good light levels at night.

Wingamm's wardrobe is oddly-shaped but versatile. Truma Combi boiler provides heat and hot water from its lair in ▷ the wardrobe's base.





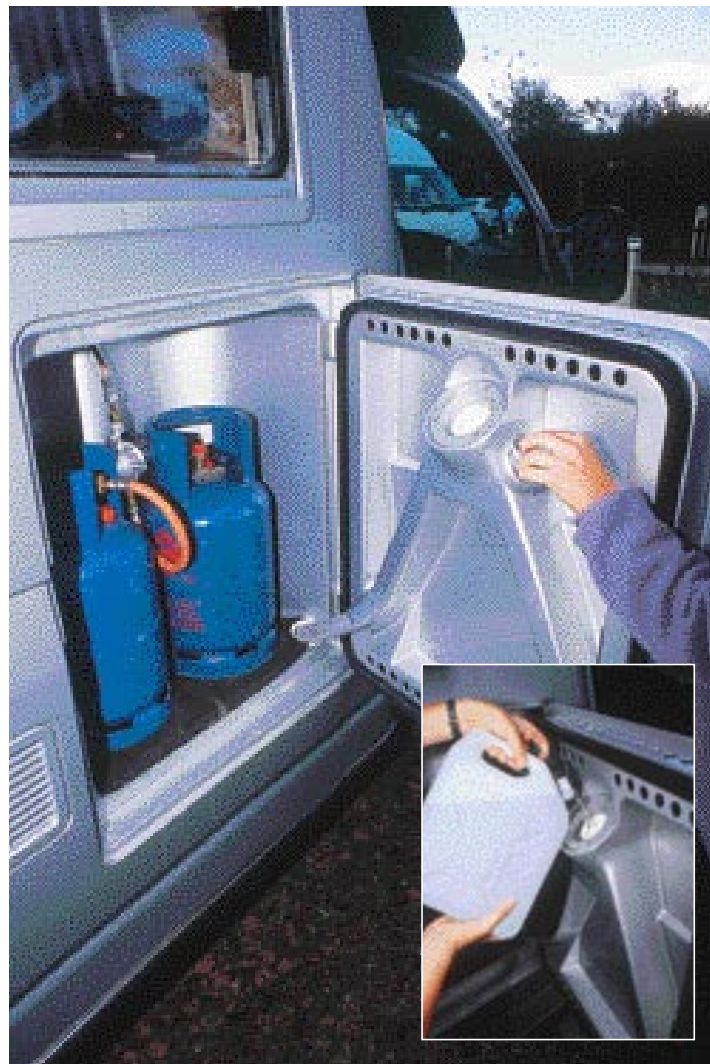
Micros' boot storage is very useful and houses the spare wheel in a clean and dry environment.



The leisure battery locker has room for a second unit if needed.

Unusually, the fresh water filler resides on the inside of the gas locker door. >

Inset: Fresh water top-ups are easy to achieve.



as it supplies a set of shelves that slot in as an alternative to the more usual hanging rail. This set-up would suit me fine as I rarely hang-up my tee shirts and jeans when I'm away!

Overhead lockers populate the nearside above the dinette, mirroring those above the kitchen, and, as these are the only other cupboard storage areas away from the kitchen, I'd suggest that the shelf option in the wardrobe would be very useful.

Above the overhead lockers are shelf areas - enclosed by slotted upstands that look very stylish. These are perfect for the storage of lightweight items when on site - and, indeed, make handy side tables at night for the occupants of the roof bed. Informal stowage space is also provided in the dinette seat bases. This proved easy to access as squab cushions can be flipped up like lids when an item is needed.

Fabric pockets in the roof bed base and cubbies on the inside of the caravan door complete the inside storage story with spaces to store magazines and oddments.

Outside at the rear, releasing two heavy-duty latches in the rear bumper sees it drop down and reveal a supremely useful boot. Like all the Micros body parts this unit is very strongly made in GRP. But here that's a bit of a downside as this lid proved a touch heavy to close. Nevertheless, the boot cavity provides much-needed space for all manner of outdoor kit, being big enough to swallow folding outdoor furniture, barbecues, leads and hoses. Neatly, the spare wheel is also stored here, keeping it clean and easy to get at in the event of a flat.

For such a compact motorcaravan, the Micros does well in terms of the size of its storage with the boot area giving the edge over similarly

sized 'vans (some of which have no externally-accessed stowage space). Just don't forget that overall payload is a little limited.

**MICROS KIT**

Life aboard starts with life support, and, of course, just about everything needs electricity. In common with just about every motorcaravan, the Micros benefits from mains hook-up via an external plug-in input point. However, you'd be forgiven for thinking that Wingamm had forgotten to install same, looking at the exterior.

Truth is, it took yours truly some minutes to find the dratted thing tucked up under the rear bumper out of sight. This location does leave the Micros' gleaming flanks beautifully uncluttered, but I wondered if the average motorhomer will appreciate these aesthetics when grovelling under the 'van on a muddy campsite trying to get the plug in!

Next in the life support chain of command is the leisure battery and here Wingamm gets top marks. An externally accessed, dedicated battery locker is a work of art - and if you plan on spending lots of time away from hook-up (which you might want to do given the location of the connector) there's plenty of room for a second battery.

Wingamm's control panel is easy to read and simple to use. Air temperature can be displayed at the touch of one of its buttons, as can the contents of both fresh water and waste tanks. Both of these are outboard mounted, but frost protected and heated to allow those off-season trips that canny motorhomers love. Capacity, too, is very good for a small 'van - 105 and 80 litres for fresh and grey water respectively.

Although they're small details, waste dump

valve and fresh water filler are both very worthy of note. The waste dump is of the very fast draining blade valve type with an easy to operate one-pull-and-it's-open action, while the freshwater filler is even more interesting.

Again, possibly to avoid piercing the Micros lovely flanks, Wingamm has set the filler neck on



External shower and gas points are useful bits of kit that Wingamm fit as standard.



the inside of the gas locker (capacity two 11kg cylinders) door, connecting it to the tank with a flexible hose. At first this just seems quirky but perfectly usable, until, that is, you need to top up the tank from a container. You'll need no funnels, watering cans or bad language here, as the door swings the filler away from the body, and, as this filler is set at an angle, top-ups from a normal fresh water container are easy.

Other good kit fitted includes a decent CD/radio with rear speakers, and a good quality caravan door lock that operates using the vehicle ignition key. Heating and hot water is courtesy of the ever-present Truma Combi unit, with plenty of blown-air outlets. While this is currently gas operation only, I'm told that a version with additional 230V operation is a possibility in the near future. Micros also offers a good range of light fittings (a mix of fluorescent and halogen illumination), plus outdoor shower and barbecue points.

**MICROS CONCLUSION**

A search for a compact VW-based coachbuilt motorhome could easily have been in vain until the Wingamm Micros arrived in Britain.

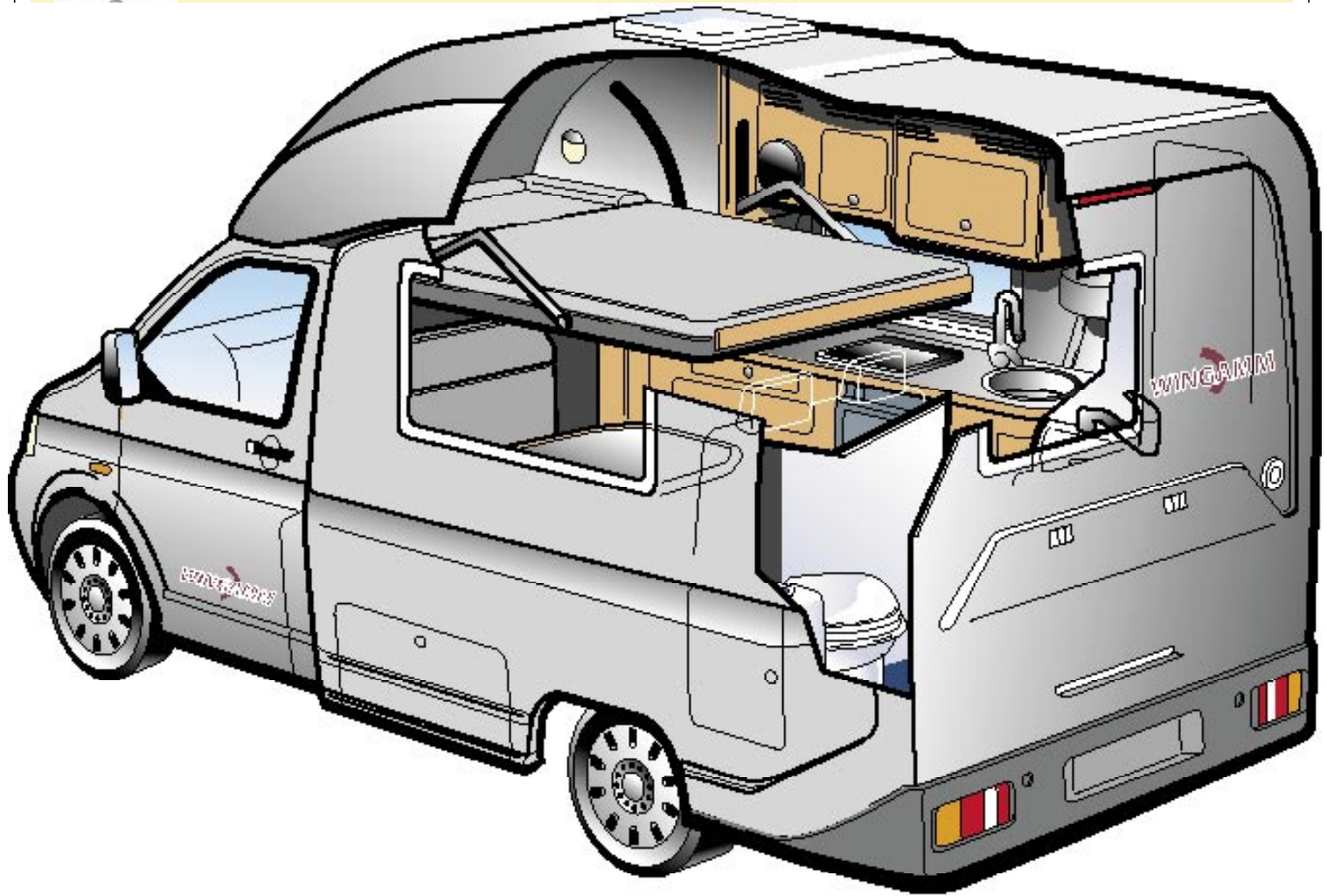
Conversions by both Robel and Karmann are available in the UK, but both offer more bulk than the Micros. Sadly, at the time of writing, the much-talked-about replacement for the loved VW T4-based Auto-Sleeper Clubman had not materialised. Although the Micros offers a different, Continental, take on the theme it could find itself filling the shoes of this great British classic, as the only GRP-bodied, truly compact VW-based motorhome available.

If anything will sell you a Micros, it's the experience of driving one. I'd advise you to be very sure that the caravan component is right up your motorhome street (and the payload will be sufficient for your purposes) before you take to the street - as you are sure to be seduced by the Micros' on-road charms.

That's not to say the caravan sucks by any means. In fact I found it difficult to criticise from a live-in point of view, and also I loved its looks and super GRP body. Life aboard a motorhome with only a dinette for seating can be perfectly comfortable (my own Rapido is so equipped) and the Micros' dinette is one of the best I've used. The kitchen's two-burner hob does seem a bit sparse, and, although I'd be happy to compromise galley-wise to become a Micros owner, I'd love to see Wingamm fit a more capable hob and sink combination. This was my first outing with a VW T5-based coachbuilt motorcaravan - a 'van that's as great to drive as it is to live in.

It seems Bill Pitts knew a good thing when he saw it. One last thing: I'm told that the factory-supported Wingamm owners club holds its annual rally on the shores of Lake Garda, not far from Wingamm's factory. It might be very nice to be their first British member: I hear Italian hospitality is legendary! □





MMM

SUMMARY

I LIKED

- Superb Volkswagen T5 base
- Strong and stylish GRP coachwork
- Clever caravan door hinges
- Curvy lightweight furniture
- Washroom
- Well-engineered roof bed
- Dinette seating with large table
- Lots of kitchen worktop
- Practical water filler
- Easy to use, fast-draining waste dump
- External storage boot

I WOULD HAVE LIKED

- A three-burner hob/sink/drain combo
- A tad more payload
- A lighter boot lid
- Easier to access mains hook-up point
- Longer external mirror arms (see text)
- Mains electric operation for the Truma heater (see text)

I DISLIKED

- Lack of dedicated stowage for the table

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Renault Master long wheelbase platform cab with 2.5-litre common-rail turbocharged and intercooled diesel engine
- **Base vehicle and engine type:** Volkswagen T5 chassis cab, 2.5-litre common-rail turbocharged and intercooled five-cylinder diesel engine
- **Output:** 96kW (130bhp) @ 3500 rpm
- **Max torque:** 340Nm (251lb ft) @ 2000 rpm
- **Gearbox and drive:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted dual-circuit discs all round with ABS
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front - McPherson strut independent-type with trailing anti-roll bar. Rear - Independent-type with semi-trailing arms and leading anti-roll bar
- **Tyres fitted:** Michelin X 215/65 R16C
- **Spare wheel position:** At rear in boot storage area
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons) diesel
- **Instruments:** Speedometer, rev counter, coolant temperature, fuel gauge, LCD clock, LCD showing trip and total miles
- **Warning lamps:** Airbag function, diesel preheat, coolant temperature, brake pad wear, low fuel, low oil pressure, indicators/hazards, main beam, cruise control on, ABS function, immobiliser function, handbrake on, cab door open
- **Windscreen wiper controls:** Stalk operation on right-hand side of steering column, down for flick wipe, one up intermittent (four-position variable timer), two up normal speed, three up fast speed
- **Immobiliser/alarm:** Electronic ignition key activated immobiliser. No alarm fitted



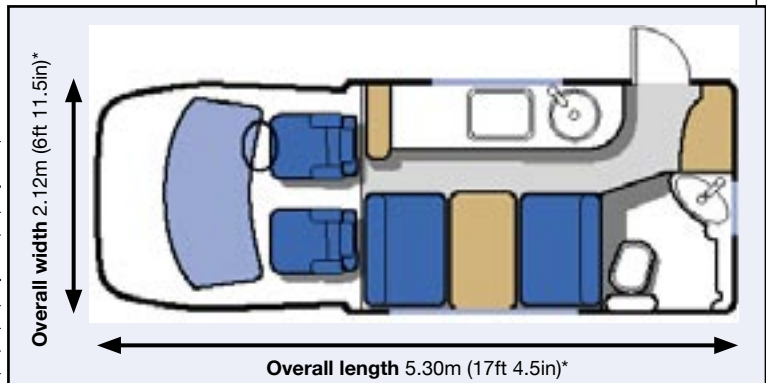
- Other features:** Anti-lock brakes, traction control, driver and passenger airbags, electrically-operated windows and mirrors (heated), thermal glass, air-conditioning, cruise control, single CD/radio, lockable glove compartment, cab seat covers, twin door pockets, adjustable steering column, auto-dimming courtesy light, storage cubbies and oddments trays, document clip

## PERFORMANCE AND ECONOMY

- Achieved 30-50mph acceleration time:** 6.5 seconds
- Fuel consumption during test:** 32.3 mpg

## THE CARAVAN

- Body type and construction:** Fully-moulded GRP low-profile coachbuilt
- Insulation:** Sides 30mm, roof 30mm, floor 30mm
- Conversion NCC badged as EN1646 compliant:** No
- Warranty:** Two years base vehicle and conversion
- Number of keys required:** Three, one for ignition, cab and caravan doors; one for external hatches; one for rear boot lid
- Windows and doors:** Windows all double-glazed acrylic. Top-hinged in lounge-diner, washroom and above roof bed. Sliding in kitchen. Fully moulded flush-closing GRP caravan door with burstproof key-operated lock and heavy-duty double hinge system (incorporates mirror and storage pockets)
- Additional ventilation:** Omnivent 12V electric roof fan above main living area
- Blinds/curtains:** Internal insulating screens to cab windows, cassette blinds/flyscreens to all other windows, bi-colour net curtains to dinette window
- 230V AC system:** RCD/MCB feeds leisure battery charger, fridge and mains sockets in lounge and kitchen
- 12V DC system:** Leisure battery feeds control panel above caravan door, water pump, heater, roof fan, toilet flush, lighting
- Capacity of caravan battery:** 90 amp hr
- Lighting:** Single tube fluorescent lamps above kitchen and dinette, two filament lamps at head of roof bed, three halogen downlighters on underside of roof bed serving main living area, two halogen downlighters in washroom
- Cooking facilities:** Smev two-burner draining hob with hinged glass lid and pushbutton ignition
- Extractor fan/cooker hood:** None fitted
- Refrigerator:** Dometic RM4211 three-way, with freezer compartment and electronic ignition. Capacity 60 litres
- Sink and drainer:** Circular stainless steel sink with swivelling swan-neck mixer tap and inset wooden chopping board, no drainer
- Water system:** Pressurised water system feeding washroom basin, shower mixer, toilet flush, kitchen sink, external shower point
- Water heater:** Truma Combi C4002 gas-only operation. Capacity 12 litres (2.64 gallons)
- Fresh water tank:** Underfloor, insulated and heated. Capacity 105 litres (23.1 gallons)
- Fresh water level gauge:** On control panel, press button to read LCD (per cent contents)
- Waste water tank:** Underfloor, insulated and heated. Capacity 80 litres (17.6 gallons)
- Waste water level gauge:** On control panel, press button to read LCD (per cent contents)
- Space heating:** Truma Combi C4002 gas-only operation with blown-air, outlets to main living area, cab and washroom
- Gas locker:** Externally accessed and vented. Capacity two 11kg cylinders
- Washroom:** Thetford electric flush swivel-bowl toilet, corner vanity basin with swivel-head mixer tap and mirror above, two low-level cupboards, three high-level fiddled shelves, one cupboard with internal fiddle rail, shower tray floor with one outlet, separate shower mixer with head on rising rail, nylon shower curtain on circular track enclosing integral showering area, 12V socket and splash-proof toilet roll holder
- Seating:** Pullman dinette with forward and rearward-facing seating for four, swivel cab passenger seat
- Table(s)/storage:** Single leg, wall-mounted table to dinette with additional legs for outdoor use, no dedicated storage
- Berths:** Four. Two in roof double, two in dinette double
- Rear seatbelts:** Two lap-only restraints fitted to rearward-facing dinette seat (see text)
- Wardrobe:** At offside rear, three-quarter length, front to back hanging rail with alternative shelving
- Flooring:** Stone-effect vinyl to living area, rubber matting in cab
- Additional features:** Gas-strut assisted pull-down roof bed with sprung stave base, positive locking catches to all doors, rear boot providing externally-accessed storage, slide-out larder unit, bottle store, oddments tray, rear stereo speakers, map/magazine pockets to underside of roof bed, single-tread external electric entrance step, external shower, external gas point



## DIMENSIONS

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

- Overall length:** 5.30m (17ft 4.5in)\*
- Overall width (excluding mirrors):** 2.12m (6ft 11.5in)\*
- Overall width (including mirrors):** 2.30m (7ft 6.5in)
- Overall height:** 2.75m (9ft 0in)\*
- Length of wheelbase:** 3.0m (9ft 10in)
- Length of rear overhang:** 1.42m (4ft 8in) as measured from centre of rear wheels, 47.33 per cent of wheelbase
- Turning circle (kerb to kerb):** 11.90m (39ft 0.5in)
- Driver's maximum leg length:** 965mm (3ft 2in)
- Step-up height to caravan:** Step one 240mm (9.5in), step two 230mm (9in), step three 240mm (9.5in)
- Door aperture:** 1.77m x 510mm (5ft 9in x 1ft 8in)
- Interior length from dash:** 3.38m (11ft 1in)
- Interior length behind cab:** 2.66m (8ft 8.5in)
- Interior width at waist height:** 2.05m (6ft 8.5in)
- Interior height:** 1.93m (6ft 4in)
- Work surface height:** 812mm (2ft 8in)
- Table dimensions:** 980mm L x 654mm W x 680mm H (3ft 2.5in x 2ft 1.5in x 2ft 3in)
- Bed dimensions:**
  - Roof bed:**
    - Mattress length: 2.04m (6ft 8in)
    - Mattress width: 1.32m (4ft 4in)
    - Mattress depth: 100mm (4in)
    - Max headroom: 730mm (2ft 4.5in)
  - Dinette double:**
    - Mattress length: 1.89m (6ft 2.5in)
    - Mattress width: 1.23m (4ft 0.5in)
    - Mattress depth: 150mm (6in)
- Washroom:** 920mm W x 1.12m D (max) x 1.83m H (3ft 0in x 3ft 8in x 6ft 0in)
- Wardrobe:** 810mm W x 440mm D (max) x 1.10m H (2ft 8in x 1ft 5in x 3ft 7in)
- Gas locker:** 615mm W x 324mm D x 684mm H (2ft 0in x 1ft 1in x 2ft 3in)
- Gas locker door aperture:** 615mm W x 684mm H (2ft 0in x 2ft 3in)
- Max authorised weight:** 3000kg\*
- Unladen mass:** 2640kg\*
- Load capacity:** 360kg\*

## PRICE (All prices include VAT)

- Standard model:** £39,950 (on the road)
- As tested:** £42,000 (on the road)

## OPTIONAL EXTRAS (\*starred items fitted to test vehicle)

- Base vehicle options:** Engine upgrade to 174bhp (£1867), Tiptronic automatic gearbox (£1410), air-conditioning (£744)\*, cruise control (£190)\*, silver metallic paint (£1000)\*
- Caravan options:** Two-bike rack (£160), additional seat covers (£110), awning (£527), additional leisure battery (£148), swivel passenger seat (£116)\*

## SUPPLIED BY

Wingamm Micros kindly supplied for evaluation by:  
Wayfarers Estates Ltd, The Street, St Nicholas at Wade, Nr Birchington, Kent CT7 0NP (tel: 01843 845888; e-mail: bill@wayfarers-estates.com; web site: www.wingamm.com)

E&OE

If you want to see the Micros in the flesh, it is due to be at the NEC show (Feb 18-26) on the edge of Barrons stand (stand number 3440), and the National Motorhome Show at Peterborough on April 21-23.