



# HELLO HYLO!

## Romahome Duo Hylo on Citroën Berlingo 1.9D

*Peter Vaughan tries the latest in a long line of Citroën-based Romahomes, and finds that the same basic Island Plastics design just keeps getting better*

The Citroën C15-based Romahome has been with us since 1986 and, despite recurring rumours of its impending demise, the little Anglo-French camper continues to thrive in the new millennium. That's all the more remarkable when you consider that the Citroën Visa car, from which the C15 van was derived, dates back to 1975. And the Visa was itself a development of the Peugeot 104, circa 1972.

Island Plastics themselves have tried to put a nail or two in the coffin of the old faithful Romahome, by reinventing the model in the form of the Duo. Launched in 1997, the Romahome Duo is undoubtedly prettier and the glass fibre body sits on a much more up-to-date chassis, that of the Citroën Berlingo. Duo costs just £2000 more than the (aptly) renamed C15-based Romahome Classic, but still some buyers stick with the older model. Perhaps that was, in part, due to the lack of a Hylo (rising roof) version, though that gap in the range from the Isle of Wight company was plugged at the end of 1999.

Now at last we've managed to get hold of this latest mini-motorhome, thanks to Southampton-based dealer, Freeborn Garages. A brand-new Duo Hylo was ours for five days last winter, when we used the little 'van to

explore the Dorset coast. Now that may not sound like your idea of fun (a 'van so small, and out of season) but, having previously taken the old model Hylo all the way to Czechoslovakia for a ten-day tour, I was confident that we could live comfortably in this new Romahome. And, if nothing else, Romahoming in the winter did silence the office jokers who think that my job is just one long glamorous holiday.

### Body beautiful

With the C15-based Romahome it was always the Hytop model that had the looks. Early Hylos were distinctly odd - even if they had an innovative compressor-operated roof. The 'mark two', which survives to this day, is slightly neater and uses more conventional gas struts, whilst retaining a roof that slides down over the top of the whole body.

The newer Duo was designed with the help of an outside design consultant (well known in motorcaravanning circles) and the result is certainly handsome. The curvy body suits the Berlingo well, but the original curved windows came in for a degree of criticism. The forward window was designed to give rear passengers a good view, but that's only relevant with



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*The one-piece door is a bespoke moulding, and not a flimsy item borrowed from a caravan.*

the Plus model (of which more later). The other window, in the lounge area, is rather too high to give a good view when sitting. It is not, therefore, surprising that the Hylo version of the Duo reverts to a more traditional window design of one long rectangular top-hinged window each side.

The Duo Hylo also uses a far more conventional style of rising roof than its forebears. This time it's a simple front-hinged, canvas-sided roof, as seen on so many VW-based campers. This Hylo is, thus, less well insulated against the cold (with the roof up), but it certainly wins hands down in the style stakes. In fact, top down, the Duo Hylo has a long 'n' low look that makes it the prettiest Romahome ever.

Like the original Duo, the Hylo model superbly integrates the glass fibre Romahome body with the steel of Citroen's Berlingo platform cab. The heavy side rubbing strips and curved groove above are continued faithfully from cab to caravan, and the deep rear bumpers mirror those up front. Fridge vents are neatly hidden in the bumper moulding and there's a particularly smart set of wheel covers.

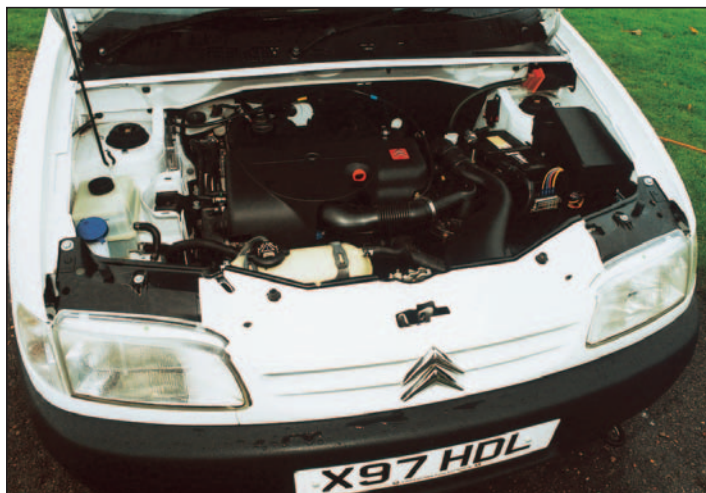
At the rear the one-piece door is a unique moulding with two windows, one above t'other. (If Island Plastics can make a bespoke door; it makes you wonder why others foist flimsy caravan doors upon us.) The rear panel also includes a high-level brake light.

The whole Duo body (like every Romahome except the Portuguese-built Quartet) is a glass fibre monocoque and the quality of the moulding is first class. Look along the sides and you'll see no ripples; the uninitiated could be led to believe that the whole body is of Citroen steel. The beauty is not just skin deep, however, as the practicalities of motorcaravanning have not been forgotten. Diesel and fresh water fillers are on the offside (both lockable and clearly marked) and the mains input is on the nearside. Exterior hatches are found on either side to the rear of the wheel arches. On the offside it's a storage compartment (ideal for mains lead and hose) while on the nearside is the gas locker. Unfortunately, you need four keys for all the Romahome's doors and hatches.

Peering underneath reveals two wind-down corner steadies at the rear



*Rear corner steadies are fitted as standard. Entrance is low enough not to need an additional step.*



*The 1.9-litre 71bhp diesel engine is the standard power unit, but a 90bhp HDi common-rail alternative is now offered.*

(with holes through the back bumper for the winding handle) and the waste water drain tap on the nearside. The spare wheel is also underneath, but I didn't fancy the job of trying to retrieve it. The Duo has a lower floor at the rear (where the bodywork extends beyond the original Citroen floor) and, of course, the wheel is trapped in front of this - and over three feet from the rear of the vehicle.

### Learning Berlingo

The Berlingo appeared first as a van, then as a car, and both derivatives have been enormously successful. Unlike other small vans it does not look like the front of a hatchback car with a square box tacked onto its rump.

The Romahome is based on a platform cab, which has the floor of a van but no bodywork at all behind the driving compartment. The platform cab has an 800kg payload before conversion and comes with a choice of diesel engines. Standard is the 1.9-litre non-turbo unit developing 71bhp, but a relatively new option is the HDi common-rail turbo-diesel which offers 90bhp. The newer engine is the one found in all the latest Peugeot and Citroen cars and it has received much acclaim for both economy and refinement. I was certainly impressed when I drove a Citroen Synergy people-carrier with this engine and, although 19bhp may not sound a huge



*Nearside exterior locker is the vented gas compartment.*



*Offside exterior locker is for storage - it's ideal for the mains lead and hose.*



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*Dashboard is just what you'd expect in a modern family car. Cab stowage space is generous.*



*Large door pockets incorporate bottle holders. Re-trimmed front seats (with matching inserts on doors) are an option.*



*Passenger seat lacks reach and rake adjustment, but the backrest does fold flat, creating a useful dumping ground on site.*



*The passenger cab seat also folds up against the dashboard to reveal the optional auxiliary battery underneath.*

gain, it is worth noting that the HDi has 64 per cent more torque than the 1.9D (at 600 fewer revs).

Being so closely related to a car, the Berlingo comes with a number of features (especially concerning safety) that are still not the norm in motorcaravans. There's a driver's airbag as standard, the seatbelts have pre-tensioners and the cab doors have side impact beams. In addition, the steering column is tilt-adjustable for a more comfortable driving

position, and the door mirrors can be adjusted from inside the cab. Electric windows, anti-lock brakes and air-conditioning are all listed as options in the Berlingo brochure, but none are mentioned on the Romahome price list.

The Berlingo cab looks as car-like on the inside as it does on the outside. The fascia feels solid and looks modern and there's no bare metal on show anywhere. The seats in our test vehicle had been re-trimmed to





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View of the Duo Hylo through the rear door shows traditional Romahome layout.



The free-standing table is quite narrow, but it's perfectly adequate for two diners.



Looking back from the cab, we see the kitchen worktops folded down and the twin rear windows, which aid reversing.

match the blue caravan upholstery (a £185 option) and identical fabric on the doors completed a cohesive appearance. The seats themselves proved comfortable and offered a driving position slightly higher than the average saloon car, but much lower than most motorcaravans. Driver and passenger get height adjustment for both the head restraints and upper seatbelt mountings, but only the driver's seat has reach and rake variation. The reason for the 'fixed' passenger seat is that this chair folds flat (creating a useful dumping ground on site - ideal, we found, for a soft bag full of clothes) or tips-up against the dashboard. Tip the seat in this way and you'll find the auxiliary battery and Zig charging unit (if these options are fitted).

Both cab doors have storage pockets that include bottle holders, and there's also a lockable glovebox with a large open-fronted compartment below. The radio/cassette is now mounted high in the fascia for safe tuning on the move, while the original slot (with cover) lower in the centre console can take a CD player or CB radio, or simply act as a concealed storage area. There's a further recess (for cassette tapes or mobile phone) in front of the gear lever and a built-in bulldog clip can be used to attach a note of directions to the campsite.

### Double chevrons at the double

From the Hylo's driving seat you look out through a deep windscreen that verges on the panoramic. The large door mirrors give a good view to the rear and the interior mirror offers a limited view through the rear door windows. The lower window is not as low as that in the 'classic' Hylo, so you don't have quite as good a view when reversing the new Hylo into a parking bay. The Duo is 15ft 7in long and only 5ft 8in wide, so it's similarly proportioned to a large estate car. On the road you can reap the benefit of that compactness, nipping through gaps in town and venturing down tiny

*Nearside kitchen unit houses the stainless steel sink, with a large cupboard and cutlery tray below. ►*



country lanes. In Devon and Dorset we certainly made the most of having a micro-motorhome, exploring the parts that other motorhomes cannot reach.

On the open road the 1.9-litre diesel proved a willing engine that would happily cruise at 50-60mph on rural A roads. Given a stretch of dual carriageway, the Berlingo would go on to reach the legal limit, leaving at least another 15mph in reserve where higher speeds are legal. With just 25 miles recorded at the start of our test, though, the Freeborn demonstrator clearly had some loosening up to do. Nevertheless, the Romahome never felt slow, even when faced with some very steep and long gradients around our Bridport base. You do need to use the gears to avoid crawling up hills, but choose the right ratio and you'll not suffer an embarrassing queue behind.

Changing gear a little more often is no hardship as the 'shift is light and easy, but I'd have liked a rev counter to show me how hard I was working the motor (a rev counter is standard with HDi-engined models). Aurally there's little evidence that the engine is being strained, the Berlingo being one of the most refined diesel-engined base vehicles that motorcaravanners could ever find. At a relaxed cruising speed the Citroen engine requires no increase in radio or speech volume, to the great benefit of driver comfort on a long haul.

If the 1.9D is perfectly acceptable, then the 2.0 HDi is sure to be a real flyer and I'm sure that the Duo Hylo could handle the extra oomph without worries. This is certainly the best driving Romahome to date. The iffy brakes (always the weak point of the C15) and cornering lean went when





*Those 5ft 6in long settees give the Duo Hylo a surprising amount of space for feet-up sprawling.*

the Berlingo first arrived, but this Hylo version seems even more stable. Hustled through corners and around roundabouts the Hylo refused to put a foot wrong, where the standard Duo just hints at its higher centre of gravity.

Power steering is standard (as it has been for some years, even on the C15) and the Berlingo's rack and pinion set-up is crisp and precise. As with other aspects of the Citroën it feels like a modern car and you need make no 'it's only a commercial vehicle' allowances. Specify the HDi and you can include performance in that remark too. We were lucky enough to follow-up this test with a few days driving an HDi-engined Berlingo panel van and I can report that the turbo-diesel version is every bit as impressive as we had anticipated. Smooth, powerful and very refined, an HDi Romahome would indeed be a pleasurable vehicle to drive.

### **A classic refined**

The original, Honda-based, Romahome had a 360cc engine and was a dismountable. The base vehicle has come a long, long way since then and the motorcaravan body has always been a fixed coachbuilt on Citroën-based models, but the layout and concept of the Romahome has barely changed. Why change for change's sake?

The Duo Hylo is the same length as both the Duo and the C15-based Romahomes, while its height is a quarter of an inch less than the older Hylo, making it garage and height barrier-friendly. If you need to keep your motorcaravan under cover, it's worth noting that the Hylo is also two inches lower than a typical VW-based rising roof camper and 14.5in lower than a



*The rising roof is easy to use and has a window at the rear and flyscreened vents on either side.*

standard Duo.

With the back wall of the Berlingo cab completely absent it is possible to scramble through to the living quarters, but most owners will surely hop out and walk around to the rear door unless it's precipitating canines and felines outside. The rear door needs no external step as it is just 14 inches above the road and it's worth remembering that a rear door is always convenient, in the UK and abroad. The door can be opened through 180 degrees and clipped into this position. The T-handle release makes the ideal hanger for a rubbish bag when on site.

The Hylo's simple rising roof can be lifted entirely from inside; just release two clips and push. Lowering just requires a little care not to trap any of the bright turquoise sidewall material. A large window across the rear of the roof lets lots of extra daylight in and gives the cook a view out, while flyscreened vents on either side provide essential ventilation.

Step inside the Hylo and you'll find small kitchen units on either side followed by a pair of 5ft 6in long side-facing settees. It's the same simple and utterly practical layout that Romahomes have always had. There is an alternative in the form of the Plus version, turning this into a Romahome Duo Plus Hylo - hardly a name that rolls off the tongue. Plus models add a pair of removable forward-facing seats that bolt in (complete with three-point belts) in place of the forward section of each settee. You'd need to replace the settees for camping (you lose too much storage space otherwise) and the conversion is far from instant, so the Plus models fulfil a possible need but take away the Romahome's simple effectiveness. The standard model's side-facing seats should not of course be used as



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*The tiny wardrobe is behind the sink and comes fitted with six coat hooks.*



*On the offside is the hob with two burners and grill. With no door to the grill, the grill pan has to be kept elsewhere.*



*The 60-litre three-way fridge is a big improvement over earlier Romahomes.*

travelling seats and are not therefore fitted with any kind of restraint.

### Space to sprawl

A good chunk of the Duo's overall length is lost to that car-like bonnet (which also adds a reassuring crumple zone), so it's good to find that the majority of the 7ft 10in length behind the cab is devoted to the lounge area. The settees have very shallow backrests and the windows are rather low in relation to the natural eye line, but both these factors have been forced by the overall height in relation to the floor level. Put a pillow against the kitchen bulkhead, put your feet up and sprawl on the sofa - you'll actually find that you can see out and the Hylo suddenly becomes almost TARDIS-like in its room to relax. The only downside is the quality of foam used in the seat cushions. These cushions all include a solid base, leaving only about three-and-a-half inches depth of foam, and this compacts far too easily. After a while you can feel the board below; get up and the cushions include a temporary imprint of your derriere.

When it's mealtime you'll extract the free-standing table from the overcab shelf. The table is, of necessity, rather narrow, but it caters adequately (and without wobbles) for a pair of diners (or should that be

dinners). If you just want a coffee why not use the kitchen worktop flaps instead of the table. If you're feeling sociable, the Romahome has room for four to sit. Sitting upright is less appealing than sprawling though; sit back and your head may come in contact with the pelmet above the window.

The corded seat fabric in our test vehicle was blue with a modern abstract pattern; other colours are available.

### Compact kitchen

The two kitchen units are each less than two foot long and both are right at the back of the 'van where the floor level is almost eight inches lower. Even with the roof raised, full standing height is only available in the kitchen area.

On the nearside is the stainless steel sink with a capacious cupboard below that includes a slide-out shelf with cutlery holder. Behind the sink is the small wardrobe with six coat hooks - just enough to keep a few 'best' clothes from getting creased.

On the offside is the cooker, a two-burner hob with grill - a much smarter unit than that fitted in pre-Duo Romahomes. Like the sink it has a tiled splashback behind, but the grill has no door to it so the grill pan has to be stored elsewhere. (At least that way there are no rattles; nothing, but nothing squeaked or creaked when we drove this Hylo.) Below the cooker is a 60-litre three-way fridge with electronic ignition; a £558 option but a useful advance over the tiny fridge in C15-based models. Above the hob is a small shelf that we used to house two wine glasses and two beakers.

Both kitchen units feature folding flaps that make useful worktops for the Romahoming chef. They're not large, but they are vital and they show that meal preparation has been given some thought; if only that was always the case. Further ingenuity applies to the chopping board cover for the sink, which is shaped to double as a draining board when positioned on the worktop flap alongside the sink. The most limiting factor in the kitchen is space to move, to bend down and extract items from the cupboard or fridge, and this will, in turn, be affected by your own dimensions. Annoyingly, though, the fridge door seemed to be hinged from the wrong side. (Island Plastics say that this is to comply with regulations concerning emergency evacuation of the vehicle, but the door can easily be adjusted to hinge the opposite way.)

The whole of the living area is carpeted, but the section in the kitchen is removable. Great, we thought, remove it to stop it getting muddy as we come into the 'van and prevent stains from cooking spillages. Unfortunately, underneath it's just insulation material, rather than a vinyl floor, so this carpet just comes out for the inevitable cleaning.

### More storage

The higher cab roof, combined with similar overall height, means that the overcab shelf in this Hylo is rather less useful than in the C15-based Hylo. The new Hylo also, of course, loses some of the high-level storage of its Duo cousin. There's still a little space above the cab (not greatly increased with the roof up); we kept fleeces and magazines up there, but the most useful stowage space is below the long settees. On each side this is divided into two and accessed by simply lifting the appropriate seat cushion. It is possible to store a Porta Potti in one of the forward sections of seating. Our thick winter duvet filled one quarter of the under-seat space, leaving the rest for overflow from the kitchen plus cameras, laptop



*With the worktop flap folded down, the chopping board can double as a draining board.*



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*The overcab shelf is very shallow, but it does house the table when not in use.*



*A Porta Potti can be stored in either of the forward under-seat lockers. Alongside you can see the water tank inspection cap.*



*The double bed takes up most of the vehicle, but it is a good size, fairly simple to make and quite comfortable.*

etc. There was enough space (just) for two of us for five days, but careful planning is needed so that you are not always moving your partner to get something out from underneath him/her. We also kept the bulk of our clothing in a soft bag, which travelled on the floor in the back and went onto the folded passenger cab seat when on site. Oddments such as books could go into the pelmet shelves above each window.

Both fresh and waste water tanks (20 litres each) are inboard, sited between the forward seat boxes and the wall, so the Duo is surprisingly suitable for winter camping. They each have an inspection cap for cleaning, but neither is equipped with a level gauge, a disappointing omission that may result in you running out of water at the most inconvenient time.

## Bedtime

The rear door has a blind on the upper window and a Velcro-attached curtain for the lower window. The side windows had the optional blinds and flyscreens on this demo' model and the cab is separated at night by lined curtains. The window at the rear of the roof has thin curtains, which seemed rather longer than necessary. Anyway, at night it all feels quite snug and our fan heater kept us warm (our test vehicle featured neither of



*The bed extension panel at the back of the cab and one of the wooden bed supports.*



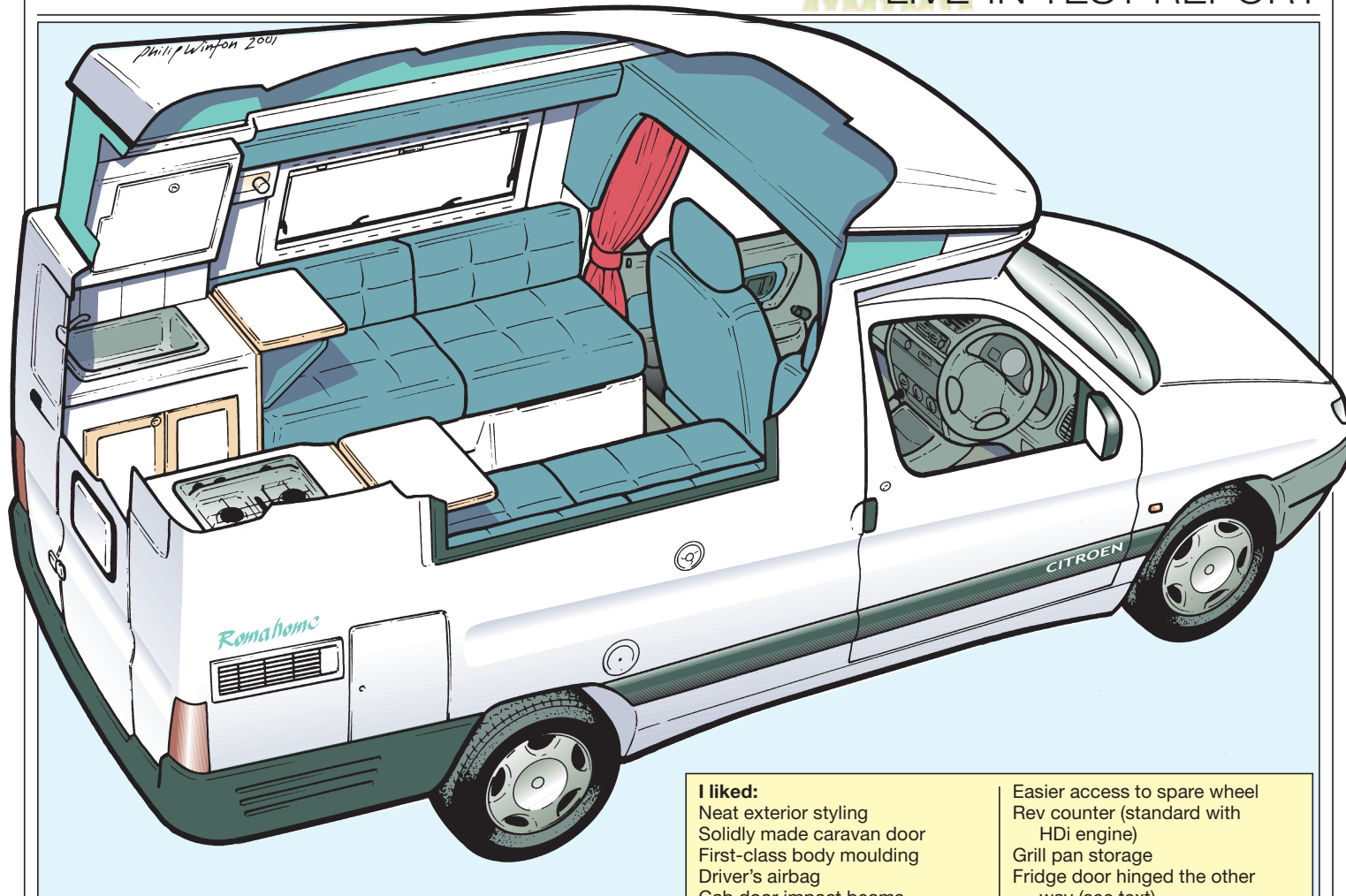
*Reading lights are fitted on both sides and there are two fluorescent tubes in the ceiling.*



*An alternative bed arrangement is to leave a gap at the feet end of the bed, which some may find more convenient.*



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the optional heating systems - Eberspächer diesel-fired or Propex gas-powered). Choose Eberspächer and you can have blown-air only or hot water too, and it is the diesel-fired option that we would go for as the Romahome doesn't carry a huge amount of gas. Without either heating system, the mains hook-up option becomes an essential in our unpredictable climate but, with just one mains socket, we could not run the heater and any other appliance simultaneously.

Lighting was plentiful, with two double-tube fluorescent lights and two swivel spotlamps, the latter quickly getting quite hot when switched on.

The Hylo sleeps two, and bed-making is quite simple. Three wooden supports slot in across the gangway and the squab cushions slide out to fill the centre of the 'van', with the backrest slotting in behind. An upholstered extension panel adds around seven inches to the bed's length, stretching it slightly into the cab (the passenger seat needs to be tipped forward and the driver's seat slid forward). The resultant double bed is flat and comfortable; the quality of the foam seems to matter much less at night in this case. The bed does almost fill the 'van', but you can still stand (one at a time) in the kitchen and there's room (just) to leave a Porta Potti here overnight. Those who prefer a little more floor space with the bed made up may choose to leave the rear section of bed in the settee position, thus effectively creating single beds (at least at the foot end). Despite its diminutive dimensions, the Romahome still manages to offer a double bed that disgraces a number of much, much larger motorhomes both in terms of size and comfort.

## Conclusions

A Duo Hylo like the one we tested will set you back around £21 000 on the road; £23 000 if you opt for the highly desirable HDi motor and Eberspächer heating. That doesn't sound cheap, but then you could not

### I liked:

- Neat exterior styling
- Solidly made caravan door
- First-class body moulding
- Driver's airbag
- Cab door impact beams
- Tilt adjustable steering column
- Car-style fascia
- Large cab door storage pockets
- Refined diesel motor
- Narrow width suits country lanes
- Excellent stability and handling
- Garage-friendly height
- Low entrance step
- Simple-to-use rising roof
- Roof-level ventilation
- Long settees
- Free-standing table
- Generous cutlery storage
- Lack of rattles
- Kitchen worktop flaps
- Inboard water tanks
- Good lighting
- Well-proportioned bed

### I would have liked:

- Fewer keys

- Easier access to spare wheel
- Rev counter (standard with HDi engine)
- Grill pan storage
- Fridge door hinged the other way (see text)
- Vinyl floor in kitchen
- Second mains socket

### I disliked

- Poor quality and thin foam in settee cushions
- Lack of water level gauges



really expect it to be. Very few motorhomes of any size offer a stylish, high quality glass-fibre monocoque body that blends so neatly with the base vehicle. And the Duo's Citroën Berlingo base vehicle really is a car when all is said and done. Ultimately it's that car-like drive, combined with go-anywhere dimensions (especially the park-anywhere height) that makes the Duo Hylo special. There's nothing else quite like a Romahome, and this version is quite simply the best yet. □





# ROMAHOME DUO HYLO

# MMM LIVE-IN TEST REPORT

## SPECIFICATION

### The vehicle

**Base vehicle & engine type:** Citroën Berlingo 800kg platform cab; 4-cylinder, 1868cc, indirect-injection, naturally-aspirated diesel engine

**Output:** 51kW (71 bhp) @ 4600 rpm

**Max torque:** 125Nm (92 lb ft) @ 2500 rpm

**Compression ratio:** 23:1

**Gearbox & drive:** Five-speed manual gearbox, floor change; front-wheel drive

**Brakes:** Hydraulic, dual-circuit, servo-assisted, ventilated front discs, rear drums

**Steering:** Power-assisted rack and pinion, 3.3 turns lock to lock

**Suspension:** Front independent MacPherson-type struts with integral unequal length lower wishbones and anti-roll bar; rear trailing arms with transverse torsion bars and anti-roll bar, horizontal dampers. Spring assisters added by Island Plastics

**Tyres fitted:** 175/65 R 14 (Michelin Agilis 51)

**Spare wheel position:** Underfloor at rear in wind-down cradle, but forward of extended lower level floor

**Fuel tank capacity/type of fuel:** 60 litres (13.2 gallons), diesel

**Instruments:** Fuel level, coolant temperature, speedometer with trip mileage recorder, analogue clock

**Warning lamps:** Left and right turn indicators, low fuel level, coolant temperature too high, main beam headlights, dipped beam headlights, rear fog lamp, engine oil level, engine oil pressure, injection or ignition malfunction, handbrake on/low brake fluid level, battery charge, diesel pre-heater, airbag, coolant level, electronic immobiliser

**Windscreen wiper controls:** Stalk on right of steering column, two speeds plus intermittent and wash/wipe

**Immobiliser/alarm:** Transponder immobiliser. No alarm

**Other features:** Driver's airbag, height-adjustable upper seatbelt mountings, seatbelt pre-tensioners, cab door side impact beams, radio/cassette, locking fuel cap, headlamp height adjustment from fascia, tilt-adjustable steering column, internally adjustable door mirrors, pockets with bottle holders on both cab doors, lockable glovebox, folding passenger seat with cup holders in backrest, headlights-on warning buzzer, tinted windows

### Performance & economy

**Achieved 30 - 50mph acceleration time:** 7.3 seconds (3rd gear)

**Fuel consumption during test:** 37.6 mpg (7.51 litres/100km)

### The caravan

**Body type & construction:** Steel-bodied platform cab with double-skinned glass fibre monocoque caravan body

**Insulation:** Rockwool between double skin, maximum overall thickness 35mm (1.5in)

**Conversion NCC approved:** Yes

**Warranty:** Three years, 100 000 miles (plus breakdown cover) on base vehicle, 12 months on conversion

**Number of keys required:** Four - one for cab doors, ignition and fuel cap; one for rear door; one for water filler cap; one for gas locker and external storage locker

**Windows & doors:** Rear entrance door with two fixed glass windows, top-hinged acrylic double-glazed side windows (one each side)

**Additional ventilation:** Flyscreen panels (with covers) in either side of rising roof canvas at rear

**Blinds/curtains:** Blind on upper window in rear door, curtain pad attached by Velcro on lower window in rear door, removable curtains for elevating roof window, optional blinds and flyscreens on side windows (in place of standard curtains), lined curtains behind cab

**230V AC system:** Optional mains hook-up with RCD and two MCBs, single switched mains socket at low level in kitchen, mains supply to fridge and battery charger

**12V DC system:** Optional auxiliary battery fitted under passenger cab seat, split charging relay, Zig Marque 1 control panel with three 10 amp caravan fuses

**Capacity of caravan battery:** 60 amp hr (battery optional)

**Lighting:** Two double-tube fluorescent lights in ceiling, two swivel spotlamps (one each side in wall towards rear of settees), courtesy light adjacent to rear door

**Cooking facilities:** Two-burner hob and grill with push-button ignition

**Extractor fan/cooker hood:** Not fitted

**Refrigerator:** Optional Electrolux RM4213 gas/12V/230V fridge with electronic ignition and 60-litre capacity

**Sink & drainer:** Stainless steel sink with chopping board cover which doubles as draining board

**Water system:** Shurflo water pump supplies cold water to sink, sink drains to fitted inboard waste water tank

**Water heater:** Not fitted. Eberspächer D4WSC diesel-fired hot water system optional

**Fresh water tank:** 20 litres (4.4 gallons), inboard on offside

**Fresh water level gauge:** Not fitted

**Waste water tank:** 20 litres (4.4 gallons), inboard on nearside

**Waste water level gauge:** Not fitted

**Space heating:** Not fitted. Eberspächer diesel-fired blown-air heating or Propex gas-fired blown-air heating optional

**Gas locker:** External locker with bottom-hinged door on nearside, holds one 3.9kg/4.5kg cylinder

**Shower compartment:** Not fitted

**Seating:** Two forward-facing cab seats, two side-facing settees in rear (not suitable for travel)

**Table(s)/storage:** Free-standing table, stores above cab

**Berths:** Sleeping accommodation for two, travelling seats for two (option of travelling seats for four)

**Rear restraints:** Not fitted. Three-point belts fitted when rear forward-facing travelling seats specified

**Wardrobe:** Behind sink, fitted with six coat hooks

**Flooring:** Fitted carpet throughout, kitchen area carpet removable for cleaning

**Additional features:** Fold-down kitchen worktop flaps, slide-out cutlery storage, rear corner steadies, rising roof with two gas struts, tiled kitchen splashbacks, glass fibre seat bases and kitchen units, exterior storage locker, high-level brake light

### Dimensions

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

**Overall length:** 4.75m (15ft 7in)\*

**Overall width (excl mirrors):** 1.73m (5ft 8in)\*

**Overall width (incl mirrors):** 1.96m (6ft 5in)\*

**Overall height:** 1.95m (6ft 4in)\*

**Length of wheelbase:** 2.69m (8ft 10in)\*

**Length of rear overhang:** 1.37m (54in) - 51 per cent of wheelbase

**Turning circle (kerb to kerb):** 10.7m (35ft)\*

**Driver's max leg length:** 1.00m (39.5in)

**Step-up height to caravan:** 360mm (14in)

**Door aperture:** 1.24m x 0.49m (4ft 1in x 1ft 7.5in)

**Interior length from dash:** 3.25m (10ft 8in)

**Interior length behind cab:** 2.38m (7ft 10in)

**Interior width at waist height:** 1.61m (5ft 3.5in)

**Interior height:** Kitchen (roof up) 1.92m (6ft 3.5in). Kitchen (roof down) 1.55m (5ft 1in). Lounge area (roof up) 1.49m to 1.60m (4ft 10.5in to 5ft 6.5in)

**Work surface height:** Cooker - 910mm (36in). Sink - 850mm (33.5in)

**Table dimensions:** 910mm x 380mm x H 665mm (36in x 15in x H 26in)

**Bed dimensions:**

(1) Double bed **mattress length:** 1.84m (6ft 0.5in)

**mattress width:** 1.42m (4ft 8in)

**mattress depth:** 90mm (3.5in)

**Wardrobe:** 560mm x 220mm x hanging height from hook 700mm (22in x 8.5in x H 27.5in)

**Gas locker:** 360mm x 340mm x H 450mm (14in x 13.5in x H 17.5in)

**Gas locker door aperture:** 280mm x 360mm (11in x 14in)

**Max authorised weight:** 1955kg

**Unladen mass:** 1575kg

**Load capacity:** 380kg (in addition to allowance for fuel, driver (75kg), fresh water and gas)

### Price (all prices include VAT)

**Standard model:** £18 995 ex works

**As tested:** £20 321 ex works

**On the road charges:** £795 - factory delivery, number plates, 12 months Road Fund Licence

### Optional extras (starred items fitted to test vehicle)

**Base vehicle option:** 2-litre HDi common-rail 90bhp turbo-diesel engine (£958)

**Caravan options:** Duo Plus Hylo with rear removable forward-facing seats (£1175), Electrolux three-way fridge (£558)\*, mains electrics and battery charger (£323)\*, auxiliary battery with split charging relay (£135)\*, blinds/flyscreens for side windows (£125)\*, Eberspächer diesel-fired hot water and blown-air heating system with timer (£1265), Eberspächer diesel-fired heating only (£800), Propex gas-fired blown-air heating (£799), re-upholstered cab seats (£185)\*, scatter cushions (£11), free-standing awning (from £399)

*Romahome Duo Hylo kindly supplied for evaluation by:*

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