



# STARRING ROLE

## Bürstner T-Star 695 on LWB Mercedes Sprinter 316 2.7CDI Sprintshift

*Jonathan Lloyd spends time with an all-German star - but is it in the ascendant?*

### Who's who?

Bürstner is a German manufacturer of motorhomes and touring caravans. Like many German companies it has an enviable reputation for good quality products. The company appeared fifty years ago selling its own hand-built touring caravans. The debut motorhome came off the production line in the 1980s, and the rest, as they say, is history.

The test vehicle provider was British company Euro Motorhomes, which imports and sells motorhomes built in Europe. This family-run business majors on giving advice based on experience. The owners are enthusiastic motorcaravanners themselves.

The three-pointed star that is the Mercedes emblem is increasingly regarded as the badge of choice for the bonnet of luxury motorhomes. Sprints provide great underpinnings. For me, just as impressive as the chassis themselves, is the service I am told that owners receive from Mercedes commercial vehicle garages.

### Target market

It's amazing how few manufacturers undertake market research to find out to whom their models are going to appeal. Or, to put it more bluntly, who is actually going to buy them. Not so with Bürstner, a company that operates on the theory that you find a gap in the market and then attempt to fill it, whilst tailoring designs and equipment so that the model is identifiably 'different' from any close competition.

The T-Star range offers low-profile motorhomes - similar to the



successful Fiat/Al-Ko based T-range, but built on the prestigious Sprinter chassis cab. It's not just the 'Hyacinth Bucket effect' (misplaced snobbery) though, the Merc does offer the most powerful engines and a range of automatic, semi-automatic, and manual gearboxes on right-hand drive

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vehicles. I would also argue that Mercedes-based motorcaravans may have higher residual values when trade-in time comes.

According to Bürstner itself, the target market for the T-Star is experienced motorcaravanning couples requiring a 'van with a permanent end bed(s) on a very durable base vehicle. Purchasers are likely to keep the vehicle longer than the industry norm. The range presently consists of three models: longitudinal end double bed; two single beds; and 'ours' - the 695. This features a high-level transverse double bed over a garage.

### Round the outside

Well, it's big and white with grey skirts. More detail required? OK, if you insist.

Although right-hand drive, the entrance door remains on the Continental side. The (UK) offside is also home to the garage door and the cassette loo access hatch, whereas the nearside has the gas cylinder locker and all the flues, vents and service inlets. There is no roof rack or ladder, which seemed an odd omission.

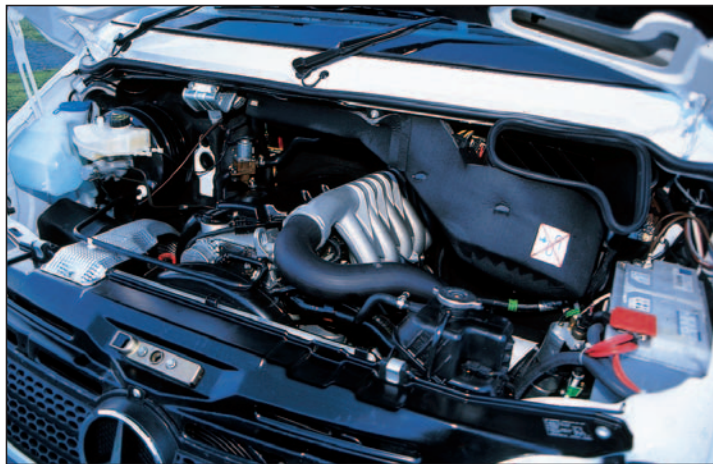
### Driving

The 2.7-litre five-cylinder common-rail turbo-diesel motor is, in my book, the class leader among light commercial vehicle engines. Heave, poke, shove, bangs-per-buck, twist, torque - call it what you will, this OM612 motor has it in spades. It's pretty quiet too, even when hurried. It's all down to the variable-nozzle turbocharger and smart engine management system, apparently. Whatever, it works and works well, though on tests I've never found it to be a particularly economical unit. This one averaged around 22mpg, which is not magnificent considering its low-profile shape. However, this figure should improve with age. I've found it needs at least 10,000 miles for some modern diesel motors to achieve optimum performance and economy.

Direction changing is aided by well-weighted power steering and the brakes are of the 'stop it on a sixpence' variety. For the benefit of younger readers the sixpence is a small silver-coloured coin from way back when...

Ergonomics for the driver are first-class, or if you prefer, the driving position's pretty pukka.

Mercedes' specification now comes fully-loaded with acronyms - which take a bit of understanding as they are all to do with whizzo techy stuff. To help, I've put a glossary of terms in this information panel. Sprinters have many safety-related features (it is hoped that you'll never need), and some great driving aids (which should be taken advantage of).



A five-cylinder common-rail turbocharged and intercooled motor drives the rear wheels.



Driver's view: A close look at the gearlever revealed 'our' Sprinter to be equipped with Sprintshift. Cab ergonomics are first class.

The view forward shows the amidships kitchen and forward lounge ▶

### Merc-speak made easy

**CDI** (Common-rail Direct Injection). Fuel supply system where electronically-controlled injectors deliver fuel directly into each cylinder.

**ABS** (Anti-lock Braking System). Prevents the wheels from locking under heavy braking.

**ASR** (Acceleration Skid Control). Controls the torque reaching the driving wheels. Useful in snow, ice or mud.

**AMT** (Automated Manual Transmission; trade name Sprintshift). Manual gearbox with automatic change option. No clutch pedal.

**ASSYST** (Service 'due' indicator). Measures both time elapsed and distance travelled with a display on the instrument panel.

**CAC** (Customer Assistance Centre). Nationwide network of centres offering advice on vehicles, plus breakdown support. Many are open 24 hours.

**EMC** (Electro Magnetic Compatibility). On all Sprinter base vehicles the 'smart electronics' are protected from interference fields from outside sources (eg mobile phones).

I make no apology for the fact that my partner and I like vehicles with automatic gearboxes. This is why I get so frustrated with Messrs Fiat/Peugeot/Citroen over not providing an automatic for right-hand drive vehicles.

Our Sprinter came equipped with both a manual and an automatic gearbox. Puzzled? Well, it's called Sprintshift and it's actually a conventional, manual, six-speed gearbox that uses electronic brains and electrical muscle to shift the gears automatically and according to road speed, engine revs and road conditions. Additionally, you can change gear whenever you like by using a manual override. Fleet operators running Sprinter vans report that those equipped with Sprintshift are actually more economical than a conventional manual. Also, of course, more economical than those using a conventional auto-box requiring a power-sapping torque converter. The best of both worlds? Actually no, progress in early models could be awfully jerky unless you anticipated a forthcoming gearchange and eased off on the loud pedal.

However, the boffins have been busy and the system has now been improved out of all recognition. I guess it's all down to the pointy-heads reprogramming the electronic brain rather than any major mechanical changes.

On my test sheet I've noted that when driving this latest improved





*The general view rearwards, showing washroom on left and transverse permanent double bed over rear garage.*

version (although I felt the fully automatic mode let the engine labour in higher gears more than I would have done), I found gearchanges to be 'imperceptible' at light throttle openings, 'smooth' at medium throttle openings and 'noticeable-but-acceptable' when going full-bore in kick-down mode. With 156 bhp on tap you'd expect the last, wouldn't you? Previously, I've always said that with the Sprinter I would only have an auto box if I could have one with a torque converter. After putting the latest version through an eight-day test, I've changed my mind and would order

the Sprintshift option without hesitation.

Mobility-challenged folks should note that you can drive Sprintshift with only one functioning leg and one functioning hand, though with the latter you'll need an infrared control box mounted on the steering wheel to operate lights, wipers, indicators etc.

### **Layout**

The T-Star 695 is a development of a popular layout used in other Bürstner



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models. Providing owners are nimble enough to use the high-level rear bed, it has no real shortcomings and plenty of advantages.

Please, please, don't buy any model of motorcaravan with a high-level rear bed without each potential occupant trying the climb up (and down) the steps a few times. Remember too, that the inside partner will have to climb over the outer partner for nocturnal visits to the loo. Five minutes of less-than-agile gymnastics in the showroom (however embarrassing) is much better than buying a 'van with an unsuitable layout.

At the 695's pointy-end we find the lounge. Both captain's chairs swivel, making full use of the cab area. The two 'swivellers' are supplemented by an inward-facing settee and two forward-facing travel seats.

The kitchen is amidships on the nearside with the washroom opposite on the offside. The wardrobe is behind the kitchen and a transverse permanent double bed sits on top of the garage at the far rear.

### Lounge/diner

It's already been hinted at that this area makes full use of the cab by integrating both seats. It's worth repeating though, as so many European manufacturers just ignore the cab area. Quite a few don't even bother to re-trim the cab seats to match the residential ones.

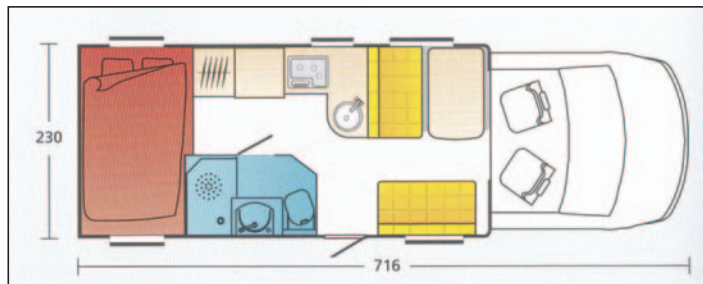
For comfortable dining with friends, the table extends from the wall and an extra leaf drops in. Also, the cab seats can be adjusted so that they are at the same level as the residential ones. And there's more! The forward-facing travel seats have high backs, adjustable head restraints and three-point inertia reel belts. A riser section to the squab goes between the cushion and the seat-box top, giving support under the knees. (A bit like a cushion knee-roll does, only this method doesn't cause a lumpy bed).

The area has a rather funky overhead light for nighttime 'foozling' (*no, I don't know either - DH*), and plenty of window for daytime illumination.

### Kitchen

The 'saloon bar sages' down at The Dog and Rat will tell you that the kitchens in all Continental 'vans are rubbish. Warming to their topic, and punctuated by their noisy mastication of pork scratchings, they will reinforce the point by claiming that all such kitchens are all ill-equipped and no good for the preparation of traditional British fare. This is true for some manufacturers' products and strangely it's nothing to do with price. Some of the best Continental kitchens are in cheaper 'vans and some of the worst are in the more expensive.

That said, Bürstner and Euro Motorhomes have made a grand effort here. All the Brit-friendly kit is present together with a 'mine's bigger than



Forward lounge/diner makes full use of the comfortable cab seats. These seats can be adjusted to the same height as the others.

yours' fridge/freezer. We also loved the amount and variety of available storage.

The only fly in the ointment was that the door on the oven/grill unit was bottom hinged and my partner (who is of modest height) couldn't see into the interior. A side-hinged door would have helped here, or perhaps Flora can dig out the platform sole shoes she used to wear in the 70s... poptabulous!

For some reason that escapes me, German manufacturers (Bürstner



Amidships kitchen is well-equipped and has oodles of storage.



My partner found the high-level oven/grill a bit of a nightmare as she is too short to see over the bottom-hinged door.



included) are reluctant to fit electronic ignition to hobs. I have no idea why this is, but it's a nuisance, nonetheless.

Plumbing that is up to domestic standards is also worth a mention. Features include easy-to-use monobloc mixer taps, and bottle traps in the wastes to prevent pongs coming up from the waste tank. Full marks are due here.

### Washroom

There's been some lateral thinking applied to the design of the bathroom, particularly regarding storage. In addition to the usual under-sink cupboard, there is a clever slide-out unit that extends across the mirror. Also, the riser rail on which the showerhead is located unclips from the bottom and hinges up to form a horizontal drying rail. Perfect for wet coats etc. A handy shower



*Classy washroom. Lots of wood and the grey sink lifts the whole area.*

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Lowered dining table and extended side sofa base combine to create a comfy, long double bed.



The rear bed's one-piece mattress sits on a base of springy wooden slats.

◀ The permanent rear bed benefits from interior pocket springing inside the mattress and flexi reading lights above.

seat is made from wooden slats; it hinges upwards or can be removed and used as a duckboard.

As if my reflection in the large wall mirror wasn't scary enough, Bürstner has put an adjustable magnifying mirror adjacent! Joking apart, it would be useful for discreet make-up application and precision shaving.

Objectively, everything worked as it should and there was more than sufficient elbowroom, even for porkers such as yours truly.

Subjectively, the wood finish to the cabinetwork and the smart silver-grey sink made one feel pampered. Those all-white moulded shower rooms are very practical, but they are so clinical. I am always in fear of Hattie Jacques appearing with an outsize hypodermic, shouting: 'Nurse, the screens!'

## Bedrooms

There are two really, one at each end. As previously stated, the T-Star range is designed for couples rather than families, though, sensibly, Bürstner has recognised that family members (in particular grandchildren) may like to come along. Hence beds for four and rear travel seats for two.

Let's start at the front with the dinette berth: making this bed up is not particularly difficult, though things do have to be done in the correct order and the table is quite heavy. Firstly, remove the squab cushion from the forward-facing seat and fold down the riser. Then remove the table from the upper wall support bar and replace the long single table leg with the supplied shorter one. Attach the table to the lower support bar on wall.



The useful garage would do so more than just carry your bike – if you have one!

◀ Clever or what? Slide-out storage unit for toiletries. See (additional) magnifying mirror top right.

Finally, lift and pull forward the inward-facing seat squab and rearrange cushions. The resulting bed is much longer than most made by converting dinettes. Perfect for lanky adolescents. I slept on it and found it acceptably flat and comfortable.

The rear bed, of course, has a one-piece mattress that doesn't have to do double-duty as seats, so the optimum degree of firmness for sleeping can be chosen. In this case, Bürstner has used continuous pocket interior springing with the mattress supported on springy wooden stays.

The climb up (and down) is aided by a clever pair of foldout steps that hides behind a cupboard door when not in use. Once you've settled your feathers you'll be able to read comfortably using the flexi-neck lights, and adjust the heating using the handy nearby control.

### Storage

You are unlikely to buy a motorcaravan featuring a garage layout unless you want a garage, so we'll start there. The entrance door is on our offside and this opens to reveal a well-constructed cavern with light, heat and tie-down cleats. Also 'starring' are some storage shelves, a dedicated bracket for the spare wheel (hooray!), and an access door for reaching the rear of the Combi boiler. See what I mean about this being a well thought-out conversion. Weight limit for the garage depends on the chassis specified. Do check this, plus the rear axle maximum loading and the size of the door aperture.

### Fabrics and finishes

The woodwork finish is called 'maple' and the soft furnishings are Florenz, though there are another nine to choose from. Florenz was for us and we would have chosen it for ourselves. I particularly liked the feature drapes and overlays at the sides of the windows, which had a touch of cosmopolitan chic about them.

I didn't use the supplied (removable) carpet during this test as it was raining cats and dogs for most of it, and the ground was spectacularly muddy wherever I went. The carpet itself was a sort of oatmeal colour, so would probably have been quite forgiving.



Access to the rear 'bedroom' is via a clever pair of foldaway steps.



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The high-level TV locker has tambour door and fitted turntable.

### Gizmos

There are far too many to mention them all, but here is a sample. The high-level telly cabinet has tambour doors and a slide-out turntable. A residual heat contraction allows the heat created by the engine to be utilised when you stop. Cab air-conditioning is pretty self-explanatory. The leisure battery is accessed through a seat locker and there is a long shoehorn conveniently located in a clip by the door.

As if that isn't enough, Bürstners purchased from Euro Motorhomes have yet more tackle, all installed for your comfort and safety. Firstly, they have Heosafe cab door security locks, a gas attack/carbon monoxide alarm, and a four-speaker radio/CD player. Secondly, Euro Motorhomes has added additional gas dropout vents near installed equipment. This is essential in my opinion. Next, Remis concertina cab blinds have been specified. (There is no reduction in the driver's field of vision when the blinds are retracted.) Finally, a 230V hook-up lead is included. Everything I mention here is included in the on the road price quoted.

Glaring omissions (in my opinion) were a fire extinguisher, fire blanket and smoke alarm.

### Star rating

So, is the T-Star 695 in the ascendant? The answer is yes, overwhelmingly so. In fact, although not perfect, this is one of the most appealing

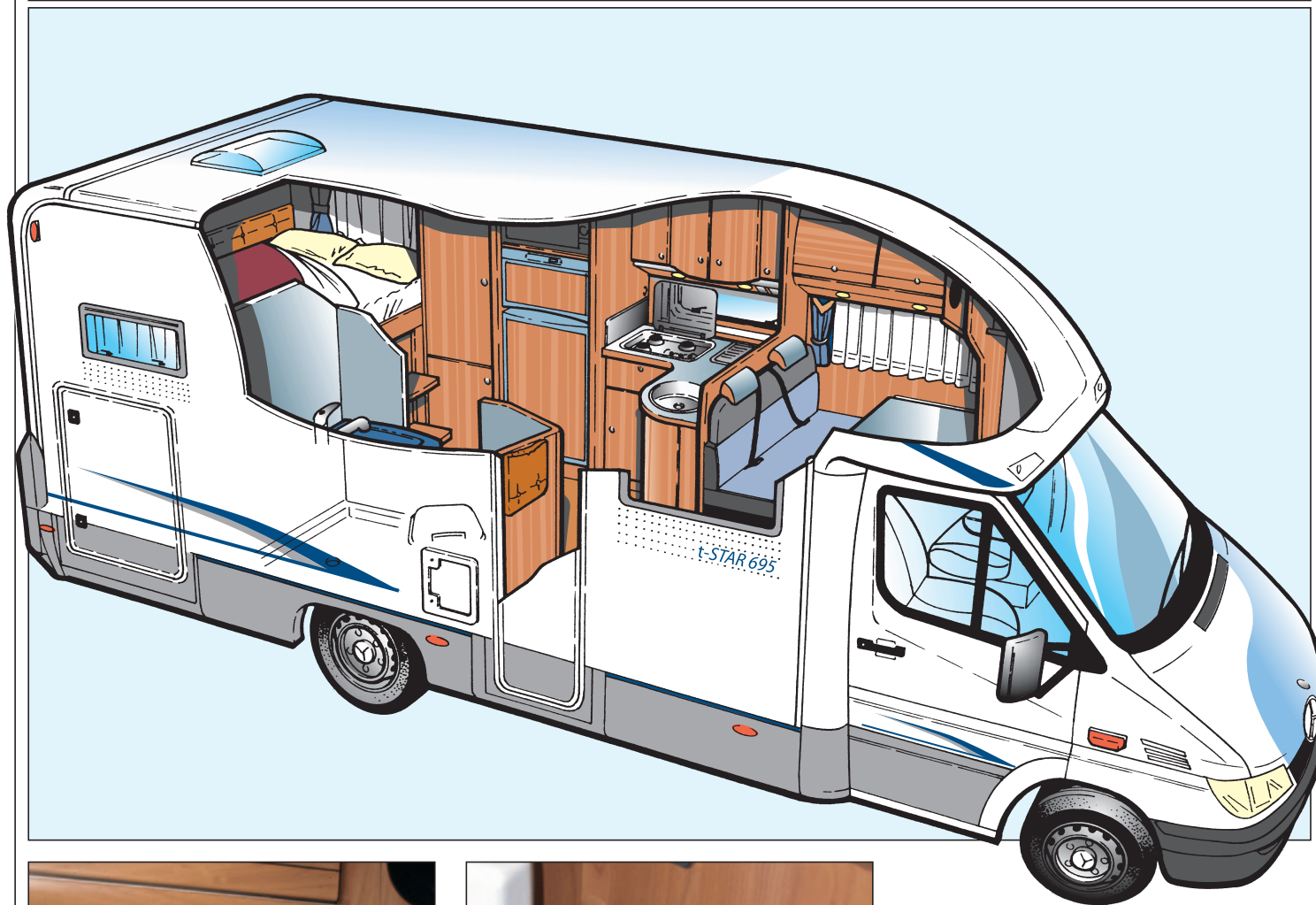


The latest in cab blinds is fitted as standard - neat and effective.

motorhomes I've tested this year. The T-Star 695 is not compromised at all and has a feeling of quality.







The feature drapes and overlays at the sides of the windows add a touch of cosmopolitan chic.



If the great outdoors beckons this handy shoehorn will help to ease on your boots.

**I liked**

- Mercedes base vehicle
- Powerful motor
- Springshift transmission
- Well thought out layout
- Fit and finish
- The garage (and its features)
- One-piece mattress with pocket springing for the rear bed
- Space/water heater control near bed
- Brit-friendly kitchen
- Lounge lighting

**I would have liked**

- 230V mains socket near table
- Electronic ignition for hob
- Front and rear mudflaps

**I disliked**

- Absence of fire extinguisher, fire blanket and smoke alarm
- Bottom-hinged oven door



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## SPECIFICATION

### The vehicle

**Base vehicle & engine type:** Mercedes-Benz 316CDI long wheelbase chassis cab with 2.7-litre 5-cylinder common-rail turbocharged and intercooled diesel engine

**Output:** 115kW (156bhp) @ 3800rpm

**Max torque:** 330Nm (243.4 lb ft) @ 1400-2400 rpm

**Gearbox & drive:** 6-speed Sprintshift automated manual transmission enabled by automatic clutch linked to manual gearbox. Manual override or fully automatic. Fascia-mounted gearlever, rear-wheel drive

**Brakes:** Servo-assisted dual-circuit, ABS disc brakes all round. Hand-operated parking brake works on rear axle using a separate set of shoes

**Steering:** Power-assisted rack and pinion. Soft-feel steering wheel

**Suspension:** Front: MacPherson struts, telescopic shock absorbers with transverse leaf spring. Rear: Twin parabolic leaf springs with telescopic shock absorbers

**Tyres fitted:** Continental Vanco 225/70 R15C 112/11R 8-ply

**Spare wheel position:** Inside rear garage on dedicated fixing point

**Fuel tank capacity/type of fuel:** 75-litres (16.5 gallons), diesel

**Instruments:** Speedometer, odometer, trip, tachometer, engine coolant temperature, fuel level, digital clock, exterior temperature, gear selection indicator

**Warning lamps:** ASR (skid control), turn indicators, low brake fluid, rear fog lamp, main beam selected, low battery charge rate, worn brake pads, engine oil level low and/or low oil pressure, handbrake applied, fuel filter contaminated, low coolant level, ABS deactivated, engine diagnostics malfunction, ASR deactivated, ASSYST (service indicator), engine preheater, low windscreen washer fluid, auto central locking activated, air-con operating, cab air recirculation selected, residual heat applied, electrically-operated exterior entrance step extended

**Windscreen wiper controls:** Stalk on right-hand side of steering column. Down for intermittent wipe, up for slow/fast wipe. Push button on end for three wipes with electric screen wash

**Immobiliser/alarm:** Mercedes key-code electronic engine immobiliser. No intruder alarm fitted

**Other features:** Electrically-operated adjustment and heating of exterior mirrors, electric cab windows, key-operated cab door central locking, multi-outlet heating and ventilation system linked to cab air-conditioning, driver and passenger airbags, four-speaker stereo radio/CD player

### Performance & economy

**Achieved 30-50mph acceleration time:** Sprintshift in fully automatic mode: 9.3 seconds. Changing gears manually: 8.5 seconds

**Fuel consumption during test:** 21.76 mpg overall

### The caravan

**Body type & construction:** Low profile coachbuilt using aluminium-clad bonded sandwich construction. Aluminium side skirts

**Insulation:** High-density polystyrene sandwich. Sides and roof 25mm, floor 50mm

**Conversion NCC badged as EN1646 compliant:** No

**Warranty:** Two years base vehicle, one year caravan, five years water ingress

**Number of keys required:** Two. One for base vehicle, one for caravan

**Windows & doors:** Acrylic double-glazed windows. All top-hung except one slider on offside (forward of caravan door). One-piece entrance door with burstproof lock and window

**Additional ventilation:** Seitz Heki wind-up panoramic rooflight, two other standard-sized rooflights

**Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows. White voile scalloped privacy curtains. Three-layer décor drapes to all windows except kitchen. Remis concertina blinds to windscreen and cab windows

**230V AC system:** Mains hook-up, two unswitched 230V sockets, smart battery charging, 230V feed to fridge/freezer

**12V DC system:** Leisure battery feeds individually fused circuits and management/control panel. Three unswitched 12V sockets

**Capacity of caravan battery:** 75 amp hr

**Lighting:** All 12V operation. Central luminaire above table, halogen downlighters, flexi-stalk halogen reading lights, diffused illumination in shower cubicle, interior light for garage, awning light

**Cooking facilities:** Cramer 3-burner stainless steel, manual ignition, gas hob. Combination gas grill/oven unit mounted above fridge/freezer

**Extractor fan/cooker hood:** None fitted

**Refrigerator:** Dometic RM7505 three-way two-door fridge/freezer with AES (Automatic Energy Selection). Capacity: 135-litres

**Sink & drainer:** Stainless steel circular bowl with separate drainer

**Water system:** Pumped hot and cold water to washroom basin, shower mixer and kitchen sink

**Water heater:** Truma Trumatic C3402 Combi, gas only operation, 12.5 litres (2.75 gallons) capacity, output: 3.4kW

**Fresh water tank:** Inboard, located under forward-facing dinette seat, 100 litres (22 gallons) capacity

**Fresh water level gauge:** Analogue meter on management panel

**Waste water tank:** Located underfloor, immediately behind rear axle, 90 litres (19.8 gallons) capacity

**Waste water level gauge:** Analogue meter on management panel

**Space heating:** Truma Trumatic C3402 Combi, gas only operation, outlets in living area, washroom and garage

**Gas locker:** Externally accessed, located nearside, sealed from interior, vented to exterior, 2 x 13kg cylinders capacity

**Shower compartment:** Situated offside amidships. Washbasin with monobloc mixer tap, large wall mirror, adjustable (magnifying) make-up/shaving mirror. Sliding drawer-style storage unit, cupboards, coat/towel hooks. Separate walk-in shower compartment with wooden slatted seat, monobloc mixer tap, showerhead on riser rail. Riser rail converts to ailer/drying rail for clothes/towels

**Seating:** Forward lounge comprising of two swivel cab seats, forward-facing double travel seat, inward-facing sofa

**Table(s)/storage:** Single leg extendable table locates on wall-mounted support rail. Extra leaf has no dedicated storage

**Berths:** Four. One double in lounge, one double in permanent berth above garage

**Rear restraints:** Two forward-facing seats with three-point inertia reel seatbelts

**Wardrobe:** On nearside adjacent to rear bed with hanging rail

**Flooring:** Removable bound-edge carpet over patterned vinyl floor in caravan and over plasticised rubber flooring in cab

**Additional features:** Exterior access locker, garage with tie-down cleats, electrically-operated step, TV locker

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

**Overall length:** 7.16m (23ft 6in)

**Overall width (excl mirrors):** 2.30m (7ft 6.5in)\*

**Overall width (incl mirrors):** 2.70m (8ft 10in)

**Overall height:** 2.76m (9ft 1in)\*

**Length of wheelbase:** 4.02m (13ft 2.5in)

**Length of rear overhang:** As measured from centre of rear wheels, 2.18m (7ft 2in) - 54.29 per cent of wheelbase

**Turning circle (kerb to kerb):** 14.8m (48ft 6in)\*

**Driver's maximum leg length:** 1.11m (43.5in)

**Step-up height to caravan:** 280mm then 180mm then 220mm (11in then 7in then 8.5in)

**Door aperture:** 1880mm x 495mm (6ft 2in X 1ft 7.5in)

**Interior length from dash:** 5.77m (18ft 11in)

**Interior length behind cab:** 4.78m (15ft 8in)

**Interior width at waist height:** 2.18m (7ft 2in)

**Interior height:** 1.88m (6ft 2in)

**Work surface height:** 915mm (3ft 0in)

**Table dimensions:** (Extended) 1320mm long x 615mm wide x 735mm high (4ft 4in x 2ft 0in x 2ft 5in)

### Bed dimensions:

(1) Permanent transverse double

**Mattress length:** 2.03m (6ft 8in)

**Mattress width:** 1.38m (4ft 6.5in)

**Mattress depth:** 130mm (5in)

**Available headroom:** 810mm (2ft 8in)

(2) Dinette double

**Mattress length:** 2.11m (6ft 11in)

**Mattress width:** 1.03m (3ft 4.5in)

**Mattress depth:** 110mm (4.5in)

**Shower compartment and washroom:** 1510mm wide x 900mm deep x 1880mm high (4ft 11.5in x 2ft 11.5in x 6ft 2in)

**Wardrobe:** 550mm deep x 400mm wide x 1400mm high (1ft 9.5in x 1ft 4in x 4ft 7in)

**Gas locker:** 680mm wide x 390mm deep x 670mm high (2ft 2.5in x 1ft 3.5in x 2ft 2.5in)

**Gas locker door aperture:** 600mm high x 340mm wide (1ft 11.5in x 1ft 1.5in)

**Garage door aperture:** 1070mm high x 810mm wide (3ft 6in x 2ft 8in). Threshold height from ground: 510mm (1ft 8in)

**Max authorised weight:** 3500kg

**Unladen mass:** 3020kg (316CDI)

**Load capacity:** 480kg (316CDI model without extras)

**Price** (all prices include VAT)

**Standard model:** £45,190 (on the road) 313CDI with 2.2TD engine

**As tested:** £47,112 (on the road) see options below

**Optional extras** (\*starred items fitted to test vehicle)

**Base vehicle options:** Upgrade to 316CDI (£1150)\*, Sprintshift transmission (£772)\*, automatic transmission (£1629), upgrade to 3800kg chassis (£281), alloy wheels (£574)

**Caravan options:** Roof rack & ladder (£449), 2-bike rack (£178), motorbike carrier for rear garage (£238), kitchen extractor fan (£111), generator (£3096), Blizzard living area air-conditioning (£1404)

**Note:** A full list of base vehicle and caravan options is available from your nearest Bürstner dealer.

**Bürstner T-Star 695 kindly supplied for evaluation by:**

Euro Motorhomes Ltd, Unit 6 Jackson Place, Wilton Road Estate, Humberston, Cleethorpes, N E Lincolnshire DN36 4BG (tel: 01472 811036; web site: [www.euromotorhomes.co.uk](http://www.euromotorhomes.co.uk)).

**Official UK importer:**

Bürstner Caravan UK, PO Box 164, Bishop Auckland DL13 1WZ (tel: 01388 537960).

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