

DEVON AZTEC



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DAVID AND GOLIATH

Good value, long wheelbase high tops from little-and-large converters fight for supremacy



Not long ago, someone with 35 grand for a new 'van would have had a plethora of models and layouts to choose from. Owing, in part, to the falling pound, the field is

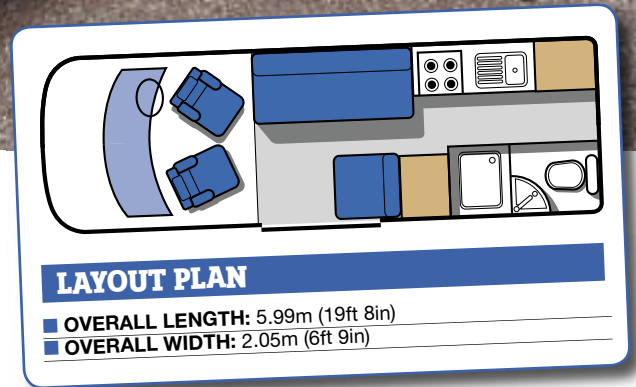
now much smaller. Here, we test two high top contenders, from established converters. One, the Trigano Tribute 650, is from a family of 'vans made in huge quantities in Italy and imported by Tribute Motorhomes, based at Auto-Trail's Grimsby site (Auto-Trail is part of the Trigano Group). With these economies of scale, the 650 can be supplied with a high specification and at a keen price. The other is from small home-grown converter, Devon Conversions - confusingly, based in County Durham. Devon has been converting panel vans of all breeds for many years. Will Devon's Aztec be capable

LAYOUT PLAN

- OVERALL LENGTH: 5.99m (19ft 8in)
- OVERALL WIDTH: 2.05m (6ft 9in)



TRIGANO TRIBUTE



of competing with the might of Trigano on value for money, conversion quality and design?

Both 'vans are built on the same base: the ubiquitous long wheelbase Fiat Ducato high roof panel van.

Aztec has the 120bhp engine as standard, and the test vehicle came with metallic gold paint. Graphics are tasteful, the 'Aztec connection' denoted by a suitably angular lizard motif. The Tribute has as standard, a 100bhp motor and in Classique (basic model) trim, features ivory-coloured paintwork. Pay extra for the Sport version and it looks very different, with

dark metallic paint, roof rails and other refinements.

Aztec features the rear lounge layout that is currently undergoing a renaissance, with kitchen and washroom further forward. This offers a cosy seating area, well away from the wet blast generally encountered on opening the sliding door on a British summer's day. However, opening the back doors gives the option to enjoy close encounters with the balmy outdoors if, perchance, the sun shines! On the downside, just two can travel, as only the

cab seats have belts.

Tributes are imported in three layouts: the medium wheelbase 550; the long wheelbase, rear-fixed-bed 655; and this, the 650 exclusive to the British market. This features the ever-popular forward lounge. With side sliding door open, glorious sunshine and a fabulous view, there's nowhere better to sit than the settee opposite. A belted passenger seat immediately behind the door means three can travel. Kitchen and washroom are located on opposite sides towards the rear. There's a twist too: Tribute 650 squeezes in a separate shower compartment and a massive fridge/freezer into its sub-six-metre length. How do these two designs compare? Let battle commence!

MOTIVE POWER

Predictably, both are similar to drive. Aztec has the advantage of the higher output engine (120bhp against 100bhp) and six speeds in the gearbox (rather than five), but there isn't



1 A relatively Spartan cab - passenger airbag and cruise control are optional extras

2 The cab has passenger airbag and cruise control as standard, plus the all-important 'wood' trim

On Test Devon Aztec & Trigano Tribute 650 Classique



DEVON AZTEC



WE LIKED

- Base vehicle
- Internal layout
- Quality fittings
- Easy-to-make beds
- Size of beds
- Well-equipped washroom
- Spare wheel as standard

WE WOULD HAVE LIKED

- Stainless steel draining board
- Rear door to, and greater capacity for, the gas locker
- Passenger airbag as standard

WE DISLIKED

- Skimpy curtains at rear doors
- Raised edge trim on table and work surfaces

3 Useful forward 'snug' has optional TV point

4 If the sun ever shines you can open the back doors

5 Washroom and kitchen stand forward of the U-shaped lounge

6 The table swivels to allow easier access

a huge difference until you reach motorway speeds, when the extra power and higher top gear sees more relaxed travel. Both converters also offer the 157bhp (3.0-litre) engine with ComfortMatic automatic gearbox. This option is a stormer, but not cheap!

With either engine, the Fiat Ducato X250 is - in most circumstances - lovely to drive. It's economical, handles nicely, has comfortable seats and a smooth, dash-mounted gearbox, with well-spaced ratios.

Initial problems with leaking scuttles seem to have been fettled, while the main continuing issue seems to be a too-high reverse gear, which can lead to cooking clutches and juddering when reversing on steep hills or grass - especially with the six-speeders. Early reports indicate that the new ComfortMatic/160 Multijet engine doesn't suffer similarly. Partial remedies are available to those whose 'vans misbehave (at least, those who complain) with conflicting reports as to how successful these modifications are.

Apart from engine output, differences between these two centre on cab specification. The Trigano is better equipped as standard, with cruise control, passenger airbag and the 'all-important' faux-wood trim. Cab air-conditioning, however, is extra. Devon offers all three as part of an optional Designer Pack.

ROAD MANNERS

Driving these vehicles on narrow, twisting country roads highlighted their excellent handling. However, you must watch your nearside door mirror when negotiating left-hand bends - with the long wheelbase, it would be easy to clip a kerb. Those big mirrors are useful, although vulnerable in tight places. Rearwards visibility is pretty good in the Devon, through the two back-door windows. By contrast, the Trigano has solid back doors, and here I would want reversing sensors.

Full marks to Devon - Aztec rode peacefully, with few rattles and squeaks, aided by a Spiniflo cooker lid specifically designed to avoid that 'Caribbean steel-band' effect. Moreover, the blinds fitted to our prototype have been superseded in production by Seitz S5 cassettes (with pleated blinds), which are even quieter. Tribute was noisier, with a rattle from the Midi Heki rooflight above the lounge and chattering cupboard doors; but we've experienced far worse.

Both vehicles drive easily and give confidence, but Aztec's more powerful motor, quiet manner and extra visibility wins it this round.

LOUNGE AND DINE

Same base vehicle maybe, but very different interior designs. Tribute has a front lounge with offside settee, physically limiting the driver's seat swivel - the

passenger's has no such problem. The step up from lounge to cab is sturdily protected by metal edging and the passenger seat's occupant must rest their feet on this, otherwise a severe case of 'dangling feet' syndrome results. Indeed, all the seating is too high for comfort and the settee backrest has no rake. The travel seat by the side door does have rake, but its design concerned us. I'm not qualified to judge engineering, but the sliding mechanism converting this seat to a bed is retained purely by a press-stud strap.

Moreover, the metal slide appeared flimsily attached. In a crash, it appears you'd be held only by the seatbelt (albeit firmly attached to a hefty, wood-covered, metal frame).

Tribute décor is modern, with wood strip-effect vinyl flooring and upholstery in a pleasing beige, grey and brown abstract pattern. The cab has practical - if unlovely - black floor matting. Apart from in the washroom, all living area windows have blinds, and there are curtains above the settee. A Midi Heki rooflight over the lounge and two windows afford good daytime illumination. A bracket above the rear travel seat allows a 'goggle-box' to be viewed from the settee and swivelled cab seat. Warm brown woodwork is pleasing in the lounge, but further back (with the wardrobe on one side, washroom on t'other and no back door windows), the effect is a little overpowering and gloomy.

For dining, there are two sockets in the lounge floor, offering alternative positions for the table, the top of which, stores on the back of the washroom. This means opening both back doors to retrieve the table - a nuisance in bad weather. The table leg is strapped in the wardrobe - spring-clips here, would be less fiddly. Although the table is sizeable and stable in use, neither socket affords a comfortable dining position for more than two, and it's a particular stretch for front seat passengers.

Aztec, meanwhile, has two large (over six feet in length) rear settees, so affords luxurious feet-up lounging. Seat height is better than in the Tribute, although the backrests aren't raked. Firm bolsters are supplied and you can recline against them without squashing into the back door windows.

Upholstery has a beige pattern, not dissimilar to its rival's. A television bracket is fitted above the front end of the offside settee, with the retracted aerial pole by the offside rear door. Big windows are fitted to each side of the lounge, so there's plenty of light, especially with the MPK rooflight above. LED-powered reading lights are fitted above the rear of each settee and there are two ceiling-mounted fluorescent striplights.

There are no reading lights in the Trigano - with just two ceiling-mounted fluorescent domes and two under-cupboard lights - night time could be dim.

Woodwork in the Devon is pale with a pleasing grain - it's called Apfel, apparently. The floor is wood-effect vinyl. Carpets can be specified as extra, but we always roll these up and store until re-sale anyway. There are carpets in the cab and they'd get the same treatment.

For dining, you remove the table top from its perch on the nearside back door (achievable from inside), its leg from spring-clips in the offside underbed locker and place it in the floor socket provided. The table's raised-edge trim makes sweeping crumbs

TRIGANO TRIBUTE



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WE LIKED

- Base vehicle
- Flush finish to tabletop and work surfaces
- Big fridge/freezer
- Webasto diesel-fired space heater

WE WOULD HAVE LIKED

- Spare wheel
- Stainless steel draining board
- More kitchen work surface
- Better lighting
- Reversing sensors/camera

WE DISLIKED

- The beds
- Rough finish to some woodwork
- Over-high seating
- Travel seat design
- Poky washroom with small shower

7 The rear of the 'van features floor-to-ceiling woodwork

8 A bad case of 'dangling feet' syndrome

9 Front lounge design sees all the services grouped aft

10 In good weather you can be part of the great outdoors

On Test Devon Aztec & Trigano Tribute 650 Classique



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and cleaning a chore (this applies to the kitchen work-surfaces too). This is one area in which Tribute scores: its table and work-surfaces have a flush finish. Aztec's table boss is offset (so it can swivel to allow easier access and egress), but it's therefore less stable. However, the seating arrangement for dining is better.

Not only does Aztec boast a splendidly comfortable lounge, it also offers a small 'snug' in the cab area. Both seats swivel, but the driver's seat only turns partway. Once again, legs dangling over the step are a problem, so it's really only suitable for one person, with feet on the cab floor. However, behind the driver's seat is the fridge, which has a really useful work-surface above. Devon has placed a small window there, plus a reading light and (optional) second TV aerial point. If the missus wants to sleep and you want to watch Match of the Day (using earphones naturally), there's an ideal solution!

For us, the Aztec won this stage hands down, with better comfort, seat height and versatility.



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11 Kitchen utility is greatly enhanced by lift-up work surfaces

12 An unpretentious, but well-equipped washroom

COOK'S QUARTERS

Both 'vans have kitchens designed to appeal to the British market, which requires more than two burners and a fridge!

Trigano places the kitchen aft of the settee (protected by a glass screen) - offering a Spinflo three-burner hob and oven/grill combination, all with electronic ignition. There's a large stainless steel sink with mixer tap, which oddly, has a pullout shower hose, perhaps for use outside, via the kitchen window? There's no drainer - a dying breed these days; the Aztec is similarly lacking. More seriously, work surface is also lacking. There's a mains socket below the sink, but little space for an electric kettle. Two drawers, one for cutlery (open below the sink) and two usefully large cupboards complete the kitchen unit. Overhead is one large, unshelved cupboard and two small, rail-fronted shelves. Opposite, is a huge Dometic fridge/freezer, giving a total of 167 litres of capacity - big enough for any gastronomic gathering.

Aztec's kitchen is on the nearside (partially

HEAD-TO-HEAD DATA

DEVON AZTEC

PRICE

- From: £32,940 OTR
- As tested: £34,029 OTR

BASICS (*manufacturer's figures)

- Berths: 2
- Three-point belted seats: 2 (including driver)
- Warranty: Base vehicle, conversion and water ingress 3 years
- Badged as NCC EN1646 compliant: Yes
- Construction: All-steel high roof panel van. Caravan entrance (sliding side door) on UK nearside
- Length: 5.99m (19ft 8in)*
- Width: 2.05m (6ft 9in)*
- Height: 2.59m (8ft 6in)*
- Wheelbase: 4.03m (13ft 2.5in)*
- Rear overhang: 1.01m (3ft 3.5in)
- Maximum authorised weight: 3500kg
- Payload: 950kg (after the vehicle in working order)

THE VEHICLE

- Engine: 2.3-litre turbo-diesel producing 120bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Brakes: Servo-assisted discs all round with ABS
- Suspension: Front: Independent. Rear: Rigid axle
- Features: ABS, driver's airbag, trip computer, electric windows and mirrors, central locking, radio/CD player, central storage locker, door bins, cab carpet, spare wheel

INSIDE

- Layout: Swivelling cab seats ahead of offside fridge (with worksurface over), wardrobe, washroom. Nearside kitchen. Rear U-shaped lounge
- Insulation: Thinsulate. Floor, walls and roof 25mm
- Interior height: 1.88m (6ft 2in) max

KITCHEN

- Sink: Smev stainless steel with hinged glass lid, mixer-tap (no drainer)
- Cooker: Smev half-height stove with hinged glass lid, four-burner hob, separate grill and oven. All with electronic ignition

- Fridge: Dometic three-way with freezer compartment. Capacity 90 litres

WASHROOM

- Toilet: Thetford C402 bench-type with built-in flush-water supply. Cassette on wheels
- Basin: Plastic drop-down type, pull-out mixer tap doubles as shower head
- Shower: Plastic tray-floor with single drain, nylon shower curtain

BEDS

Offside single

- Length: 1.89m (6ft 2.5in)
- Width: 700mm (2ft 3.5in)

Nearside single

- Length: 1.93m (6ft 4in)
- Width: 700mm (2ft 3.5in)

Alternative Longitudinal Double

- Length: 1.93m (6ft 4in) max
- Width: 1.86m (6ft 1in)

EQUIPMENT

- Fresh water tank: Underslung, 66 litres (14.5 gallons), uninsulated
- Waste water tank: Underslung, 50 litres (11 gallons)
- Water and Space Heater: Truma Combi with blown-air, gas-mains operation
- Leisure Battery: 110 amp hr
- Gas: 2 x 4.5kg cylinders
- Lighting: 2 fluorescent ceiling-mounted strips and 2 LED reading lights in lounge, 1 LED light over fridge and 1 ceiling-mounted fluorescent located centrally, opposite door, fluorescent strip over cooker, dome light in washroom.
- Sockets: 230V: 3. 12V: 2

OPTIONAL EXTRAS

Fitted to test vehicle

- Base: Metallic paint (£394)
- Conversion: TV and aerial pack (£695)

Other options available

- Base: Designer Pack - cab air-conditioning, passenger airbag, reversing sensors, cruise control, alloy wheels, mudflaps (£2000), upgrade to 157bhp engine/ComfortMatic auto gearbox (£3220)
- Conversion: None

E&OE

behind the sliding door) and goes one better: four-burner Smev hob, with separate grill and large oven below (again with electronic ignition), and a large stainless steel sink (with mixer tap), also by Smev. Both have rattle-free glass lids. There's a cutlery drawer, further drawer and two large cupboards as part of the unit, plus a long, lipped shelf above the sliding door. It scores heavily, in having two worktop flaps, one at each end of the kitchen (plus the previously mentioned work surface above the fridge behind the driver's seat). Mains and 12V sockets are conveniently sited there too, along with a high-level cupboard. At 90 litres, the Dometic fridge (with small freezer compartment) is considerably smaller than the Tribute's, but probably adequate for most.

BATHING SPACE

A major feature of this Tribute is the separate shower within the washroom (which occupies the nearside rear). There's a Thetford swivel-bowl loo (which unusually, has adequate clearance around it for cleaning purposes)

and a small fixed basin in a vanity unit. This promises voluminous storage, but actually, only has a small cupboard. Loo roll holder, towel rail and large mirror are provided. There's a translucent window (without blind) and a rooflight over the shower. The loo has space to sit, but not much elbowroom. Forwards is the shower compartment, separated by a curtain. Three of its walls are wood-faced, so need the curtain's protection - making the showering area smaller and potentially clammy. The single drain hole is to the front. Oddly, the loo also sits in its own mini shower tray-style floor, with another drain: is my aim *really* that bad?

Aztec's washroom is opposite the kitchen. Lined with smooth wallboard, it contains the most up-to-date bench-type toilet (with its own flush-water supply) and a big drop-down washbasin. The mixer tap pulls out, forming the showerhead and there's a mirrored, shelved cupboard with shelf above. A curtain protects the door and cupboard, and a loo-roll holder and towel ring are fitted. There's

HEAD-TO-HEAD DATA

TRIGANO TRIBUTE 650 CLASSIQUE

PRICES

- **From:** £33,529 OTR
- **As tested:** £33, 529 OTR

BASICS (*manufacturer's figures)

- **Berths:** 2
- **Three-point belted seats:** 3 (incl. driver)
- **Warranty:** Base vehicle, conversion and water ingress 3 years
- **Badged as NCC EN1646 compliant:** No
- **Construction:** All-steel high roof panel van. Caravan entrance (sliding side door) on UK nearside
- **Length:** 5.99m (19ft 8in)*
- **Width:** 2.05m (6ft 9in)*
- **Height:** 2.59m (8ft 6in)
- **Wheelbase:** 4.03m (13ft 2.5in)*
- **Rear overhang:** 1.01m (3ft 3.5in)
- **Maximum authorised weight:** 3300kg
- **Payload:** 520kg (after allowance for driver @75kg, 90 per cent fuel)

THE VEHICLE

- **Engine:** 2.2-litre turbo-diesel producing 100bhp
- **Transmission:** 5-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted discs all round with ABS
- **Suspension:** Front: Independent. Rear: Rigid axle
- **Features:** ABS, driver and passenger airbags, cruise control, trip computer, electric windows, central locking, central storage locker, door bins, cab carpet, faux wood dash trim

INSIDE

- **Layout:** Swivelling cab seats ahead of offside settee, kitchen, wardrobe, nearside rear travel seat, fridge/freezer, washroom
- **Insulation:** Floor, walls and roof 27mm
- **Interior height:** 1.88m (6ft 2in) max

KITCHEN

- **Sink:** Spinflo stainless steel bowl with mixer tap (no drainer),
- **Cooker:** Spinflo half-height stove with hinged glass lid, three-burner hob, combined oven/grill. All with electronic ignition
- **Fridge:** Dometic three-way fridge/freezer with Automatic Energy Selection. Capacity 167 litres

WASHROOM

- **Toilet:** Thetford C200 swivel-bowl electric-flush cassette
- **Basin:** Fixed in vanity unit with mixer tap
- **Shower:** Separate compartment with single-drain tray, nylon curtain, mixer, shower head on fixed bracket

BEDS

- **Offside single**
- **Length:** 1.79m (5ft 10.5in)
- **Width:** 680mm (2ft 3in)
- **Nearside single**
- **Length:** 1.82m (6ft 0in)
- **Width:** 750mm (2ft 5.5ins) max
- **Alternative transverse double**
- **Length:** 1.80m (5ft 11in) max
- **Width:** 1.50m (4ft 11in) max

EQUIPMENT

- **Fresh water tank:** Underslung, 85 litres (18.7 gallons) uninsulated
- **Waste water tank:** Underslung, 90 litres (19.8 gallons)
- **Water heater:** Truma boiler, gas-only operation
- **Space Heater:** Webasto with blown-air, diesel-only operation
- **Leisure Battery:** 85 amp hr
- **Gas:** 2 x 6.5kg cylinders
- **Lighting:** Central fluorescent dome in lounge, light above settee, fluorescent under top kitchen cupboard, ceiling-mounted fluorescent to rear, ceiling-mounted light in washroom
- **Sockets:** 230V: 3 12V: 1

OPTIONAL EXTRAS

Fitted to test vehicle

- **Base:** None
- **Conversion:** None
- **Other options available**
- **Base:** Sport version includes - Metallic grey paint, body-coloured bumper electrically-operated heated mirrors (total price: £1098), cab air-con (£1000), upgrade to 120bhp engine (£1373), upgrade to 157bhp engine and ComfortMatic auto gearbox (£4390)
- **Conversion:** Sport version includes - revised upholstery and work surfaces, cab blinds, LED lighting, removable carpets, roof rails (as above: £1098)

E&OE



13 Well-appointed kitchen unit suffers from lack of work surface. Big fridge/freezer is opposite

14 The separate shower is unusual in a high top

On Test Devon Aztec & Trigano Tribute 650 Classique



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DEVON AZTEC

a rooflight, but no window. Not a palatial washroom, but everything is well sealed and sensibly laid out.

Crucially, the Devon's washroom makes better use of available space than the Tribute and has a better toilet.

BEDTIME

Here lies the greatest difference between the two. Aztec's beds are easily described and quickly made. Useable as singles by removing the settee backrests and storing them in the cab, or as a huge double - achieved by pulling sturdy, metal-framed slatted bases into the centre of the 'van. The backrests provide the infill, giving a bed 6ft 4in long and 6ft 1in wide. Marvellous! The back door curtains, however, are skimpy: blinds, or better curtains, would improve matters.

How to describe the ordeal of bed making in the Trigano? It helps if you are into jigsaws! Two longitudinal singles, or a transverse double are theoretically possible. The offside single is relatively simple: remove the settee backrest and the base makes the bed. You don't use the driver's cab seat, as it's higher than the settee, so the resulting bed is only 5ft 10.5in long.

The nearside single is made (we think) using the swivelled passenger cab seat, notwithstanding the height discrepancy with the rest. The rear travel seat slides forward and the backrest lies flat. The small, removable headrest forms the foot of a bed that's just under six feet long.

The transverse double is made by pulling out the settee base and rear travel seat, and filling in with all available cushions. These are of roughly the same thickness, apart from the thinner headrest cushion. Distance between the sliding door and the opposite wall, is 6ft 1in, but the 'mattress' is only 5ft 9.5in (maximum) long. At widest, the double is 4ft 11in, but is less over most of it. Making the bed might politely be called a 'challenge,' and sleeping in it? Well, I'm not volunteering!



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15 This easily made king-sized bed earns the Devon top marks. Two good single berths are also possible

16 A usefully-sized wardrobe is neither too big nor too small. Note the small cupboards below, too, the lower of which holds the leisure battery

17 Rear windows are essential for this layout, with a lounge in the back

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STOREROOM

Taking into account a 75kg driver and 90 per cent fuel load, (but not gas or water), Trigano claims a payload of 520kg. Devon weighs its 'vans empty, and claims a 950kg payload for the Aztec, but you must deduct driver and fuel weights (90 per cent fuel is around 112kg) to make a comparison. Suffice to say, payload on both 'vans should be adequate for a holidaying couple.

But where to put it all? Both have slim overcab cupboards. The Aztec's was largely filled with a bag of insulated screens for cab blackout. In the Tribute cab screening of any kind was missing. Tribute's settee base locker is accessed from the front. Half is available for storage, the remainder houses the Truma boiler and leisure battery. There's also another under-settee locker, accessed from above (useful for shoes or bottles). The rear travel seat has a small cubby beneath, but most of the space contains the space heater. There are three cupboards above the settee and, at the rear of the 'van, a large wardrobe with double doors, lower shelf and a hole through which, one accesses the rear door handle! Gas locker is under the wardrobe, accessed via the back doors.

Aztec has five overhead cupboards in the lounge, with a long, lipped shelf beneath. Each side, behind the cupboards, is a bookshelf with fiddle rail. Under-settee storage is accessed



either through front flaps, or by lifting the bed base (supported by gas struts) - so designed, that seat cushions needn't be removed. The Truma Combi boiler lives under the offside settee. The small gas locker is in the rear of the nearside settee base - cylinders are (somewhat awkwardly) installed from above, but daily access is via a hatch in the settee base's front. The wardrobe - forward of the washroom - is reasonably sized with two cupboards below, the lower containing the leisure battery.

LIFE SUPPORT

Both 'vans feature Truma water heating - the Tribute using a gas-only powered boiler. Devon specifies the gas/mains-powered Combi, which also provides space heating via blown-air outlets in the cab step-well, washroom and offside seat base. Tribute's space heater is a diesel-fired Webasto unit, with outlets in the washroom, under the fridge and on the rear travel seat base. Each 'van has underslung fresh and waste water tanks, Tribute's being considerably bigger. With Tribute's tanks situated under the back, no spare wheel can be fitted - Aztec comes with a spare wheel as standard. Devon fits 25mm Thinsulate matting throughout, while Trigano claims 27mm thick insulation. However, in 'our' Tribute's overcab, thin lining board had separated, exposing the bare metal roof.

Final specification (and cost) of each 'van depends largely on optional extras chosen. The Sports version of the Tribute costs £1098 extra, for grey metallic paint, colour-coded bumper, electric mirrors and pleated blinds, plus different upholstery and finishes. Cab air-conditioning costs a further £1000. If choosing Aztec, the Designer Pack is desirable - for £2000, this includes cab air, twin airbags, cruise control, reversing sensors, alloy wheels and mud flaps.

CONCLUSIONS

For us, there could be only one winner - and it's by a knockout. Devon's Aztec is a super 'van, well designed and beautifully made - an excellent example of a rear lounge layout high top. Two could lounge, cook, dine, sleep and ablate with ease and comfort, carrying all their gubbins with them.

The Trigano promises much, but is outclassed here on specification, design and quality of conversion. The bed-making arrangements would give us nightmares - indeed, effectively converting a front lounge into beds always requires more ingenuity than the simple rear lounge design. Fortunately, for Trigano fans, there's an alternative: the 655, with its rear transverse fixed double bed, it looks like a more practical proposition. ■

TRIGANO TRIBUTE



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18 The finished jigsaw of cushion peices that makes this transverse double bed. Singles are possible, but there is a slight step between cab seats and the rest of the cushions

19 The large wardrobe has double doors. A hole under the bottom shelf gives access to the rear door handle. Gas bottles are stored below

20 Blacked out panels on the rear doors disguise a lack of rear windows



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VEHICLES LOANED FOR EVALUATION BY:

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