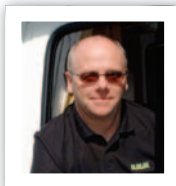


HOME-CAR DEVOTION FB



DEVOTED TO TWO

Classic Continental low profiles can be the perfect solution to economical touring for two

Words & pictures by Dave Hurrell



Classic or quite common - the choice of words to describe this month's tested twins depends on your point of view. One thing's for certain, both motorhomes contain one of the most popular - if not the most popular - layout, and are built on the most popular base vehicle.



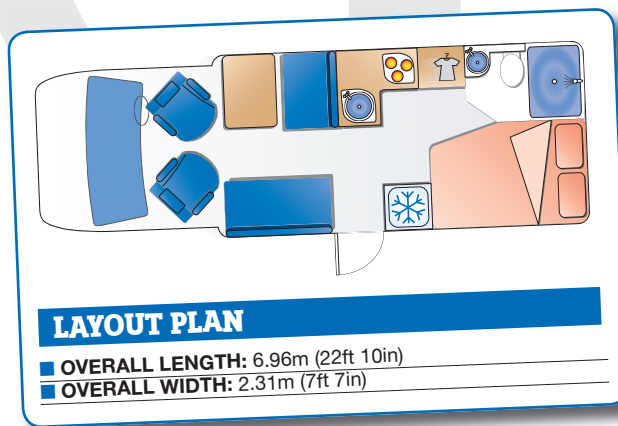
Whichever of the two you choose, you are going to get a Fiat Ducato to drive and, inside, a lounge ahead of kitchen and a fixed bed and washroom in the rear to live with.

It's an uncomplicated layout that, for a couple, provides separate living areas with every facility always available for use.

Meanwhile, the lounges convert into transverse beds for the occasional trip away with a 'little darling' or two.

Both the Home-Car Devotion FB and CI Carioca 694 are in the 6.5 to 7-metre class and both have a good view of the £40k price point - the Devotion from just over £2,000 above this critical price point, the Carioca from almost £3,000 below.

Converters are chalk and cheese, as CI is a well-known fixture in the UK market, and



LAYOUT PLAN

- OVERALL LENGTH: 6.96m (22ft 10in)
- OVERALL WIDTH: 2.31m (7ft 7in)

part of the mighty Trigano Group of European leisure companies that also includes within its fold another UK favourite - Auto-Trail.

Home-Car, meanwhile, has led a more chequered career: the Belgian firm had a relationship with Lancashire-based Lunar (producing the entry-level ranges of its products). It then went into liquidation and



Head-to-head test

CI CARIOCA 694



MOTIVE POWER

Both motorhomes are based on the camper-specific version of Fiat's doughty Ducato. These chassis are lower, making for easier entry (via low steps and doors).

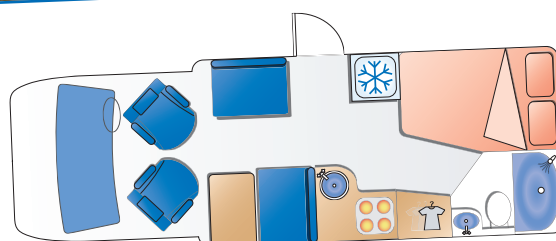
Both test vehicles were also fitted with optional engine upgrades. The 130 horses and six speeds in the gearboxes are desirable features (standard motor is 100bhp, with a five-speed gearbox) that give a bit more urge, while the cog box's most attractive talent is a higher top gear - think relaxed high-speed cruising at lower engine revolutions.

Cab appointments are quite basic in standard form, so it is probable that many buyers will get out the pen and start ticking the options lists. Expect to select options such as electric mirrors, air-conditioning and passenger airbags.

ON THE ROAD

In spite of the Devotion having a longer wheelbase and slightly shorter rear overhang than its rival, there was little discernible difference between the handling characteristics of both motorhomes.

As expected, both proved sure footed, with very willing performance. Cruising at the legal limit on our motorways was effortless with some poke in reserve for overtaking, not to



LAYOUT PLAN

■ OVERALL LENGTH: 6.77m (22ft 2.5in)
■ OVERALL WIDTH: 2.31m (7ft 7in)

Lunar stopped making motorhomes and these days concentrating on touring caravan production.

However, Home-Car has since risen phoenix-like from the ashes and now manufactures products, much as it did before.

One side benefit of the relationship with Lunar is the fact that its motorhomes have UK-handed caravan doors, unlike the overwhelming majority of Continentals, which place these doors on our nearside.

External looks are near peas-in-a-pod similar and it's detailing that sets the two apart. A more expensive caravan door (with window) and a twin-window sunroof above the cab begin to justify the Devotion's higher price, while the colour-matched bumper adds the icing on the cake. The Carioca meanwhile, sports a basic door and a standard black bumper that's probably better at dealing with scuffs and stone strikes.

mention those autoroute/autobahn runs.

With the excellent external mirrors and some interior rear through-view, I would not bother to specify a reversing camera on the back. Indeed, couples can mostly ensure stress-free reversing with a lookout standing at the rear.

Conversion noise fell into the 'acceptable' range, with both vehicles feeling solid, the Devotion slightly more so.

However, the Devotion blotted its copybook somewhat as the plastic surround to its overcab sunroof rattled when I drove on some less than smooth roads.

1 As in its rival, the Devotion's 130 horsepower motor is a worthwhile upgrade

2 The cab is basic in standard form



HOME-CAR DEVOTION FB



3 The Devotion's layout is a mirror image of the Carioca's

4 The decor is more in the neutral vein from Home-Car

5 The Devotion's lounge gives better headroom, thanks to a one-level floor. The dining table is, like its extension, lightweight

LOUNGE AND DINE

Interior decor schemes are very similar - neutral fabrics in the Devotion losing out slightly (depending on personal taste) to the Carioca's slightly funky red/brown striping on its seating and bed. In addition, the Carioca's chrome-trimmed high-level lockers look slightly classier than its rival's. Cabinets are mid-brown, floors wood block-style vinyl in both.

Here we have two Euro lounges in attendance and that means swivelling cab seats ahead of half-dinettes with inward-facing seats opposite.

As caravan doors are on opposite sides (Devotion on the nearside, Carioca on the offside), the layouts - and the lounges - are mirror images of each other.

As expected, both half-dinettes provide the two rear belted seats that'll let those occasional extra residents travel safely. So, all much of a muchness then? Well yes, but there is one crucial difference between the two: the Devotion features a flat floor through to the rest of the living area, while the Carioca has a step up into the lounge from the kitchen. That's fine once you've got used to it - and stopped tripping up - but it does affect headroom.

The Devotion has well over six feet, while the Carioca's minimum figure is five-foot-eleven in the lounge. So if you're tall, you may prefer the Devotion.

That said, most time in here is spent sitting, so it may not be a problem. As always, try before you buy.

Both dining tables feature extensions - the Carioca's is the pullout and pop-up type, while the Devotion's table slots in at the wall side and was found lurking in the wardrobe, and needing a dedicated home - some clips fitted here, methinks.

Although the Carioca's table is cleverer, the mechanism required to make the pop-up extension does make it very heavy. The Devotion's simpler table is much lighter and proved easier to handle when removed.

Seating for six and eating space for four in both lounge/diners works well, bearing in mind that - as is usually the case with this design - all the seating is rather upright.

The best seats in the house are the swivelled cab seats - an armchair apiece for

HOME-CAR DEVOTION FB

I LIKED

- Good performance
- Double-floor construction
- Colour-matched bumper
- High quality caravan door
- Lightweight table
- Separate drainer in kitchen
- Big fridge/freezer
- High quality mattress
- Usable lounge bed

I WOULD HAVE LIKED

- Rigid door to shower
- Better payload
- All-LED lighting

I DISLIKED

- On-road noise from sunroof
- Strange arrangement of washroom mirrors

CI CARIOCA 694

I LIKED

- Competitive price
- Good performance
- Attractive payload
- Fabrics
- Big fridge/freezer
- Sensible mirror in washroom

I WOULD HAVE LIKED

- A lighter table
- All-LED lighting
- Extra ceiling and reading lamps

I DISLIKED

- Lack of support for bed base when hinged up
- Lumpy, narrow lounge bed

our touring two.

Natural light levels proved good in both lounges, although the grey plastic surround to the Devotion's sunroof proved rather oppressive on a dull day. The Carioca simply provides a Midi Heki rooflight that does a good job.

The home for the television extends to a simple slot in the Carioca, which is able to accept a slide-out bracket. Its location, above the dinette seat means viewing should be adequate from cab seats, side sofa or, when swivelled, from the kitchen.

The Devotion's TV locker is aft of the caravan door and above the fridge. Strangely, it's a big box, designed, it seems, to take an old fashioned cathode-ray tube set. I think this feature is due a redesign, although I'd use it as a cupboard and mount my flat screen TV elsewhere.

COOK'S QUARTERS

This pair of galleys offers very similar facilities, including ovens and big fridge/freezers. As is usually the case with this L-shaped design, there is little useable work surface available. However, the Devotion scores points by providing a glass lid over the sink (which can be used as a working surface) and a useful separate circular drainer in the corner.

Both kitchens would benefit from drop-in chopping boards - the Carioca most of all, as such an item placed over the sink would work very well.

If there is no cutting board available as an option, I'd seriously consider getting my local joinery shop to make one.

Both kitchens have their oven/grill units, located nice and low down. The Devotion's oven even has a rotisserie, although its motor made such a horrible noise I'd suggest one would have to sit outside while the chicken was spit roasting, or wear ear defenders.

Cutlery drawers are present in both, while big cupboards provide useful low-level storage space. I say big and in the Devotion this means really big: its cupboard extends back, and right into the corner of the kitchen unit - great for all that tinned standby food, but you may need a torch and long arms to retrieve it.

Two pairs of overhead lockers complete the scenes, although it is the Devotion that scores higher here, as it also provides shelves in its pair.



6 View forward shows classic L-shaped kitchen aft of equally common Euro lounge

7 The Carioca's decor is a tad more classy and vibrant

8 The Carioca's lounge is a match for its rival, but headroom is more limited. Dining sees a pop-up table extension add versatility

On Test Home-Car Devotion FB v CI Carioca 694

HOME-CAR DEVOTION FB



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HEAD-TO-HEAD DATA

HOME-CAR DEVOTION FB

PRICE

- From: £42,142 OTR
- As tested: £45,050 OTR

BASICS

- Berths: 4
- Three-point belted seats: 4
- Warranty: 3 years base vehicle and conversion, 5 years water ingress
- Badged as NCC EN1646 compliant: No
- Construction: GRP clad sandwich construction low profile coachbuilt with plastic /GRP mouldings, alloy skirts
- Length: 6.96m (22ft 10in)
- Width: 2.31m (7ft 7in)
- Height: 2.89m (9ft 6in)
- Wheelbase: 4.03m (13ft 2.5in)
- Rear overhang: 1.93m (6ft 4in)
- Gross vehicle weight: 3,500kg
- Payload: 395kg (after allowance for driver @ 75kg, 90 per cent fuel)

THE VEHICLE

- Chassis: Fiat Ducato camper chassis cab
- Engine: 2.3-litre turbo-diesel producing 130bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Brakes: Discs all-round with ABS
- Suspension: Front: Independent on coil springs. Rear: Rigid axle on leaf springs
- Features: Electric windows and mirrors, remote central locking, driver and passenger airbags, cruise control, air-conditioning, JVC radio/CD/MP3 player with auxiliary input. No spare wheel

INSIDE

- Layout: Swivelling cab seats ahead of offside half-dinette, L-shaped kitchen, washroom. Nearside inward-facing sofa, fridge, longitudinal fixed double bed
- Insulation: Floor 34mm (sub-floor 9mm), walls 30mm, roof 41mm
- Interior height: 1.97m (6ft 5.5in)

KITCHEN

- Sink: Ovoid stainless steel bowl with hinged glass lid and folding chromed mixer tap, separate circular stainless steel drainer
- Cooker: Ovoid stainless steel three-burner hob with hinged glass lid, no ignition. Oven/grill with internal illumination, rotisserie, push-button ignition

- Fridge: Three-way fridge/freezer with automatic energy selection (SES). Capacity 175 litres

WASHROOM

- Toilet: C200 swivel-bowl, electric flush cassette
- Basin: Circular stainless steel bowl in vanity unit, chromed mixer tap
- Shower: Separate compartment, single-drain tray, nylon curtain, chromed mixer/hose/head/wall bracket, four shelves

BEDS

- Lounge transverse double
 - Length: 2.13m (7ft 0in)
 - Width: 1.33m (4ft 4.5in) max
- Fixed rear double
 - Length: 1.99m (6ft 6.5in)
 - Width: 1.28m (4ft 2.5in) max, 970mm (3ft 2.5in) min

EQUIPMENT

- Fresh water: 100 litres (22 gallons)
- Waste water: 85 litres (18.7 gallons)
- Water and space heating: Truma Combi boiler with blown-air, gas-only operation
- Leisure battery: 100 amp hr
- Gas: 1 x 7kg and 1 x 13kg cylinder
- Lighting: Lounge: 4 halogen downlighters, 2 LED eyeball lights. Kitchen: 2 rail-mounted halogen spots. Bedroom: 2 halogen downlighters, 1 eyeball light, diffused corner light. Caravan door: footwell light. Multi-lamp awning light
- Sockets: 230V: 3 (lounge, kitchen, TV locker). 12V: 1 (TV locker)

OPTIONAL EXTRAS

- Fitted to test vehicle
 - Base: Comfort Pack - passenger airbag, cruise control, cab air-conditioning, central locking (£1,325), upgrade to 130bhp engine (£1,583)
 - Conversion: None fitted
- Other options available
 - Base: 157bhp engine upgrade (£3,473), ComfortMatic automatic gearbox - only available with 157bhp engine (£1,583)
 - Conversion: Overcab bed (£1,929), cab blinds (£332), cab carpets (£71), living area carpets (£199), flyscreen door (£154), mains-power heating upgrade (£296)

BATHING SPACE

Washrooms follow the same basic (and classic) design, with vanity basins ahead of toilets and separate showers in the far rear. Unusually for continental motorhomes, both windows are translucent, so there's no issue with privacy. However, only the Devotion has a blind and, more importantly, a flyscreen fitted. Important, because in hot weather, you'll probably want to open the window, but still have the facility to keep biting insects at bay.

There's enough room to sit on both loos, and both are identical, well-liked Thetford C200s. These toilets swivel, so if you turn them to face the shower compartments you gain - with your feet in a shower - as much legroom as just about anyone could want. Vanity basins are both set into decent-sized surfaces with space for cosmetics, although the Carioca's is a touch bigger.

Showers are similar, but the Carioca, with its rigid door, wins the douche debate. The Devotion's nylon curtain is likely to be less successful as it'll almost certainly be attracted to a wet body.

Good-sized cupboards below basins (conventional in the Carioca, tambour-doored in the Devotion) and cupboards and lockers above, offer plenty of storage space for cosmetics, toilet rolls and the like.

One quirk of the Devotion is the fact that its mirrors (three of them) are set quite high and quite low. The high ones only just gave a view of my mug (I'm five-nine), while the low one saw me needing to sit on the loo to use it. The higher mirrors are probably of limited use (especially for women), but I imagine I could shave quite comfortably while perched on the toilet (and girls might apply 'slap'). The Carioca simply offers a good long mirror that - although far less interesting - can be used in conventional fashion.

BEDTIME

With the reason-to-buy fixed double beds it's all about comfort and size, so don't consider making that all-important buying decision before you've climbed aboard for a pretend snooze.

Having climbed aboard both the Devotion and Carioca beds, I can confirm that I would expect reasonable nights' sleep. However, the Devotion is equipped with a deep interior-sprung mattress that made the Carioca's rather firm foam job feel a trifle mean.

CI CARIOCA 694



Sizes are similar (give or take an inch or so), with the Devotion grabbing the lead at 1.99 metres (6ft 6.5in) long. Widths are good, but shy of domestic size - the Devotion winning again with a slightly wider bed. There's enough room to sit up in both while abed, but with the old problem of risking damage to the adjacent rear window's blind/flyscreen.

The Devotion offers pigeon hole-style shelves on one side that are big enough for specs, books and skinny drinking glasses. The Carioca makes do with a fabric pocket here, but a shelf above the head of the bed could be utilised, albeit at a stretch.

Lounge beds in this type of layout are notoriously imperfect and that's why I feel that most fall into the 'to be used occasionally' category. They can be hard to erect, with lumpy cushions and poorly designed supports. At one motorhome show I asked the maker's representatives to demonstrate a similar bed: 15 minutes later there was a still unmade bed and very red faces. It seems some converters view these beds as 'occasional' too!

And so to our tested twins, where both lounge beds proved reasonably easy to construct. Kneeling tables (both motorhomes' table legs bend in the middle and they hook onto the wall at a lower level) and strong side sofa sections that pull out, provide good support. However, it's here that the Carioca's very heavy table makes its presence felt - literally. I huffed, puffed, feared for my back and swore gently as I tried to position it at low level, while in the Devotion, the lightweight

9 Devotion's kitchen wins the day with a separate drainer and lidded sink

10 Above the fridge/freezer, the TV locker is old-fashioned

11 The washroom includes strangely located mirrors

12 The double bed is comfy thanks to a high quality mattress

13 The kitchen lacks both a drainer and a lid for the sink

14 Big fridge/freezer is a welcome sight

15 Carioca's washroom is sensibly arranged with lots of counter-top and a rigid-doored shower

16 The double bed is a good size, but the mattress proved rather firm

HEAD-TO-HEAD DATA

CI CARIOCA 694

PRICE

- From: £37,258 OTR
- As tested: £39,603 OTR

BASICS

- Berths: 3/4 (4 berths claimed)
- Three-point belted seats: 4
- Warranty: Base vehicle and conversion 2 years, water ingress 4 years
- Badged as NCC EN1646 compliant: No
- Construction: GRP clad sandwich construction low profile coachbuilt with GRP/plastic mouldings
- Length: 6.77m (22ft 2.5in)
- Width: 2.31m (7ft 7in)
- Height: 2.75m (9ft 0.5in)
- Wheelbase: 3.80m (12ft 5.5in)
- Rear overhang: 1.97m (6ft 5.5in)
- Gross vehicle weight: 3,500kg
- Payload: 600kg (after allowance for weight of driver, 100 per cent fuel, 50 litres fresh water, 90 per cent gas)

THE VEHICLE

- Chassis: Fiat Ducato camper chassis cab
- Engine: 2.3-litre turbo-diesel producing 130bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Brakes: Discs all round with ABS
- Suspension: Front: independent on coil springs. Rear: rigid axle on leaf springs
- Features: Electric windows, manual mirrors, remote central locking, driver airbag, cruise control. No spare wheel

INSIDE

- Layout: Swivelling cab seats ahead of nearside half-dinette, L-shaped kitchen, washroom. Nearside inward-facing sofa, fridge, longitudinal fixed double bed
- Insulation: Floor 53mm, walls and roof 31mm
- Interior height: 1.99m (6ft 6.5in), lounge 1.82m (5ft 11in) min

KITCHEN

- Sink: Circular stainless steel bowl with chromed mixer tap, no drainer
- Cooker: Stainless steel three-burner hob with hinged glass lid no ignition. Oven/grill with ignition
- Fridge: Three-way fridge/freezer with manual energy selection. Capacity 149 litres

WASHROOM

- Toilet: C200 Swivel-bowl electric-flush cassette
- Basin: Oval plastic bowl set into vanity unit, chromed mixer tap
- Shower: Separate compartment with single-drain tray, bi-fold doors, 4 shelves, mixer tap, showerhead on wall bracket, roof vent

BEDS

- Lounge single/double
- Length: 2.16m (7ft 1in)
- Width: 1.26m (4ft 1.5in) max, 970mm (3ft 2in) min
- Fixed double
- Length: 1.95m (6ft 5in)
- Width: 1.27m (4ft 2in) max, 930mm (3ft 0.5in) min

EQUIPMENT

- Fresh water: Inboard, 100 litres (22 gallons)
- Waste water: underslung 105 litres (23 gallons)
- Water and space heating: Truma Combi boiler with blown-air, gas-mains operation
- Leisure battery: 90 amp hr
- Gas: Capacity 2 x 13kg cylinders
- Lighting: Lounge: 2 single-tube fluorescents, 1 multi-LED ceiling lamp. Kitchen: 1 single-tube fluorescent. Bedroom: 1 multi-LED ceiling lamp, 2 Halogen reading lamps. Washroom: 1 multi-LED ceiling lamp
- Sockets: 230V: 3 (lounge, TV locker, kitchen). 12V: 1 (TV locker)

OPTIONAL EXTRAS

- Fitted to test vehicle
- Base: 100bhp to 130bhp (£1,737)
- Conversion: Mains power heating (£608) Other options
- Base: 100bhp to 157bhp engine/ComfortMatic automatic transmission upgrade (£4,800), tow bar (£1,402), Clima Plus pack - electric mirrors and cab air-conditioning (£1,140), passenger airbag (£245), Media pack (£490)
- Conversion: Heating upgrade (£228), living area carpet (£108), roof rack & ladder (£467), Flyscreen door (£217), bike rack (£133), motorbike rack (£1,755), anti-freezing pack (£254), cab curtain (£173), bedroom curtain (£94), TV bracket (£99)

HOME-CAR DEVOTION FB



HOME-CAR DEVOTION FB LOANED FOR EVALUATION BY:

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17 The lounge bed trumps its rival, as it's wider and flatter

18 Underbed storage is well arranged and easy to get at

19 The double-floor cavity houses the fresh water tank



table was easy to shift. The Carioca also needs two infill cushions to complete its bed, while the Devotion needed none.

The Carioca's bed is (at its narrowest) also narrower than its rival's, and in spite of the 'van being quoted as a four berth this bed - which is really only a generous single - questions that claim. Of course, a couple of youngsters could sleep here, but there's really only room for one adult, while the finished bed is a bit on the lumpy side. To the Devotion, and here the bed is bigger, flatter and makes it as a usable double. It's worth remembering that both beds will be far more comfortable if used with some kind of mattress topper - whether standard or memory foam - helping to cover all the joins between the cushions. Here we have our first emphatic winner of this test: if you plan on using the lounge bed often, the Devotion's is very much the best.

STORE ROOM

The biggest storage spaces first and, unsurprisingly, these are under the fixed beds. The Carioca has a decent-sized external hatch, while inside, half of the bed base (it's divided lengthways) lifts to let you in. sadly, it has no support to hold it up. the Devotion's underbed area seems, at first, to be near identical - even putting the Truma heater unit in the same place. However, here the similarity ends, as the whole bed base rises (gas-strut assisted and supported), while the external hatch is bigger. All very good, and closer inspection reveals a narrow slot below the locker's floor that extends across the width at the rear. This is a great place to stash long flat items, and it also gives a clue to the Devotion's secret: it's equipped with a double floor.

This is a rare thing for a motorhome at this price point and it's quite a shallow space. Even so, it frees up storage space, as the fresh water tank is located between floors - space under forward-facing seat (the place where the fresh water tank would normally be) is now free for stowage. The Carioca, meanwhile, is more conventional.

The Carioca's eight overhead lockers (outside the kitchen and washroom), decent - long-hanging-drop - wardrobe and space under the side sofa completes a menu of storage that provides plenty of room. Payload of over half a tonne (on a desirable 3,500kg gross vehicle weight) means there won't be much kit that you can't take with you on those trips away.

The Devotion completes its storage solutions with five (shelved) overhead lockers, space under the side sofa and a good wardrobe with a cupboard at its base. Payload is less than its rival (adequate for two people) - something that may be due to its double-floor construction making it heavier.

LIFE SUPPORT

Controls first, and both 'vans feature simple control panels that are easy to use: switches and thermometer-style gauges in the Devotion, pushbuttons and LEDs in the Carioca. To me there's a delicious irony here, in that the controls are much easier to use than the degree-in-electronics type found in much more expensive motorhomes.

Electrics and fuses are easy to get at in both 'vans - under a hatch in the dinette floor in the Devotion, set into a bulkhead just behind the cab passenger seat in the Carioca.

To tanks, and the Carioca is conventional for the type, with a generous fresh water tank



Head-to-head test

under the dinette seat and an underslung waste water tank. The test 'van was fitted with an additional tank in the underbed area - an option (for those who want to spend more time away from campsites) that would be fitted by your dealer. As previously mentioned, the Devotion places its fresh tank under the floor (in the shallow double floor cavity) - a hatch in said floor giving easy access for cleaning. Heating is taken care of by the aforementioned Truma combi units - both come in gas-only form as standard: the optional gas/mains upgrade would be money well spent, as it saves gas (important, as when touring abroad, gas supplies may be more difficult to come by) and allows you to take full advantage of paid-for mains hook-up.

Gas supplies see the Carioca accommodating two 13kg cylinders to the Devotion's one 13kg and one 7kg cylinder. However, the Devotion's gas locker opens wide to allow easy cylinder changes.

The Carioca's lighting makes good use of fluorescents - lamps that are just as efficient as LEDs, but maybe giving a harsher light. Multi-LED ceiling lamps are very nice (in lounge, bedroom and washroom), but another, in the kitchen would be even better. The reading lights at the head of the bed are rather basic and halogen-powered. I'd change these for something a tad more classy and fit LED lamps (budget around £40). I'd add the same in the lounge, where just fluorescent lamps are provided to read by. The Devotion also has a mix of LEDs and halogens - again I'd look at fitting energy-saving LEDs where possible. Two nice features lurk in the Devotion's bedroom. In the corner, a 'mood' light (enclosed in a plastic diffuser) will add atmosphere and should be good for night time 'visits.' The other nice-but-simple feature is the switch above the head of the bed that conveniently controls the main ceiling lights.

CONCLUSION

This pair of classic low profile motorhomes represents very good examples of the design, and while they're not cheap (the currently poor euro/pound exchange rates making their presence felt), they should be viewed as entry-level 'vans. Construction, fit and finish and base vehicle specification all place them near the bottom of the pile, but bling and features aside, they should be just as capable as more expensive examples of the type.

The Devotion is the most expensive, at around £5k more, but its slightly superior kit and double-floor construction probably accounts for this. In real-world use, the Devotion should be more comfortable in bad weather (thanks to the better insulation provided by the double floor), while its lounge bed is more suitable for frequent use. Storage space is enhanced too, but do bear in mind that payload is less than its rival's.

The Carioca is the more conventional and can be had at well under £40,000. Finally, if you're in the market for this type and layout of motorhome, there is a lot of choice so do your research carefully: French, German and British-built models are all on offer. ■

20 Lounge bed is small and a tad lumpy

21 Just aft of the cab, the fuse box is easy to get at

22 Good amounts of storage space under the bed, but the bed base has no supports

CI CARIOCA 694



20



21



22

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