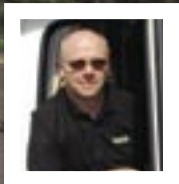


# MARQUIS DORSET ES



Words & pictures by Dave Hurrell

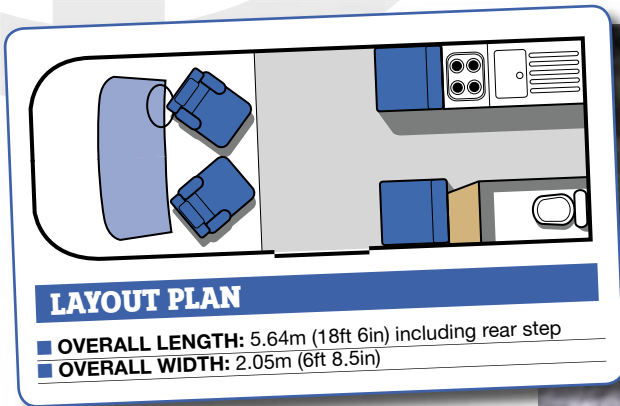
# HAPPY MEDIUMS

*Smaller-than-usual mid-length high tops offer driveway and car park-friendly talents, with fully featured interiors. One of these could also be your everyday transport*



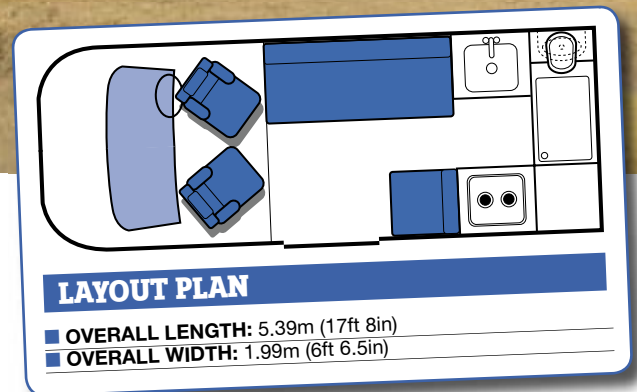
Once upon a time there was a motorcaravan called the Tardis. Cleverly, this Fiat-based high top included a space-making slide-out. Sadly, said device let in the weather and - it's rumoured - actually fell off the 'mother ship' at one point. Poor design and engineering aside, the idea was a good one - a compact 'van with plenty of room inside is something most of us desire. Although the Tardis was based on the then long wheelbase Ducato, it was just under 5.6 metres (18ft 4.5in) long. These days, long wheelbase vans

from Fiat, Peugeot and Renault are much closer to the magic six-metre barrier, while Mercedes' LWB Sprinter is even longer. If you need or desire a motorcaravan that'll fit a standard car parking space, you must look to the medium wheelbase versions of these vehicles. If you do, you'll find that your choice is limited; the vast majority of high top conversions are based on the current long wheelbase Fiat Ducato (or almost identical Peugeot Boxer), which is 5.99 metres long (19ft 8in). Enter this month's problem-solving rivals: a pair of mid-length high tops that'll take up less space on your driveway and



- 1 Peugeot cab features cruise and air-conditioning
- 2 Renault cab is truck-like, but comfy, auto box proved superb

# TIMBERLAND ENDEAVOUR



be easy to drive and park on a daily basis. Indeed, height barriers aside, either could be your sole means of motorised transport.

Different layouts set these two apart, but just as importantly, each is based on a different make of vehicle. The Marquis Dorset is built by famous-brand Auto-Sleepers and named for Marquis Motorhomes, the nationwide dealer network that's part of the same group of companies. Indeed, the pure-breed Auto-Sleepers' version of this 'van is the Symbol.

Timberland has, for quite a few years now, converted on Renault's long wheelbase

Master - its Endeavour model providing an interesting alternative to the herd of Fiat Ducato-based campers on offer. The medium wheelbase Endeavour isn't a new - err - endeavour, rather a re-launched item. I don't know for sure, but this could be because medium wheelbase high tops (and van conversions in general) are becoming more popular.

Interiors are not quite chalk and cheese (both provide front lounges with kitchens and washrooms aft), but different enough to

generate love-it-or-hate-it reactions from many. To my eye, both 'vans look very nice from the outside. The Endeavour's Master is the more conventional, and looked smart in burgundy metallic and optional alloys, Dorset's Boxer is more radically-shaped, but still looked great in Azzuro Blue. The biggest external difference between the two is the fact that the Dorset sports a 'hat' on its roof. This GRP cap is made and added by the converter - raising the ceiling height inside, it allows a flat (raised rear) floor from cab through to living area. The Endeavour sticks with the standard 'van body so its living area floor remains lower than the cab (and crucially, the swivelled cab seats).

### MOTIVE POWER

Four cylinder engines producing 120 horsepower, six-speed gearboxes and front-wheel drive are common features to both vehicles - Dorset boasts 2.2 litres of piston space, Endeavour 2.5 litres. In this instance, gearboxes are markedly different; the tested Endeavour sported Renault's Quickshift6 auto transmission (an option at £1495), The Dorset is stuck with a manual box as, at time of writing, no auto was available on Peugeot's Boxer. Both vehicles come with driver and passenger airbags - pause for a round of





3

## MARQUIS DORSET ES

3 The interior is embellished with moulded wall linings

4 Twin three-point belted seats are the Dorset's USP

5 Four-seater lounge is all on one level

6 Sofa-style seating can be made on the offside

7 One table can help make a two-person dinette



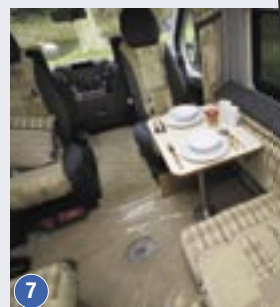
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applause - plus expected 'lecky' kit; windows mirrors, remote central locking and the like. The Endeavour also had cab air-conditioning as an option, Dorset had none, but this is included in an options pack. For me, cab air is a no-brainer as even the mildest of sunny days in a cab sees me suffering porcine perspiration - glow gently I do not!

Cab environments are both pleasant, both quite different. Dorset's Peugeot is comfy and car-like - here enhanced by factory-fit captain's seats with built-in seatbelts. Those of smaller stature may well find that having the top belt mounting on the seat is far more comfortable than the standard set up. There are captain's seats in the Endeavour too, but this time aftermarket Isris with 'sports car' looks. Endeavour's driving position is more truck-like than its rival, a bigger, more upright steering wheel facing a functional dash with few embellishments. Even so, the Renault cab plastics look and feel more solid than its rival's. Cruise control is standard on the Dorset a £395 option on the Endeavour - again a very useful feature I'd opt for, and indeed, it's fitted to my own 'van.

### ROAD MANNERS

I climbed into the Endeavour's cab first - mindful of the fact that it was a while since I'd driven a Master. This was the first time I'd driven a medium wheelbase panel van version, so I was keen to see what kind of impression it made. The first thing I noticed was the fact that the Isri seat, and its swivel, made for quite a high driving position. Lofty, yes, but not over high, and nice and comfy. Controls are quite light, but not as light as rival Boxer's, however the brakes are powerful, retarding progress with not much more than a feather-touch of the right hoof. I'm not a fan of automatics, but the Quickshift6 auto-changing manual is one two-pedal motoring toy I could live with. Tap the lever left to select auto or manual operation, right for neutral and reverse. A display on the dash tells you which gear you're in. In auto mode the box just gets on with it, manual operation sees you tap forward to change up,

backward to change down - that's all there is to it. This gearbox has 'creep' too, so moving off and trickling along is easy. There's kick-down as well - floor the throttle to force a change down or you can merely tap the lever. Even if you drive in manual mode the box will select first when you come to a halt. Aside from a feeling of solid engineering doing its stuff (like the rest of the Master

#### I LIKED

- Car-like drive
- Powerful engine
- Six-speed gearbox
- All-one-level interior floor
- Big sink/drainer
- Practical washroom
- Drawer storage
- Concealed underfloor storage

#### I WOULD HAVE LIKED

- Double-glazed windows
- Single-bed-only design
- Washroom door hinged differently

#### I DISLIKED

- Vibration when reversing
- Fiddly bed make-up
- Tank drain hose fittings

8 The cosy interior features carpet linings, curtains and pelmets

9 The rear single seat offers just a lap-only belt

10 The lounge is spacious, but cab seats come high

11 Dining is courtesy of a freestanding table for two

chassis), I love this gearbox for its smooth, quick changes. This box is, in my experience, better than Fiat's ComfortMatic and only eclipsed by Volkswagen T5's brand new DSG (Direct Shift Gearbox) - a unit that uses two clutches to produce seamless changes.

Cog swapping is just one aspect of this 'van of course, and if you opt for the manual you should not be disappointed - the medium wheelbase Renault Master proved nippy and sure-footed, I really enjoyed driving it.

Driving the Dorset's Boxer base, I was in more familiar territory. Effortless progress in almost complete comfort was unsurprising, such is the nature of this excellent chassis. With 120 eager horses straining at the harness, I flew round the lanes of Northamptonshire, finishing with a licence-threatening blast along the A45 dual carriageway. It's definitely the case that the medium wheelbase Boxer (with excellent 2.2-litre motor) is a potent package that's great fun to drive, when going forwards, at least. Sadly, there was still some vibration from the transmission in reverse - however, do bear in mind that Peugeot is doing its best to fix this design problem, albeit with varying degrees of success.

**LOUNGE AND DINE**

We'll start with belted seats, as the lack could rule one of these 'vans out for some folks, even before they try the upholstery. Layouts dictate the number of rear travel seats on offer - the Dorset ES features two single forward-facing seats in the rear, both fitted with three-point belts.

Endeavour has a lengthways sofa on the offside and a single forward-facing seat opposite, next to the side sliding door. The single seat has a belt, but it's a lap-only affair, and not by any means, the safest of restraints. Thus, the Endeavour should appeal to those not needing rear travel seats.

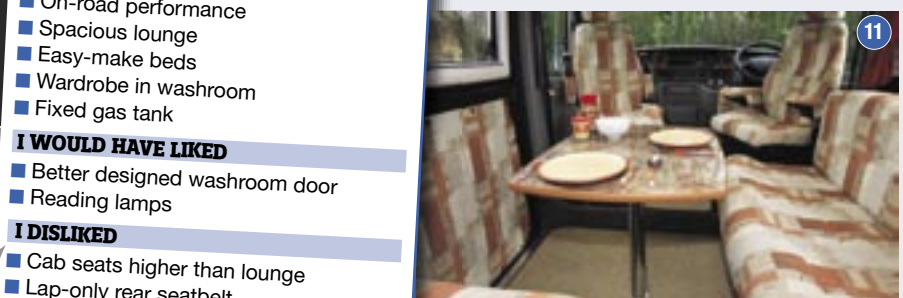
Windows next, and the Endeavour takes a conventional approach - its living area windows are acrylic and double-glazed, apart from those in the rear doors, which are single-skin glass. Dorset utilises the window van version of the Boxer - its fenestration is factory fitted (by Peugeot), and all-glass single-glazed. This looks super-smart from the outside, but inside it'll be more likely to create condensation. Also, it's dark tinted: on the blustery winter day when I had the 'van it made the interior seem gloomy.

Both interiors have a cosy feeling - the carpet-lined walls, curtains and pelmets in the Endeavour give it the edge though. Endeavour's side sofa is very nice too - the only downside here is the fact that the swivel cab seats come quite a bit higher than the rest of the living area. Six can sit here - two in the cab, plus another four 'below the salt,' on the sofa and forward-facing single seat.

In the Dorset, the only curtains serve the cab and rear windows - blinds black out the rest of the windows (Endeavour has blinds too), while the moulded-panel linings - though neat - are a touch clinical. Do remember though, that they should be easier to keep clean - pet owners take note.

Here, it's a single seat each for four people,

**TIMBERLAND ENDEAVOUR**



**I LIKED**

- Well-engineered base vehicle
- Quickshift6 automatic transmission
- Captain's seats
- On-road performance
- Spacious lounge
- Easy-make beds
- Wardrobe in washroom
- Fixed gas tank

**I WOULD HAVE LIKED**

- Better designed washroom door
- Reading lamps

**I DISLIKED**

- Cab seats higher than lounge
- Lap-only rear seatbelt

# On Test Marquis Dorset ES & Timberland Endeavour X1XSB

while the living area's flat floor - from cab to the rear - keeps things at the same level, and more sociable for all. On the offside there's a backrest stashed along the wall which can be used to help create an inward-facing sofa. The adjacent seat flattens and the backrest does its job. However, the presence of this backrest (when stowed twixt single seat and wall) makes said seat a tad narrow. Don't think of leaving it at home though: this cushion is an essential part of the double bed.

Both 'vans use single-leg systems to support their tables, but in very different ways. The Endeavour stows its table inside on one of the rear doors, where it's reasonably easy to extract. Sitting on its single leg, it uses a tripod base to make it stand. This has the advantage that you can use the table in any position in the lounge and also outside in good weather. Here, dining is possible for two from the sofa and/or forward-facing seat. The Dorset is more ambitious at mealtimes, providing two tables - one stored in the wardrobe (with the legs), the other in a dedicated wall pocket just forward of the offside rear seat. Here, the single legs mount in fixed floor-mounted sockets, and there are no less than four to choose from. Two dinettes are possible with one table between each cab and rear seat - the nicest option for two residents is on the offside, leaving the route through the interior clear. The central socket allows one table to serve all four seats maybe for drinks and nibbles. The fourth mounts a table further aft, maybe in front of the converted sofa. Of course, there's no opportunity to use the table outside, but tripods, the same as that used in the Endeavour can be purchased (along with a necessary shorter leg) to allow alfresco dining.

Finally, it's Auto-Sleepers' tradition to supply a set of crocks, and here that tradition is maintained. No bone china though, but four nice mugs are stashed in the kitchen drawer, with plates and bowls in a locker above the lounge.

## COOK'S QUARTERS



12 Very well equipped kitchen, but is the full-sized cooker overkill?

13 Washroom is unsurprising, but capable



## HEAD-TO-HEAD DATA

## MARQUIS DORSET ES

### PRICE

- **From:** £42,795 OTR
- **As tested:** £42,795 OTR

### BASICS (\*manufacturer's figures)

- **Berths:** 2
- **Three-point belted seats:** 4 including driver
- **Warranty:** 3 years base vehicle 2 years conversion
- **Badged as NCC EN1646 compliant:** Yes
- **Construction:** Steel bodied high roof window van with GRP roof cap
- **Length:** 5.64m (18ft 6in)\* including rear step
- **Width:** 2.05m (6ft 8.5in)\*
- **Height:** 2.81m (9ft 2.5in)\*
- **Wheelbase:** 3.45m (11ft 4in)\*
- **Rear overhang:** 1.01m (3ft 4in) excluding rear step
- **Maximum authorised weight:** 3500kg
- **Payload:** 460kg (after allowance for essential habitation equipment)

### THE VEHICLE

- **Chassis:** Medium wheelbase Peugeot Boxer
- **Engine:** 2.2-litre TD producing 120bhp
- **Transmission:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted discs all round with ABS
- **Suspension:** Front: Independent on coil springs Rear: rigid axle on leaf springs
- **Features:** Remote central locking, electric windows and mirrors, driver and passenger airbags, cruise control, ASR traction control, radio/CD player with steering wheel-mounted controls, captain's seats, stick-on dash trim, overhead shelf

### INSIDE

- Swivelling cab seats ahead of two single forward-facing seats (offside seat converts to longitudinal sofa), offside kitchen, nearside wardrobe and washroom. Caravan entrance (side sliding door) on UK nearside*
- **Insulation:** 25mm PET (made from recycled plastics) all round
  - **Interior height:** 1.98m (6ft 6in)

### KITCHEN

- **Sink:** Rectangular stainless steel bowl with deep drainer, mixer tap and hinged glass lid
- **Cooker:** Spinflo Caprice full-sized stove with three gas burners, one electric hotplate, grill

and oven, all with electronic ignition

- **Fridge:** Dometic three-way with manual energy selection. Capacity 70 litres

### WASHROOM

- **Toilet:** Thetford C402 bench-type, electric-flush, with cassette on wheels
- **Basin:** Plastic drop-down unit, mixer tap, storage cabinet above
- **Shower:** Separate mixer tap/shower head - twin-outlet tray, nylon curtain

### BEDS

*Offside single*

- **Length:** 1.88m (6ft 2in)
- **Width:** 726mm (2ft 4.5in)

*Nearside single*

- **Length:** 1.85m (6ft 1in)
- **Width:** 635mm (2ft 0.5in)

*Alternative double*

- **Length:** 1.88m (6ft 2in)
- **Width:** 1.84m (6ft 0.5in)

### EQUIPMENT

- **Fresh water:** Underslung, 69 litres (15.2 gallons)
- **Waste water:** Underslung, 40 litres (8.8 gallons)
- **Water heater:** Truma boiler, gas-mains operation
- **Space heater:** Eberspacher diesel/ mains-fired with blown-air
- **Leisure battery:** 110 amp hr
- **Gas:** 2 x 7kg cylinders
- **Lighting:** Fluorescent ceiling lamps: 3 in lounge/kitchen, 1 in washroom. Swivelling halogen lamps: 3 in lounge, 2 in kitchen. LED awning lamp
- **Sockets:** 230V: 2 (in lounge/kitchen), 12V: 2 (in lounge/kitchen)

### OPTIONAL EXTRAS

*Fitted to test vehicle*

- **Base:** Azzuro Blue paint with Leya blue interior (FOC)
- **Conversion:** None

*Other options*

- **Base:** Option Pack 1 - cab air-conditioning, alloy wheels (£1222)
- **Conversion:** Colourway options - Exterior Bianca White with Leya Brown/Leya Green/Leya Burgundy. Exterior Golden White, interior as above (all FOC)

E&OE



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## HEAD-TO-HEAD DATA

## TIMBERLAND ENDEAVOUR X1XS

### PRICE

- **From:** £39,995 OTR
- **As tested:** £48,495 OTR

### BASICS (\*manufacturer's figures)

- **Berths:** 2
- **Three-point belted seats:** 2 including driver (1 lap-only belt)
- **Warranty:** 3 years base vehicle and conversion
- **Badged as NCC EN1646 compliant:** Yes
- **Construction:** Steel bodied high roof panel van
- **Length:** 5.39m (17ft 8in)\*
- **Width:** 1.99m (6ft 6.5in)\*
- **Height:** 2.49m (8ft 2in)\*
- **Wheelbase:** 3.57m (11ft 8.5in)\*
- **Rear overhang:** 959mm (3ft 1.5in)
- **Maximum authorised weight:** 3500kg
- **Payload:** 600kg (after the vehicle in working order)

### THE VEHICLE

- **Chassis:** Medium wheelbase Renault Master
- **Engine:** 2.5-litre TD producing 120bhp
- **Transmission:** Six-speed auto-changing gearbox, front-wheel drive
- **Brakes:** Servo-assisted discs all round with ABS
- **Suspension:** Front: Independent on coil springs Rear: rigid axle on leaf springs
- **Features:** Remote central locking, electric windows and mirrors, driver and passenger airbags, cab air-con, Sony radio/CD player with rear speakers, heated rear windows, Isri captain's seats, stick-on dash trim

### INSIDE

- Swivelling cab seats ahead of offside sofa, nearside single seat, split kitchen, across-the-rear washroom with wardrobe. Caravan entrance (side sliding door) on UK nearside
- **Insulation:** Floor 21mm, walls 100mm, roof 21mm
  - **Interior height:** 1.84m (6ft 0.5in)

### KITCHEN

- **Sink:** Smev square stainless steel bowl with folding mixer tap & hinged glass lid, no drainer
- **Cooker:** Smev two-burner hob with hinged glass lid and push-button ignition, Daewoo 700W microwave oven
- **Fridge:** Thetford three-way with auto energy selection (SES). Capacity 96 litres

### WASHROOM

- **Toilet:** Thetford C402 bench-type electric-flush, with cassette on wheels
- **Basin:** Plastic drop-down unit, mixer tap, storage cabinet above
- **Shower:** Basin tap head pulls out - doubles as shower head - single outlet tray, nylon curtain

### BEDS

- Offside single*
- **Length:** 1.88m (6ft 2in)
  - **Width:** 660mm (2ft 2in)
- Nearside single*
- **Length:** 1.83m (6ft 0.5in)
  - **Width:** 622mm (2ft 0.5in)
- Alternative double*
- **Length:** 1.88m (6ft 2in)
  - **Width:** 1.70m (5ft 7in)

### EQUIPMENT

- **Fresh water:** Underslung, 61 litres (13.4 gallons)
- **Waste water:** Underslung, 37.5 litres (8.25 gallons)
- **Water heater:** Truma boiler, gas-mains operation
- **Space heater:** Eberspacher diesel-fired with blown-air
- **Leisure battery:** 70 amp hr
- **Gas:** Fixed bulk tank. Capacity 20 litres (approx 10kg)
- **Lighting:** 6 fluorescent lamps to lounge/kitchen, 2 to washroom, awning lamp
- **Sockets:** 230V: 4 (in lounge/kitchen), 12V: 1 (in kitchen)

### OPTIONAL EXTRAS

*Fitted to test vehicle*

- **Base:** As part of Executive Pack - colour-coded bumpers and mirrors, alloy wheels, walnut-style dash trim (£4495), Quickshift6 auto transmission (£1495), cab air-con (£1295), cab blinds (£495), rear parking sensors (£375)
- **Conversion:** As part of Executive Pack - awning, diesel-fired space heating, electric rooflight, electric external step, water purifier (price as above), microwave oven (£345)

*Other options*

- **Base:** Cruise control (£395), automatic lights and wipers (£245), front fog lights (£225)
- **Conversion:** None

E&OE

Kitchens are arranged, relative to each other, at right angles - the Dorset linear on the offside, Endeavour goes for a transverse design split either side of the aisle. In the cooking and plumbing departments the Dorset wins hands down, with a full-sized slot-in stove (with three gas burners, one electric hotplate, grill and oven), microwave and big sink with deep drainer. In contrast, Endeavour provides just a two-burner hob, (optional) microwave and drainerless sink. In the cooling department Endeavour hits back with a Thetford 96-litre fridge to Dorset's 70-litre Dometic item.

There's a reasonable slab of worktop aft of the Dorset's sink, while a slide-out worktop emerges from below to bridge the rear aisle. Endeavour has no fixed working surface, but this is more than made up for by a flip-up surface on the offside and a removable surface that - stowed inside one of the rear doors - emerges to sit above the nearside rear seat. Although the Endeavour seems ill equipped in comparison to its rival, I did find myself wondering if the Dorset's full cooker was overkill in such a small camper. Also, the high-set microwave could be tricky to use - especially when heating liquids.

Finally, bear in mind that, as a small converter, Timberland would most likely replace the Endeavour's microwave with a conventional oven/grill to special order.

### BATHING SPACE

Like the kitchens, washrooms are at 90 degrees to each other - Endeavour's across the rear, Dorset's along the nearside. Dorset ablutions are unsurprising, but difficult to argue with. A moulded plastic interior makes a home for a sensible mirrored storage cabinet, with large drop-down basin below. Below this is my favourite Thetford cassette loo: the C400 is strongly made, and features a larger-than-usual capacity waste cassette on back-saving



16

14 Nearside of split kitchen has a two-burner hob and clip-on worktop

15 The offside of the galley sees drainerless sink, and microwave set at a sensible height

16 Bench-type toilet and big storage cabinet impress



### 17 Single beds are the best option

### 18 Double bed is fiddly to make

wheels. Shower-wise, a twin-outlet wet room floor is served by a separate shower mixer with nylon curtain: showering here will be an occasional activity. As long as you're not too large of frame, this washroom will be fine to use. However, I was puzzled to discover that the room's door is hinged at the forward end. This means you have to walk around the opening door - something that'll make things rather awkward, especially in the middle of the night. I guess that the door opens in this fashion, as it partially encloses the rear end - something that could become a changing area.

In the Endeavour, it's a bi-fold shower door that gives access to a washroom area that also includes the wardrobe on the nearside, the shower tray floor in the centre. On the offside is a set of kit that mirrors that found in the Dorset, but more so. At the base is the same excellent loo, while above, both drop-down basin and storage cabinet are bigger and better. The single-outlet shower tray is served by a nylon curtain, with the pullout head of the basin's tap serving warm water. Funnily enough, I hit door problems here too, as the bi-fold door hinges towards the basin, getting in the way. Do remember also, that using this washroom, you must draw the rear curtains. A final upside is the fact that, with the wardrobe in here, you can use easily the washroom as a dressing area.

### BEDTIME

Both 'vans offer a double bed or two singles, but in very different ways. Endeavour does the job in the simplest fashion - extend and flatten the nearside seat (adding an infill) and the job's done. On the offside, simply removing the backrest creates the second single bed - both are over six feet long. The double includes the backrest as the sofa's base slides into the aisle. It's also worth mentioning that the bed frames are very strongly engineered in steel. There is a downside here, however, as when the singles are made there's not really anywhere to put the heavy, rigid sofa backrest. However, Timberland tells me that customers who plan use single beds only, could have split backrest cushions (which would be easily stored in the cab).

Dorset's single beds are made when both rear seats are flattened - the difference here being that the foot of each is created using the swivelled cab seats. There's also an infill on the offside, filling the space previously taken by the sofa backrest. Like the Endeavour, said backrest has to go somewhere and once on the floor, will slide forward (partially) into the cab at night. The double bed is made when the backrest is sat on pullout spars that bridge the aisle between the singles. At the foot end a kind of upholstered 'table' stands to fill the gap between the cab seats. Phew! All this is a bit of a faff, and all the infills are difficult to store. My solution would be as follows: if I wanted to always sleep in single beds, I'd leave the sofa backrest and upholstered 'table' at home. Bear in mind that if you're both under six feet tall and just want a double bed (with three belted seats) then the standard Dorset offers a side-sofa layout with an easier-to-make transverse double bed.

### STORE ROOM

- 19 Single beds are good, but sofa backrest intrudes
- 20 Double bed is easy to make and strongly engineered

Being fairly compact campers, neither of these motorcaravans is blessed with lots of storage room, although both have adequate payloads. Overcab and underseat space will be the areas where bedding finds a home, while it's the Endeavour's wardrobe - with locker above and below - and generous overhead lockers in the lounge that are the stars of its storage show. The endeavour presents us with no drawer space, but Dorset does better with a decent cutlery item, and deep-and-useful drawer beneath its smaller wardrobe. A clever feature is Dorset's (lockable) underfloor drawer - got at only when the rear doors are open, this is a super hidey-hole for valuables.

**LIFE SUPPORT**

Tanks first and all are underslung and of similar - adequate - capacity. Disappointment here came in the form of the Dorset's floppy, sherry barrel-type drain taps, hanging (seemingly precariously) on Terry clips.

Gas in the Dorset is courtesy of two 7kg cylinders, the Endeavour has a 20-litre gas tank - underslung - allowing filling at garages selling pumped LPG. Both 'vans offer gas-saving diesel-fired space heating, and hot water boilers powered by mains and/or gas.

Lighting in Endeavour is all fluorescents: as old fashioned as it is effective, it's also every bit as efficient as new-fangled LEDs. Dorset has fluorescents and incandescent lighting in the form of spotlamps.

Meanwhile, Endeavour wins the mains socket-count match four-two. Goggle box fans might be pleased to discover that the Dorset comes, as standard, with a flat screen telly above, in the cab. Dorset also comes fitted (again as standard) with living area air-conditioning - an otherwise expensive option that - mains powered - can heat as well as cool.

**CONCLUSION**

Size is everything with these two - their well-under-six-metre body-lengths causing initial interest and inspection. Next comes the need for belted seats: if you need four then the Dorset is the no-brainer. Likewise with automatic transmission, only the Endeavour can provide. Although different, kitchens and washrooms in both 'vans should work well, and its the sleeping provision that's the final stumbling block or winning way. Put simply, the Dorset is far better just used for single bed sleeping, while the Endeavour provides double and single beds in almost equal measure. ■

**TIMBERLAND ENDEAVOUR**



**VEHICLES LOANED FOR EVALUATION BY:**  
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