

## AUTO-SLEEPER BROADWAY



# STYLE AND SUBSTANCE

*A pair of home-grown low profiles, one older, one new, offer a classic design but with crucial differences in looks and layout*

Words and pictures by Dave Hurrell

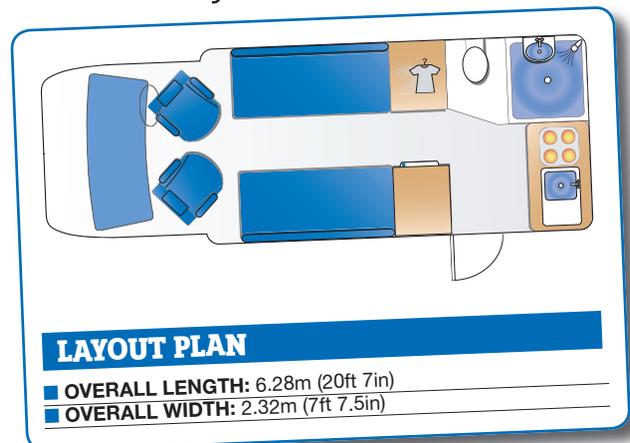


There are no prizes for guessing the type of layout that lurks within these two British low profiles. At six-and-a-bit metres long they could be carrying front or rear lounge arrangements, or even a Continental favourite fixed bed. However, the position of the caravan doors (at the rear)

tells us motorhome anoraks that there's a front lounge residing inside both.

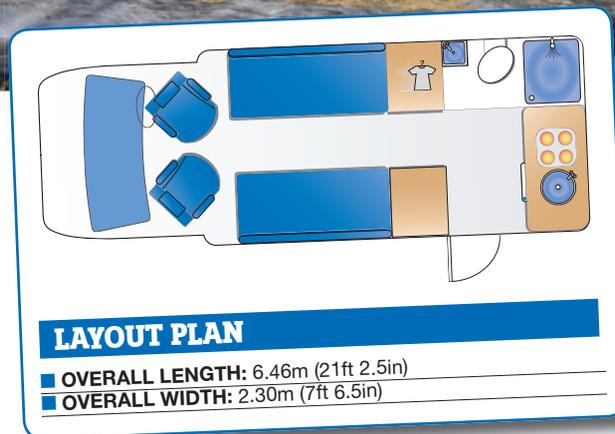
Launched at last October's NEC show, Aspire is a real departure for Elddis, as it's a very modern and upmarket-looking motorhome from a company famous for providing very traditional - read old fashioned - entry-level 'vans. Elddis is also a very successful and multi-award-winning manufacturer providing excellent value-for-money 'vans.

Those searching for child-friendly 'vans can stop reading here, while couples looking for an excuse to not take the grandkids away should concentrate and read on: both the Auto-Sleeper Broadway and the Elddis Aspire 215 are pure two-berth machines, and do not have rear seatbelts.



These compact tourers are ideally suited to couples and offer a much-used layout: cab seats turn to face twin sofas, while aft, across the rear-kitchens stand adjacent to corner washrooms. Vital statistics see both 'vans measuring less than 6.50m (21ft 4in) long, with the Aspire a touch longer than its rival. Base vehicles are also from the same stable

ELDDIS ASPIRE



**MOTIVE POWER**

Chassis first, and the Broadway gets a nose ahead of the game as it's built on the camper-specific frame that's lower, and with a wide-track rear axle. The standard motor gives an edge too - it's Peugeot's 2.2-litre 130bhp engine coupled to a six-speed transmission. Aspire rides on the higher standard chassis cab, powered by the same 2.2-litre turbo-diesel unit, although only producing 100bhp and with just five forward speeds in its cog box.

Standard accoutrements in both are many, and welcome, especially passenger airbags and spare wheels. However, the Aspire comes with kit such as alloys, cab air and reversing camera that are items on the Broadway's option list. In addition, the Aspire has Bluetooth (Blue&Me) wireless communication for hands-free telephone use and accepting feeds from kit such as MP3 players and satnavs.

**ON THE ROAD**

With a superior chassis and motor, the Broadway outperforms the Aspire. But both 'vans proved easy to navigate, always feeling secure on the road and cornering with little body roll. The Broadway's 130 horsepower motor propelled it in typically effortless fashion, its six-speed gearbox providing a relaxed high top gear for smooth high-speed progress. In spite of the Aspire's less powerful

engine, it performed enthusiastically - pulling like the proverbial train and smoothly in top gear from around 40mph.

There's something else too, and this applies to both (and should to all Sevel-based 'vans): needing to do a U-turn I was surprised by the superb steering lock on this front-wheel drive machine. In spite of those potentially lock-limiting front drive shafts, I reckon it might - unexpectedly - have a better lock than my own rear-wheel drive Ford Transit, while it's streets ahead of even Renault's brand-new Master.

The Sevel cab (Fiat Ducato, Peugeot Boxer, Citroën Relay) continues to be one of the most comfortable cockpits in modern motorcaravans. Long journeys are effortless, with light controls adding to ergonomic success.

**1 Broadway's cab lacks the standard equipment of its rival, but it comes with 130 horsepower motor and six-speed gearbox**

**2 Aspire's cab is superbly equipped as standard, but the motor is less powerful**

- Peugeot's Boxer supports and motivates in both cases.

Divergence between the two starts in the age and looks departments, as the Broadway has been around for some time, while Aspire (as part of a three-model range) is new.

Auto-Sleepers has a tendency to produce motorcaravans with traditional looks and Broadway is no exception. Comfortably rounded outside, the Broadway stands in stark contrast to the Aspire's more angular flanks - a look that owes much to Continental motorhome design.

Inside too, there are big differences, as Broadway's furniture (although darker than Auto-Sleepers of yore) brings a traditional vibe. Aspire partners dark wood with cream and chrome to produce a look that's far more 'now,' and very possibly a love-it or hate-it proposition, thanks to its high contrast look.

# On Test Auto-Sleeper Broadway EK TB LP & Elddis Aspire 215

## AUTO-SLEEPER BROADWAY



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3 Darker furniture than Auto-Sleepers of yore, but still a traditional vibe

4 The classic layout includes a very generous lounge

5 Multi-use unit also mounts the TV, but it is fixed facing the cab

6 Broadway's diner is easier to set up

To conversion noise, and here the Broadway edged it - with less rattles and squeaky creaky stuff than its rival. Newbies take note, it's rare to find a totally silent coachbuilt motorcaravan, conversion and this is even less likely in these days of pothole spattered roads that are - thanks to this winter - even worse. In part, it all depends on the country you happen to be travelling in: my excursions have found France's roads to be the best, Belgium, very definitely the worst.

In spite of their differences, both the Broadway and Aspire are great to drive - important, as with motorcaravanning, the journey should be as enjoyable as the destination.

### LOUNGE AND DINE

Both lounging and dining facilities are arranged in the same way: turned cab seats join in with the two sofas, while freestanding tables emerge to do duty as dining surfaces. As its lounge is bigger, the Broadway's sofas are much longer. This means it's ideal for feet-up lounging for two. Daytime naps are also easy, as each sofa is over six feet long. There's room for eight to sit, while meals can be taken by four people all eating off Auto-Sleepers' signature set of crocks. Drinkies too, are taken care of as the Broadway comes complete with a set of wine glasses.

The Aspire trades more room aft for a smaller lounge - shorter sofas preclude feet-up lounging (and may well be a tad high off the floor for shorter folks), although once your installed on a cab seat it is possible to get your hoofs up on the adjacent sofa. Both lounges feature armrests at the end of the sofas and the Broadway's squishy ones are fine, especially given the amount of space on offer. However, Aspire's semi-rigid versions can get in the way and this especially noticeable, given the shorter sofas. For me, these armrests would get the 'bung them in the loft until trade-in' treatment.

The Aspire's dining solution is both slightly better and slightly worse than Broadway's. The Elddis product scores by providing a nifty slide-equipped storage locker for its table in the kitchen. However, the tabletop is thick (made from similar stock to the worktops) and heavy. It looks good, but shifting it around is a task. The Broadway's table is less conveniently stowed in the wardrobe, but it's much lighter and easier to shift and set up.

### AUTO-SLEEPER BROADWAY

#### I LIKED

- On-road performance
- Interior ambience
- Big lounge
- Lightweight dining table
- Super sink
- Usable shower
- Excellent beds
- External locker hatch
- Gas/mains heating
- LED lighting

#### I WOULD HAVE LIKED

- TV able to swivel
- Stronger sofa/bed frames

#### I DISLIKED

- Lack of washroom storage

**ELDDIS ASPIRE**

**I LIKED**

- Willing engine
- Superbly equipped cab
- Clever table storage
- Big dresser unit
- Cooker hood and roof fan
- Strong washbasin
- Washroom storage provision
- Steel sofa/bed frames
- Lifting sofa/bed frames
- LED lighting

**I WOULD HAVE LIKED**

- External storage hatch
- Locker over cab

**I DISLIKED**

- Black coloured sink/hob/washbasin

Both of these free-standers negate the need to carry another table for alfresco dining. As is usual with this type layout, a multi-function surface is provided twixt lounge and kitchen. This can be a general dumping surface, drinks 'n' nibbles table for the lounge and extra worktop for the kitchen. In both the Broadway and Aspire, this is also the location for the (extra cost) TV.

The Aspire's extra-surface unit is bigger (one advantage gained from the smaller lounge), so its TV can fold back out of the way and swivel to be viewable from the kitchen area. In Broadway there's no room to allow this to happen - this TV is only viewable (albeit at a good height) from the lounge. Indeed, the Aspire's extra surface is more of a 'dresser' - longer and lower than the Broadway's, it's also less useful as kitchen work surface.

In the Broadway this unit houses the fridge, and it's smaller, but at a good height for the cook. There's also a pullout slab, which is useful, but not strong enough, for heavy-duty kitchen operations. Finally, a flip-up flap (over the nearside sofa) adds more space.

**COOK'S QUARTERS**

Most motorhome cooks will be more than happy with the facilities on offer in both these motorhomes. Full-fat, home-style cookers (both with one mains-powered hotplate), decent-sized fridges and microwave ovens populate both, and there are adequate working surfaces thanks in part, to the aforementioned dressers.

The Broadway wins the sink battle with Thetford's 'best practice' item - a sink that almost beats the one I have at home thanks to its deep drainer that's so practical - especially in the confines of a motorcaravan. The Aspire goes the removable drainer route, and this set up sees its plastic item leave worktop that should work well with the sink's drop-in chopping board. It's here that the Aspire begins the story of its impressive levels of kit. It has a bigger, better fridge (113 litres and auto energy selection, plays 86 litres and manual operation), better quality microwave, a cooker hood, ceiling fan and more storage - better drawers too. One thing that's less good is the operation of the concealed push-to-open catches on some cupboards: they need a stronger spring-open action to make them easier to use.

**ELDDIS ASPIRE**



7 High contrast furnishings could be a love-or-hate proposition

8 Another classic layout, but with a smaller lounge

9 The dresser unit is bigger and allows the TV to swivel

10 A similar dining set up works well, but the table is less easy to wield

# On Test Auto-Sleeper Broadway EK TB LP & Elddis Aspire 215

## AUTO-SLEEPER BROADWAY



### HEAD-TO-HEAD DATA AUTO-SLEEPER BROADWAY EK TB LP

#### PRICES (with VAT @ 20 per cent)

- From: £50,995 OTR
- As tested: £53,945 OTR

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

- Berths: 2
- Three-point belted seats: 2 (incl driver)
- Warranty: Base vehicle 3 years, conversion 2 years
- Badged as NCC EN1646 compliant: Yes
- Construction: GRP clad sandwich construction coachbuilt with GRP mouldings. Caravan entrance on UK nearside
- Length: 6.28m (20ft 7in)\*
- Width: 2.32m (7ft 7.5in)\*
- Height: 2.86m (9ft 4.5in)\*
- Wheelbase: 3.45m (11ft 4in)\*
- Rear overhang: 1.80m (5ft 11in)
- Gross vehicle weight: 3500kg
- Payload: 544kg

#### THE VEHICLE

- Chassis: Peugeot Boxer MWB camper chassis cab
- Engine: 2.2-litre turbo-diesel producing 130bhp
- Transmission: 6-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: Adjustable steering column, electrically operated windows, electrically adjustable and heated mirrors, remote central locking, driver and passenger airbags, cruise control, radio/CD player, traction control, spare wheel

#### INSIDE

- Layout: Swivelling cab seats ahead of twin-sofa lounge, across-the-rear/nearside kitchen, offside corner washroom. Caravan door on UK nearside
- Insulation: Floor 40mm, walls and roof 30mm
- Interior height: 1.96m (6ft 5in)

#### KITCHEN

- Sink: Rectangular stainless steel unit with deep drainer, hinged glass lid, chromed mixer tap
- Cooker: Slot-in stove with hinged glass lid, 3 gas burners, one mains hotplate, grill, oven, all with electronic ignition
- Fridge: 3-way with manual energy

selection. Capacity 86 litres

#### WASHROOM

- Toilet: Thetford C200 swivel-bowl, with electric flushing and built-in flush water tank
- Basin: Plastic bowl mounted on swing-wall, chromed mixer tap, mirror-doored cabinet above
- Shower: Swing-wall hinges forward to help create separate showering area, twin outlet tray, chromed mixer/head/riser, soap dish, storage niche

#### BEDS

##### Lounge transverse double

- Length: 2.11m (6ft 11in)
- Width: 1.94m (6ft 4.5in)

##### Alternative singles

- Length: 1.94m (6ft 4.5in)
- Width: 688mm (2ft 3in)

#### EQUIPMENT

- Fresh water tank: Underslung, 78 litres (17.5 gallons)
- Waste water tank: Underslung, 53 litres (11.6 gallons)
- Water heater: Ultrastore boiler, gas/mains operation
- Space heater: Trumatic convector with blown-air, gas/mains operation
- Leisure battery: 110 amp hr
- Gas: 1 x 7kg and 1 x 13kg cylinder
- Lighting: LED mood lights above overhead lockers. Lounge: 4 LED spots, 1 fluorescent ceiling lamp. Kitchen: 1 fluorescent ceiling lamp. Washroom: 2 fluorescent ceiling lamps. Caravan door inner footwell and awning lamps
- Sockets: 230V: 3 (2 in lounge, 1 in kitchen). 12V: 1 (in lounge)

#### OPTIONAL EXTRAS

##### Fitted to test vehicle

- Base: Option Pack 1 - air-con and alloy wheels (£1,250), as part of Premium Pack - reversing camera (see price below)
- Conversion: Roof bars (£270), rear ladder (£390), as part of Premium Pack - microwave oven, TV/DVD player solar panel (£890), water tank frost stat probe (£150)

##### Other options available

- Base: None
- Conversion: None

E&OE

I'm also not keen on the black sink, from a cleaning point of view, although the black hob may well be good at hiding burnt-on spills.

#### BATHING SPACE

The Broadway uses a tried and tested ablutions design found in several Auto-Sleepers models. Centre stage is the swing-wall carrying the moulded plastic washbasin, which hinges forwards over the toilet, revealing (and helping to create) a separate shower compartment. This idea really does make the most of what is a small room - creating a showering space that's big enough to be used on a regular basis. Downsides include a lack of surface to put cosmetics on, and just a small plastic cabinet to store them in. The toilet is the trusty Thetford C200 swivel-bowl device - here with a built-in flush water tank that allows niff-busting (and bowl-cleaning) chemicals to be added. A side benefit is that overall water capacity is effectively increased, as the loo draws no water from the main tank.

There's more space in the Aspire washroom and this space is gained, mostly, thanks to the smaller lounge. Like the kitchen, kit and quality makes its presence felt in here too. The first thing to attract attention is the basin - a generous device (corner-mounted and moulded in strong GRP), it includes counter-top to left and right. Its black colour may not please those charged with cleaning, but its fitness for purpose is not in doubt. There's a heated towel rail in here too, but it's mounted too close to the wall to allow towels to be hung easily. The toilet is recognisable as Thetford's C250 model. It's the latest version, complete with ceramic bowl and highly rigid plastic seat. It's also mounted at a comfortable to use height. Lumbago sufferers will be pleased to discover that its waste holding tank has wheels. The Aspire's washroom also provides a separate shower compartment. This is not huge, but adequate, and enclosed by a smart bi-fold clear plastic door, while facilities include a seat, shelf, soap dish and light. Washroom storage is top-notch too, with three cupboards above (with mirrored doors) and one below.

#### BED TIME

Both the Broadway and Aspire offer a double or two single beds. The singles are easy to make in both 'vans, but the result is better in the Broadway thanks again to its bigger



## Head-to-head test



### ELDDIS ASPIRE

lounge. Pulling a sofa base out slightly and allowing its backrest to drop down behind creates a comfy single bed that, while it's not too wide, is well over 6ft long.

A similar action creates single beds in the Aspire, but as its sofas are only just over 4ft long the squab of each cab seat has to do duty as each bed's foot. Double beds are made, in the time honoured way, by pulling sofa bases together and dropping backrests in to fill the gaps - reversing cushions to move uneven knee-rolls to the edges. In the Broadway (thanks to its long sofas) you have the choice to sleep lengthways or transversely, The Aspire's double is a transverse-only affair.

The beds are equipped with sprung slats, but the Broadway's framing is made of timber, while the Aspire's has a superbly engineered steel structure that's as good and strong as it looks.

#### STORE ROOM

It's Auto-Sleepers' more traditional approach to design that sees the Broadway grab a lead in the storage provision stakes. With more than a nod to its Continental cousins, Aspire places a big sunroof over the cab, lining the overcab pod with plastic mouldings that look very nice in a retro 'jukebox' kind of way. This provides lots of natural light, but precludes a decent-sized locker up front. There is a shelf and a couple of side pigeon holes, but these will only take small items - maybe books, maps and the like.

The Broadway keeps it real: there's no sunroof, but a big central locker, which is plenty big enough for bedding, and two smaller side lockers. In the Aspire, you'll have to find room under one of the sofas for your duvet, a rather less convenient place. The Aspire's sofa base storage areas are smaller than its rival - smaller sofas equals smaller spaces.

However, thanks to superior engineering

11 Broadway's kitchen wins the 'best sink' prize

12 The washroom makes good use of space, but storage provision is found wanting

13 Clever swing-wall helps create a very usable showering area

14 Top-notch kit populates the Aspire galley

15 The washbasin is strong and practical, but a potential cleaner's nightmare

16 Separate shower is well designed and equipped

### HEAD-TO-HEAD DATA

ELDDIS ASPIRE 215

#### PRICES (VAT @ 20 per cent)

- From: £43,899
- As tested: £44,294 OTR

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

- Berths: 2
- Three-point belted seats: 2 (incl driver)
- Warranty: Base vehicle and conversion 3 years, water ingress 6 years
- Badged as NCC EN1646 compliant: Yes
- Construction: Alloy clad sandwich construction coachbuilt with GRP mouldings. Caravan entrance on UK nearside
- Length: 6.46m (21ft 2.5in)\*
- Width: 2.30m (7ft 6.5in)\*
- Height: 2.81m (9ft 2.5in)\*
- Wheelbase: 3.45m (11ft 4in)\*
- Rear overhang: 2.00m (6ft 7in)
- Gross vehicle weight: 3,300kg
- Payload: 200kg (allowing for driver and 90 per cent fuel, gas, fresh water)

#### THE VEHICLE

- Chassis: Peugeot Boxer MWB chassis cab
- Engine: 2.2-litre 100bhp turbo-diesel
- Transmission: 5-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 & mirrors, cab air-con, radio/CD with steering wheel controls, MP3 and Bluetooth connectivity, driver and passenger airbags, alloys, twin armrests on cab seats, reversing cam, spare wheel

#### INSIDE

- Layout: Swivelling cab seats ahead of twin sofa lounge, offside corner washroom, across-the-rear kitchen
- Insulation: Floor 30mm, walls 25mm, roof 24mm
- Interior height: 1.96m (6ft 5in) max

#### KITCHEN

- Sink: Circular enamelled bowl, chromed mixer tap, removable drainer
- Cooker: Hob with 3 gas burners, one electric hotplate. Oven with separate grill. Microwave oven
- Fridge: Thetford 3-way with auto energy selection. Capacity 113 litres

#### WASHROOM

- Toilet: Thetford swivel (ceramic) bowl, electric flush, wheeled cassette
- Basin: Square, moulded GRP bowl with integral counter top, chromed metal mixer tap
- Shower: Separate cubicle with rigid bi-fold door, single-outlet tray, seat, soap dish, shelf, mixer/riser rail/showerhead

#### BEDS

- Lounge transverse double
- Length: 2.13m (7ft 0in)
- Width: 1.32m (4ft 4in)
- Alternative singles
- Length: 1.85m (6ft 1in)
- Width: 760mm (2ft 6in) max

#### EQUIPMENT

- Fresh water tank: Underslung 90 litres (19.8 gallons)
- Waste water tank: Underslung 90 litres (19.8 gallons)
- Water and space heating: Alde boiler heating domestic water and wet radiator space heating, gas-mains operation
- Leisure battery: 100 amp hr
- Gas: 2 x 7kg cylinders
- Lighting: All LEDs. Cab: 2 eyeball spots. Lounge: 4 reading lamps, under locker strips, over-locker mood lights. Kitchen: 8 downlighters, under-edge strips to work tops. Washroom: 3 downlighters. auto-illumination to wardrobe, awning lamp
- Sockets: 230V: 5 (2 in lounge, 2 in kitchen, 1 in external battery box). 12V: 2 (in lounge and external battery box)

#### OPTIONAL EXTRAS

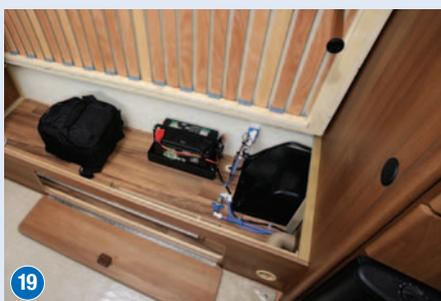
Fitted to test vehicle

- Base: None
- Conversion: None
- Other options available
- Base: 130bhp engine upgrade (£960), towbar (£399), leather cab upholstery (£499), Tracker (£649)
- Conversion: Roof rack & ladder (£999), Winter Pack: fridge vent covers and tank heaters (£249), mobile phone link to heating system (£249), living area air-con (£1,149), wind-out awning (£849), electric, rain-sensitive rooflight (£499)

E&OE

## On Test Auto-Sleeper Broadway EK TB LP & Elddis Aspire 215

### AUTO-SLEEPER BROADWAY



17 Big double bed allows choice of position at bed time

18 Single beds are excellent too

19 Plenty of room in Broadway's sofa bases, but the frames seemed rather flimsy

#### AUTO-SLEEPER BROADWAY EK TB LP

#### LOANED FOR EVALUATION BY:

Marquis Motorhomes, The Causeway, Great Billing, Northampton, Northants NN3 9EX  
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and clever design, the Aspire's sofa base storage impresses and indeed, becomes a very interesting feature. Not only does each complete front hinge down to give access, the whole seat base also lifts, well supported by gas struts. An internal security net prevents contents spilling out.

The Broadway provides front flaps to access its generous under-sofa spaces, but the seat bases, once hinged up, are only supported by thin metal props. Personally, I'd very much like to see the Broadway fitted with the kind of steel-framed seat bases that Auto-Sleepers can do so well. One thing that the Broadway does properly is provide an external hatch into one seat base, where the Aspire has none. Both interiors provide overhead lockers and decent wardrobes - the Aspire edges ahead once more, with some nice big cupboards above and below the dresser unit.

Finally, to payload, and here the Broadway's healthy figure of over half a tonne plays the Aspire's rather weedy 200kg. The Aspire quotes its carrying capacity after allowances for the weight of the driver, fuel, water and gas, but even so the weight of a passenger is probably going to reduce that payload by 75kg or so. Check its specification and you discover it's built on a 3,300kg GVW chassis (the Broadway has a GVW of 3,500kg), so the solution would seem to be simple: please Elddis, build the Aspire on a 3,500kg chassis and gain 200kg of payload.

#### LIFE SUPPORT

Power-saving light emitting diodes (LED) lighting features big-time in both motorhomes, and although the Broadway also has some fluorescents they're just as efficient (power consumption wise) as LEDs. Natural illumination is provided, from above, by big Heki rooflights, although it's the Broadway that has the (more expensive and better quality) wind-up version. Aspire makes do with a push-up model. Blackout is provided by pleated blinds (with flyscreens), and both lounges get equally pleasant lined curtains.

Around the cab, the Broadway has curtains, while the Aspire has the latest easy-to-use Seitz Duette blinds. These have a honeycomb



feature that insulates, while the windscreen blind is designed to cover the interior mirror without it being moved. Sadly, the mirror-mounted, rear view camera's monitor got in the way. The Broadway's curtains are quicker and easier to deploy, but they can get in the way of the swivelled seats and they don't provide as good a blackout.

Water tanks are of good capacity, but all are underslung, so winter campers should beware, and visit the options list, where tank heaters are available as part of Winter Packs that include fridge vent covers. Winter campers will be pleased to discover that neither of these 'vans is found wanting in the heating departments. Auto-Sleepers goes the traditional route with a gas/mains powered boiler and Truma's convector (again gas/mains powered) that includes blown warm air.

The Aspire bucks the trend for a motorhome of this size and price, as it's fitted with the Alde wet heating system usually found only in very upmarket motorcaravans. The Alde system also runs on gas and mains electricity, providing hot water and heating concealed radiators (and the aforementioned heated towel rail) scattered around the interior. Advantages include near-silent operation and no draughts from blown-air, while the Alde controller is fully programmable.

## CONCLUSION

Auto-sleepers' Broadway EK TB LP is a great benchmark to judge the new kid on the block – the Elddis Aspire, as it's a well equipped, high quality 'van from one of the UK's most respected converters. The Aspire 215 brings more than a small slice of 'shock of the new' to the UK market, not because of its overall design, or because of its layout, which, like the Broadway's is a classic.

No, it's the amount of high quality equipment fitted and the price that provides the pleasant shock. From nose to tail, the Aspire appears as though an owner has already visited the options list. Even then, there aren't many motorcaravans of this type that even offer Alde's radiator heating system as an option. Downsides? Well, mainly only the smaller lounge and limited payload that lose it marks. ■

## ELDDIS ASPIRE



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20 Smaller Aspire lounge provides a transverse-only double bed

21 Singles make use of cab seat squabs to give length

22 Underseat storage is novel: frames are heroically engineered

### ELDDIS ASPIRE 215 LOANED FOR EVALUATION BY:

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