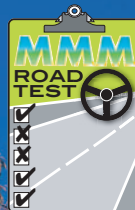


# A STAR IN THE FIRMAMENT

**Autocruise Starburst on 2.2HDI Peugeot Boxer Al-Ko**



*Dave Hurrell trains his telescope on MMM's Motorhome of the Year 2005*

A truly great 2005 for top UK manufacturer Autocruise saw it move to a spanking new factory, while still managing to produce a healthy sprinkling of exciting new models. December, and a glittering ceremony at the Birmingham Hilton, gave the company a magnificent fanfare to its year end as it took no less than three of the prestigious MMM Awards, including Best UK Manufacturer. The Starburst was named Best Low Profile Motorhome and Motorhome of the Year and had staff jumping for joy at the black tie bash - returning to the factory in high spirits.

Many Autocruise 'vans seem to be sold as soon as they're built these days, so it was with some relief that I found myself shaking hands with the company's Richard Bentley, prior to spending a few days with one of MMM's latest celebrities.

The Starburst is one of a recently launched range of models from Autocruise that utilises an ultra-low rear frame courtesy of specialist chassis manufacturer, Al-Ko. This chassis also features independent suspension - using a torsion bar set-up - so is superior to the Boxer's standard rear underpinnings.

## HEAVENLY BODY

Autocruise motorhomes exhibit styling that is as memorable as it is traditional - there's just no other brand that looks the same. This retro look gives the Starburst's low, narrow body a friendly appearance, while its rear panel light clusters give the impression that the designers at Autocruise may have a strong interest in 1950s American automobiles.

GRP-clad sandwich construction techniques, and applied GRP mouldings, create this 'heavenly' body that appears all the better thanks to standard alloy wheels. A stylish, two-point locking caravan door, complete with window, adds an upmarket feel. Aside from being one of the lowest British low profile 'vans around, the 'Burst also has a commendably short rear overhang - something that should make it a good towing vehicle. A motorcycle rack can also be attached without generating the pendulum effect that can be the result of carrying heavy loads on the back of 'vans with larger rear overhangs.

## STAR PROGRESS

Peugeot power propels, and here that propulsion is courtesy of the company's 2.2-litre mid-range motor as standard. Although less powerful than its Fiat Ducato stablemate's 2.3-litre lump, this Peugeot/Citroen unit is willing - and smooth



*The latest Seitz caravan entrance features two-point locking and a deep window.*



running to boot. I found the whole package pure pleasure to drive, as compact dimensions and a wheel at each corner produced sure-footed handling with little body roll. Vicious sidewinds during a dual carriageway run also did little to disturb composure, while acceleration out of roundabouts was surprisingly sprightly. As usual, with these Sevel-built beasts, brakes, steering and gearchange were up to a standard that still ranks with the best - in spite of recent, more modern introductions on the base vehicle front. Only the lack of airbags and anti-lock brakes (and their absence from the options list) disappointed - especially now that some bases are fitted with these desirable safety items as standard.

Rear seatbelts, too, fail to put in an appearance, but in this two-berth 'van that's of little consequence (unless you have a need to carry more than one passenger). Of course, all the Sevel's old chestnuts remain - including an over-high driving position (here exacerbated by cab seat swivels), lacklustre heater, and less-than-impressive CD/radio.

Typically, draughts around the top of the cab doors made their presence felt, but this was only under the assault of a howling gale blowing across the A1 south of Doncaster. On-road conversion noise was (aside from a touch of cooker tinkling) conspicuous by its absence.

No doubt about it, piloting the Starburst produced a high grin factor - so apologies to any motorcaravanners who may have waved to a Starburst in the South Yorkshire area and seen my manic mug beaming at them through the windscreen!

I love Autocruise products for - among other things - the small but important (and useful) features included in many designs. There's no secret about why these things make a regular appearance - the company actually listens to



*Peugeot's take on the Sevel cab offers all the good and bad points of the marque.*

customers' ideas and desires. Thus it is with the Starburst, as you discover a floor-mounted peg and a clip that holds open the door to the across-the-rear washroom. This gives visual access to the window in the 'van's rear wall and thus some precious through vision to the rear for the driver via the internal mirror - like many ideas from Autocruise, it's simple but effective.

#### **SECRETS OF THE STAR**

Interior design stays very much in the simple but effective genre complete with a liberal sprinkling of good ideas. Open the caravan door and a low



*A simple peg and clip secures the washroom door open for on-road through vision.*



*The view forward from the kitchen sees the Starburst's superb, spacious lounge. Swivelling cab seats provide extra pews, but sit higher than the main living area.*





*Rear end layout has L-shaped kitchen on the offside with fridge and wardrobe opposite, just beyond the caravan door. The door to the across-the-rear washroom stands open and can be pinned back to give on-road vision through the rear window.*

threshold invites you aboard, aided by a strong, rubber-clad cassette step. Although there's time to tap your foot and whistle while this unit deploys, electric operation sees its single tread emerge to provide a strong, non-slip platform - that's as far removed from bouncy, slippery alloy steps as it's possible to get.

The interior is dominated by an upfront twin-sofa lounge enhanced by swivelling cab seats. Next in line is the kitchen, with the washroom situated across the full width of the rear.

Decor is easy on the eye and there's a good range of fabrics available for anyone who might find the sober grey shades of the test vehicle a bit too restrained. Removable, stud-attached carpet finishes the vinyl-covered floor and offers a choice of cosy or easy-clean surfaces (I'd leave the section in the kitchen at home unless pitched on hardstanding in winter). Furniture is classy, simply styled and displayed a good standard of fit and finish.

### STAR LOUNGE

The twin-sofa front-end lounge is one of my favourite motorhome layouts and the Starburst's is a corker. This area leads the rest of the design - literally - from the front, and will be the main reason to buy this motorcaravan. With cab seats swivelled there's room to seat ten motorhoming good friends in here and in comfort. The only drawback is the fact that the cab seats come high to the lounge - a consequence of that low Al-Ko rear chassis is a step down into the living area.

Once your friends have eaten all the carefully chosen nibbles, and made a serious dent in your reserves of single malt, you can wave them a tearful farewell and finish off the scotch in a lounge that's indecently comfortable for two.

Feet-up sofas with padded backrests plus a cab chair apiece give almost too much choice for relaxation - while appropriate sockets serve the adjacent kitchen unit, allowing comfortable TV watching from your chosen pew. As a motorhome lounge, the Starburst's is one of the best.

### CELEBRITY CHEF

If you're the cook, and you want an excuse to eat out every night, steer your ever-hungry partner

away from any Starburst you might come across. The reason is simple; the Starburst galley is superb. Here, Continental galleys, with just two-burner hobs and no drainer or work surface, become distant memories as the Autocruise features shedloads of kitchen comforts.

Culinary completeness starts with a full-sized, Stoves slot-in cooker with three gas burners and one solid electric hotplate. A hinged glass lid provides a dumping surface when not cooking, while below is a



*One of the best, the Starburst's lounge is capacious and comfortable - you could seat up to 10 motorhoming pals here for a drink and a gossip.*



separate grill and oven (just like at home). Electronic ignition serves the whole thing - something that's often missing. Above the cooker, an extractor hood rounds off the cook centre nicely.

Left of the stove, the main kitchen unit provides L-shaped versatility with a circular stainless sink and matching, separate drainer complete with its own waste. There's a drop-in cover that fits either, too, and a respectable slab of work surface above the bend in the L-shape.

The Autocruise galley's party trick takes the form of a clever swing-out unit that emerges - controlled by a gas strut - from beneath to offer yet another slab of surface. This also allows access to storage in the corner of the kitchen unit, although the presence of the fresh water tank here limits its capacity.

Finally, if cook plans some serious pan juggling, a flip-up chunk of worktop sofa-side provides yet more space.

With all this action on the offside the fridge remains almost unnoticed, located opposite and under the wardrobe. At 80 litres capacity, and

with standard three-way operation, the Dometic cooler is adequate, but the only slight personal disappointment in this kitchen. This is especially true when you consider the current fashion for giant AES fridge/freezers.

The need to store one's batterie de cuisine is catered for in a reasonable way with cupboards below and lockers above. There are drawers too - a decent cutlery receptacle and a stack of smaller drawers to the right of the fridge do a good job of storing the long rattly stuff and all manner of smaller items.

To me, this kitchen is the epitome of the Autocruise design philosophy: sure, it offers a bit of showroom flash with its party trick swing-out unit, but even this has practical benefits. Fully equipped and non-fancy, the Starburst's kitchen gets my vote.

### FULL TO BURSTING

It's perfectly possible to prepare feasts in the kitchen, but can the 'Burst conjure up the table

to go with it? Twin-sofa lounges require an eating surface to be erected between the seats at mealtimes, and here a lightweight table emerges from its own locker next to the caravan door. This type of table is used in many other Autocruise models and, while adequate, is one of my least favourite features of the marque. It's easy to set up, but it's just a bit small and a bit low. In addition, it's only really big enough for two people to eat at comfortably, or maybe four at a pinch.

With a capable kitchen and a big lounge, there's an ideal opportunity for entertaining in the Starburst and I'd love to see Autocruise come up with a dining solution to meet the challenge - something a bit bigger and higher would do nicely.

### 'BURST'S BUBBLES

Situated right across the rear, the washroom is entered by a door in the centre of its wall. Best described as a game of two halves, this space is entirely conventional on one side, and surprising - quirky even - on the other.



The L-shaped kitchen unit's swing-out section increases work surface.



Reasonable amounts of drawer and cupboard space populate the main kitchen unit.



Behind the swing-out lurks the inboard fresh water tank at bottom, plus a good-sized fiddled shelf.





*Dedicated table stowage and a stack of useful drawers live next to the fridge. Above, the wardrobe features some equally useful shelves within.*



*Between the sofas dining is only marred by a smallish table that can seat four at a pinch.*



*The quirky washroom is entered via a door in the rear wall.*



*The conventional side of the washroom features a loo with inbuilt flush tank.*

On the left as you enter, the toilet is the ubiquitous Thetford swivel-bowl loo – in this case the model with a flush water reservoir of its own. This has the distinct advantage of allowing the user to put an additive in the flush that'll help keep the bowl clean and ban noxious niffs, plus the side benefit of helping to preserve fresh water tank contents. A separate external filler is provided for filling of the toilet's reservoir and Autocruise has cleverly concealed this, and the cassette servicing hatch, behind a large locker door for a nice neat finish. (As a bonus, there should be room to contrive stowage for your chemical bottles and even some cleaning bits

and bobs in here too.) Back inside, and above the loo, there's an eminently sensible two-door cupboard with fiddled shelves and plenty of room for all your washroom storage needs.

First sight of the combined washbasin and shower cubicle opposite left me agape and slightly puzzled – if I was a dog I'd have had my head on one side at this point!

This strange looking unit is unlike anything else I've seen as it takes the form of a shower cubicle (complete with rigid folding door) with a deep washbasin unit moulded inside at its rear. One of the factors that allows Autocruise to come up with things like this is the fact that it produces

its own GRP mouldings in-house and so can indulge itself much more easily design-wise than some companies who buy in their plastics from a standard range.

I must admit, I approached this unit with caution and a deal of scepticism but discovered that it worked very well indeed. There's a big mirror, space to put cosmetics down, and lighting powerful enough to let me know just exactly how close I am to the big five-oh (cards and pressies care of MMM please). The basin is big and practical too, and, aside from this unit's obvious qualification as a separate shower, its use as a mini wet room is what makes it so good. Things like hair washing





Quirky but capable, the Starburst's combination shower/washbasin unit is very good to use.

and other splashy activities - including giving the tootsies a sluice - can be carried out with the door closed and safe in the knowledge that the rest of the washroom stays dry.

Autocruise is at it again here with another surprising, but very practical and simple idea.

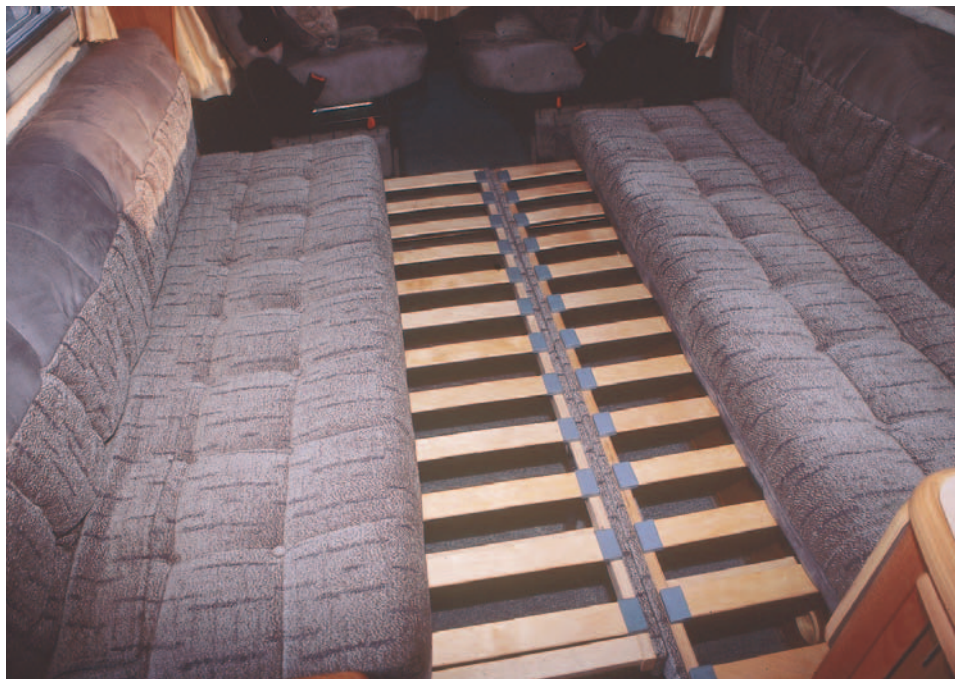
### STARRY, STARRY NIGHTS

As a strictly two-berth motorhome, the Starburst gives the touring couple a choice of beds.

Number one is a big transverse double - made from the lounge sofas and achieving king-size-plus proportions. Slatted sofa bases



Outside, both cassette servicing hatch and flush tank filler are neatly concealed behind a large locker door.



Slatted sofa bases pull together to help form the double bed.

pull together and backrests drop in to make this berth, and I found it very comfortable indeed. You may find - as I did - that some adjustment of cushions relative to each other is needed to achieve best comfort. As I would with any multi-cushion motorhome bed, I'd probably invest in an overlay to smooth bumps and cover joins, but the Starburst's double bed still rates very highly.

One very nifty feature is the fact that duvet-style overlays are suspended above the sofa backrests. These cover the backrests and enhance lounging comfort in sofa mode, but when the bed is deployed they hang down the walls at both ends to provide comfy padded head/footboards that also have the advantage of improving insulation.

Another great idea from Autocruise? Well yes, but I'm reliably informed that it was actually a brainwave of the clever chap who makes the company's soft furnishings. Maybe the Autocruise good idea thing is contagious!

The single beds are even easier to make as backrests are consigned to the cab and small infills added twixt the forward end of the sofas and the back of the forward-slid cab seats. Those duvet overlays now provide a cosy side to twin single beds both well over six feet long.

Whether you sleep in the double or singles there are surfaces suitable for use as night tables. A flip-up shelf is fitted to the aft end of the nearside sofa (useful as a daytime snack/drinks table too), while the kitchen unit does duty on the offside.

Blackout throughout the 'van is courtesy of upmarket, pleated cassette blinds that incorporate flyscreens and - unlike some cheaper





*Alternative twin single beds are easily made and long enough for most sleepers.*



*Both undersofa lockers have external hatches and here on the nearside there's a useful wet box let into the floor. The leisure battery's easy to get at too.*

models - let no light in at the bottom. There are full, nicely pleated curtains in the lounge too, for that cosy feel you might desire on off-season trips. Only the curtains around the cab fell slightly short of the mark being a bit thin for the job. I'd add cab blinds or insulating screens here if the Starburst were mine.

### SPACE TRAVELLER

Motorhome stowage space and its use has a direct relationship with payload - that is you may have the space to carry your kit but the 'van must have sufficient payload to carry its weight too. Here, an all-up weight of 3500kg imposes no driving licence

restrictions (those who passed their standard car test after January 1st 1997 can only drive vehicles up to a maximum authorised weight of 3500kg) and I was pleased to discover that the available payload is a comfortable 739kg.

Indeed, and as mentioned before, with its short rear overhang, the Starburst is designed to be able to carry a scooter backpack style - and good payload makes this a sensible proposition (subject to rear axle loading).

Inside, overhead lockers feature upfront with a good-sized example over the cab that should take all your bedding. The capacity of lockers down the sides is only compromised by one of

them housing the 'van's electricity distribution and control unit. Above the fridge, the wardrobe is of modest, but adequate, height and the inclusion of a set of pigeonhole storage shelves in here is a surprising, but very welcome, feature. Undersofa space will be the place for all your heavy and/or bulky kit and Autocruise has thoughtfully provided external hatches in both the Starburst's flanks to let you get at the chairs and outdoor grill without dragging them through the interior.

Even in these potentially boring regions there are one or two useful features. The nearside seat features a built-in wet box, that should do useful duty as a receptacle for water hose, levelling



*Both sofa bases pull together to create a king-size double bed that's comfy too.*





*Eberspächer Hydronic heating lives, in part, under the offside sofa. Here we see (left to right) the hot water vessel, the blown-air heat exchanger/distribution unit and the wet header tank.*

wedges and the like - indeed anything that lives outside onsite and gets mucky. The offside underseat stowage shares space with part of the heating system and here there's a flap in the seat box front that saves having to lift the hinged sofa base to get at its contents.

A sensible amount of storage for a touring couple's kit is another feather in the Starburst's cap. There's no room for big outdoor furniture here but, as I recently discovered, my dream reclining outdoor chairs won't even fit in the cavernous underbed space of my own Rapido either.

#### LIFE SUPPORT

Starburst's heat and hot water come courtesy of Eberspächer's Hydronic, diesel-fired boiler (though eagle-eyed readers may spot that the control panel is actually marked Combitronic). Working in a similar way to a domestic central heating system, this compact unit uses diesel from the vehicle's tank as fuel to heat water which is then circulated through the heat-exchanger of a mini hot water cylinder and a fan-equipped radiator: this provides domestic hot water and blown-air central heating to all areas.



*Control panels for services and heating are located just inside the caravan door. The heating control (at bottom) works in much the same way as a domestic heating programmer.*

The upside of this system is the seemingly inexhaustible supply of fuel: a glance at the vehicle's fuel gauge gives instant news of reserves and there are few places in the world where diesel fuel isn't available. Expedition vehicles are often fitted with similar systems for just these reasons, but ordinary motorhomers can benefit too (as European touring can produce bottled gas supply difficulties).

Of course, what goes up must come down, and the downside of diesel-fired boilers is that they may be perceived as both noisy (more so







from outside the 'van) and heavy users of 12V power. However, as the system can be powered by 230V (both space and water heating), then, where hook-up is available neither perception is a factor.

Whatever the concerns about noise and power consumption, there can be no doubt that the ability to have heating and hot water in your motorhome without worrying about your gas supply is a boon. And Eberspächer's Hydronic system (or its Combitronic stablemate) works very well. A sophisticated control panel allows you to programme it in the same way as domestic heating (meaning you can return from a day's outing to a warm 'van, or wake up to both heat and hot water).

Good lighting is always a feature of Autocruise motorcaravans and the Starburst is no exception with a grand total of 25 fittings to chase away shadows. This includes a couple of 230V lights. These come complete with built-in touch-pad switches, and, although a finger is best used to operate them, I can confirm that inadvertent contact from the top of a bald head is enough to coax them into life.

Plumbing features an inboard fresh water tank located under the kitchen. Autocruise claims winterisation of all the plumbing and thus the opportunity for year-round Starburst motorcaravanning.

The fresh water filler is one of my less favourite Autocruise features as it takes the form of a trailer caravan style inlet, more often

seen used with submersible pumps and external water containers. It's fiddly to plug in the hose and twist the tiny tabs that hold it in place prior to turning on the water, but once connected the tank fills perfectly well. Upside here is that a submersible pump is supplied, so (as its connection incorporates power) onsite top-ups from a container are very easy.

The rest of the plumbing consists of good quality mixer taps for sink, shower, and basin, while all the wastes drained to the grey water tank efficiently.

Last, but not least, the easy access gas locker is situated at the nearside rear and accepts a pair of back-friendly 7kg cylinders.

### A STAR IS BURST

By now you've probably read what the judges thought about the Starburst - along with a few key reasons why they made it Best Low Profile and, subsequently, Motorhome of the Year.

To my mind it's the marriage of the kind of commonsense motorhome design found on other Autocruise products with that rarest of British beasts - a genuine low, low-profile motorcaravan.

However, there's more to it than just the motorcaravan, as Autocruise's whole approach to what they do has played a big part in the Starburst's success. Both Chairman John Cockburn and Managing Director Gordon Bentley lead from the front and motorhome designs often start on the back of an envelope - with good

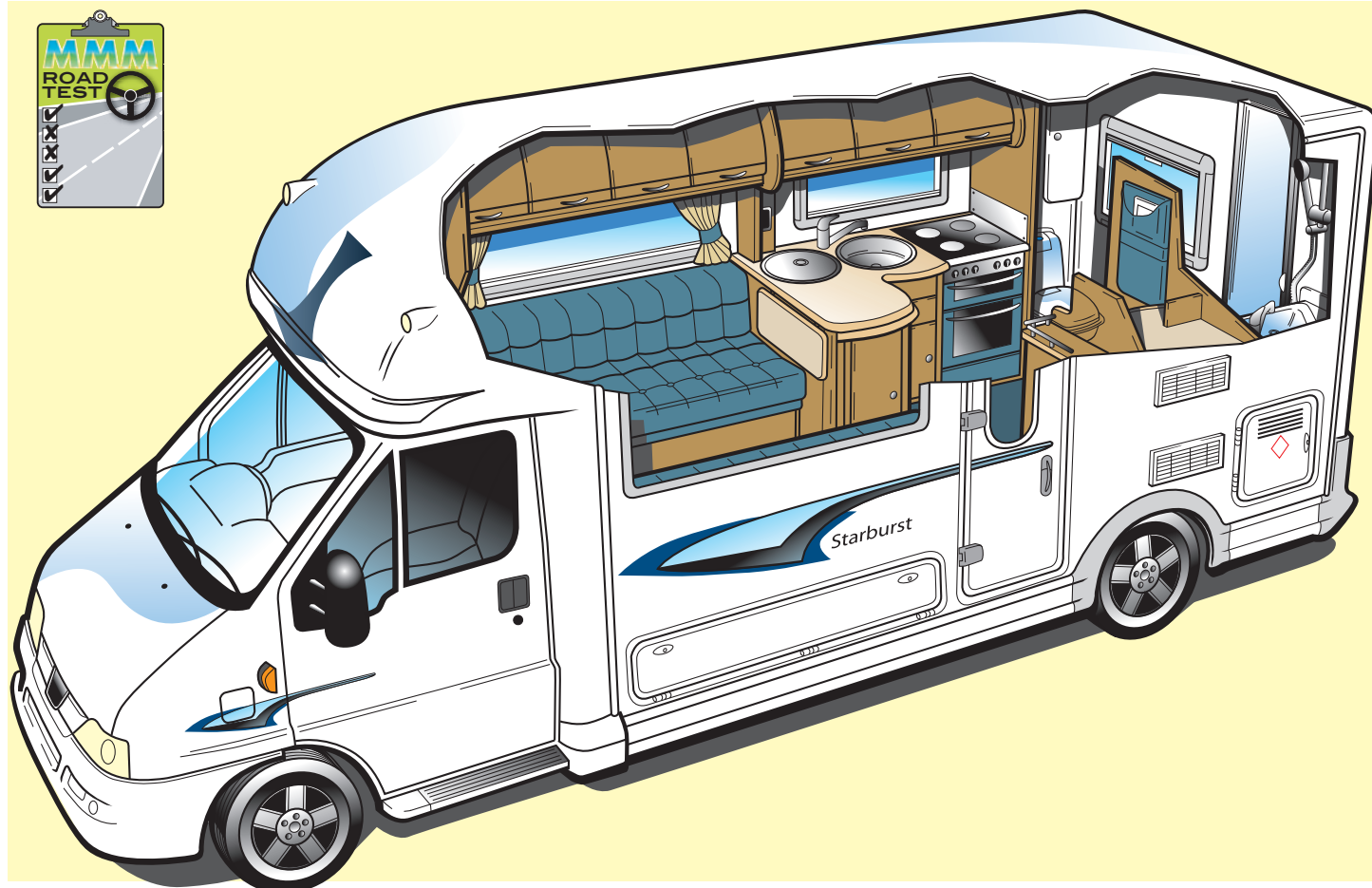
ideas designed to work well rather than just look good in a showroom. The fact that Autocruise employees use motorhomes too has its effect (as, I suspect, does the fact that Autocruise only builds motorcaravans). The presence of a factory-backed owners' club that provides regular - and listened to - feedback further ices the cake.

Another factor in the buying process - and one that's vitally important - is aftersales service. Autocruise runs a dedicated aftercare department, situated right next door to its factory - and willing and able to sort Autocruise owners' problems, do modifications, and fit accessories. With tales of body part supply problems keeping 'vans off the road for long periods, it was gratifying to discover another Starburst at Autocruise that had just had a whole new rear section fitted after an accident. This was apparently no problem for Autocruise aftercare.

Aside from the prospect of good aftersales service, the Starburst is the epitome of a front lounge low-profile motorhome, and one that's likely to suit the needs of British motorcaravanners all year round. It's great for entertaining and provides a spacious interior in a compact package that's equally great to drive. With comfortable, versatile beds, a practical kitchen, and an innovative washroom, it's a worthy winner of the MMM Motorhome of the Year.

If you're in the market for a compact six-metre-ish 'van, with a truly comfortable lounge, the Starburst should be lurking somewhere near the top of your must see list. □





## MMM SUMMARY

### I LIKED

- Super low stance on Al-Ko chassis
- Willing on-road performance
- Great handling
- Lack of conversion noise
- Big comfy lounge
- Superb kitchen
- Innovative washroom
- Easy-to-make comfortable beds
- Clever upholstery overlay
- Comprehensive range of

### lighting

- Good storage
- Pleated cassette blinds
- Separate flush tank for toilet
- Washroom door hold-back to allow on-road rear vision

### I WOULD HAVE LIKED

- Airbags and ABS
- A bigger dining table
- Standard fresh water filler

### I DISLIKED

- Handling it back at the end of the test

## SPECIFICATION

### THE VEHICLE

- **Base vehicle and engine type:** Peugeot Boxer Al-Ko chassis cab; 2.2-litre four-cylinder common-rail turbo-diesel
- **Output:** 77kW (104bhp) @ 4000rpm
- **Max torque:** 250Nm (184 lb/ft) @ 1900rpm
- **Gearbox and drive:** Five-speed manual, front-wheel drive
- **Brakes:** Dual circuit, servo-assisted discs front, drums rear
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: MacPherson strut type with coil springs and integral dampers. Rear: torsion-bar springing and telescopic dampers
- **Tyres fitted:** Michelin XC Camping 215/70 R15C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons) diesel
- **Instruments:** Speedo, rev counter, coolant temperature, fuel, liquid crystal display with total and trip miles, clock, oil level indicator
- **Warning lamps:** High coolant temperature, immobiliser function, water in fuel, brake pad wear/handbrake, engine fault, alternator charge, low oil pressure, diesel preheat, low fuel level, indicators/hazards, road lights, main beam
- **Windscreen wiper controls:** Stalk control forward flick wipe, pull up for washers and four wipes, one back intermittent, two back normal speed, three back fast speed
- **Immobiliser/alarm:** Ignition key activated electronic immobiliser, no alarm fitted
- **Other features:** Single CD/radio, electric windows and mirrors, adjustable steering column, storage bins on both doors, 12V socket, remote central locking, locking glove compartment, flip-up document holder, door pockets, electric headlamp angle adjustment, cab seats upholstered to match caravan, removable carpet

### PERFORMANCE AND ECONOMY

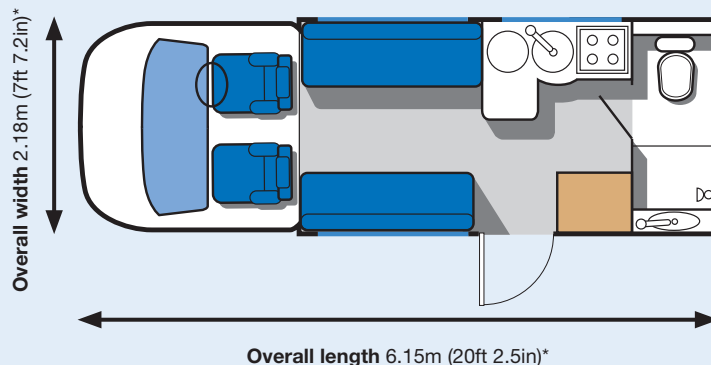
- **Achieved 30-50mph acceleration time:** 8 seconds
- **Fuel consumption during test:** 29.8mpg





## THE CARAVAN

- Body type and construction:** Low-profile sandwich-construction coachbuilt with GRP overcab, roof and rear mouldings, plastic side skirts and rear wheelarches
- Insulation:** Sides 25mm, roof 30mm, floor 30mm
- Conversion NCC badged as EN1646 compliant:** No
- Warranty:** Three years base vehicle, one year caravan, three years water ingress
- Number of keys required:** Two, one for base vehicle, one for caravan
- Windows and doors:** All double-glazed acrylic; top-hung in washroom, kitchen and offside of lounge, sliding window to nearside of lounge. Seitz two-point locking caravan door with side-hinged window, blind and flyscreen, gas strut hold-open stay and internal magazine nets
- Additional ventilation:** Remis push-up rooflight above lounge, five-way push-up vents above kitchen and in shower compartment
- Blinds/curtains:** Pleated blinds and flyscreens to all caravan windows, fully lined curtains to lounge windows and around cab
- 230V AC system:** Mains hook-up feeds Sargent combination leisure battery charger/mains unit with RCD, MCBs feeding fridge, mains water heating, single electric hotplate on cooker, two 13 amp sockets in kitchen, Eberspächer heating/hot water system
- 12V DC system:** Leisure battery feeds toilet flush, cooker ignition, cooker hood, lighting, Eberspächer heating/hot water system, 12V socket. Control panel LCD shows leisure and vehicle battery voltages, fresh and waste water contents percentage, clock, internal air temperature
- Capacity of caravan battery:** 110 amp hr
- Lighting:** Two touch-sensitive mains wall lights, single ceiling fitting, four adjustable reading lamps and built-in mood lighting to rooflight frame in lounge; twin adjustable spotlamps and single ceiling fitting adjacent to caravan door; twin halogen downlighters, one adjustable spotlamp and single ceiling fitting in kitchen; twin adjustable spotlamps and four halogen downlighters to washbasin/shower compartment, single ceiling fitting to toilet area, single tube fluorescent fitting in overcab locker, awning light
- Cooking facilities:** Stoves DF500 DIT full-sized slot-in cooker with hinged glass lid. Hob with three gas burners and one solid electric hotplate, separate grill and oven, all with electronic ignition
- Extractor fan/cooker hood:** Dometic two-speed extractor hood above cooker
- Refrigerator:** Dometic RM7271 three-way (manual energy selection), with full-width freezer compartment. Capacity 81 litres
- Sink and drainer:** Circular stainless steel sink and separate circular stainless steel drainer with inset worktop/cutting board, single-lever swivelling mixer tap
- Water system:** Inboard fresh water tank feeds pressurised supply to kitchen sink, washroom basin, shower mixer and water heater
- Water heater:** Eberspächer D5 Hydronic, with diesel/230V operation. Capacity 10 litres (2.2 gallons)
- Fresh water tank:** Inboard mounted, capacity 77 litres (16.9 gallons)
- Fresh water level gauge:** On control panel, LCD gives percentage display
- Waste water tank:** Underfloor mounted, capacity 54 litres (11.9 gallons)
- Waste water level gauge:** On control panel, LCD gives percentage display
- Space heating:** Eberspächer D5 Hydronic, diesel/mains operation, blown-air distribution to cab, lounge and washroom
- Gas locker:** Externally accessed and ventilated, fixed regulator. Capacity two 6/7kg cylinders
- Washroom:** Walk-in washroom across rear of vehicle, electric flush swivel-bowl cassette toilet with integral flush water tank. Separate compartment containing washbasin with mixer tap, mirror and high level storage above. Shower tray floor, single central waste, separate shower mixer/head on riser rail and rigid bi-fold shower screen. Twin-door storage locker with fiddled shelves above toilet. Toilet roll holder and robe hook
- Seating:** Swivel cab seats and twin inward-facing sofas in lounge area
- Table(s)/storage:** One freestanding table with folding tubular legs. Stores in dedicated locker adjacent to caravan door
- Berths:** Two; in transverse lounge double, or alternative twin longitudinal singles
- Rear seatbelts:** None fitted
- Wardrobe:** Nearside location above fridge in kitchen area, side-to-side hanging rail and three fiddled storage shelves
- Flooring:** Bound-edge removable carpet over pebble-effect vinyl
- Additional features:** Smoke alarm, fire extinguisher, swing-out storage unit/worktop in kitchen, fold-up shelves/worktop at end of both sofas, magazine storage pockets to backs of cab seats and adjacent to washroom and caravan doors, oval mirror adjacent to caravan door, external access hatches to under-settee storage areas, additional sofa backrest upholstery becomes double bed headboard/padding



## DIMENSIONS

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

- Overall length:** 6.15m (20ft 2.5in)\*
- Overall width (excluding mirrors):** 2.18m (7ft 2in)\*
- Overall width (including mirrors):** 2.52m (8ft 3.5in)
- Overall height:** 2.53m (8ft 3.5in)\*
- Length of wheelbase:** 4.00m (13ft 1.5in)
- Length of rear overhang:** As measured from centre of rear wheels, 1.24m (4ft 1in) - 31 per cent of wheelbase
- Turning circle (kerb to kerb):** 15.2m (49ft 10.5in)
- Driver's maximum leg length:** 980mm (3ft 2.5in)
- Step-up height to caravan:** Step one 260mm (10ins), step two 290mm (11.5in)
- Door aperture:** 1.72m x 530mm (5ft 7.5in x 1ft 9in)
- Interior length from dash:** 4.80m (15ft 9in)
- Interior length behind cab:** 3.74m (12ft 3in)
- Interior width at waist height:** 2.02m (6ft 7.5in)
- Interior height:** 1.94m (6ft 4.5in)
- Work surface height:** 940mm (3ft 1in)
- Table dimensions:** 900mm L x 510mm W x 670mm H (2ft 11.5in x 1ft 8in x 2ft 2.5in)
- Bed dimensions:**
  - Lounge double:**
    - Mattress length: 2.01m (6ft 7in)
    - Mattress width: 1.61m (5ft 3.5in)
    - Mattress depth: 150mm (6in)
  - Or two singles**
  - Alternative nearside single:**
    - Mattress length: 1.88m (6ft 2in)
    - Mattress width: 680mm (2ft 3in max)
    - Mattress depth: 150mm (6in)
  - Alternative offside single:**
    - Mattress length: 2.07m (6ft 9.5in)
    - Mattress width: 680mm (2ft 3in max)
    - Mattress depth: 150mm (6in)
- Washroom:** 1.80m W x 700mm D x 1.90m H (6ft 0in x 2ft 3.5in x 6ft 3in)
- Wardrobe:** 520mm W x 480mm D x 920mm H (1ft 8.5in x 1ft 7in x 3ft 0in)
- Gas locker:** 590mm W x 270mm D 634mm H (1ft 11in x 10.5in x 2ft 1in)
- Gas locker door aperture:** 430mm W x 495mm H (1ft 5in x 1ft 7.5in)
- Max authorised weight:** 3500kg\*
- Unladen mass:** 2761kg\*
- Load capacity:** 739kg\*

## PRICE (All prices include VAT)

- Standard model:** £39,195 (on the road)

## OPTIONAL EXTRAS (\*starred items fitted to test vehicle)

- Base vehicle options:** 2.8-litre engine (£3000), colour-coded bumper (£350), cab seat armrests (£295), captain's seats (£495), rear view camera (£635), reversing sensor (£213), twin headlights (£597)
- Caravan options:** Extra 230V/12V socket (£50), Status TV aerial (£185), scatter cushions pair (£45), Omnivent extractor fan (£267), additional table (£250), roofrack and ladder (£500), extra leisure battery (£200), air-conditioning (£1250), corner steadies (£156), external gas point (£97), external shower point (£120), scooter rack (£1395)

## SUPPLIED BY

Autocruise Starburst kindly supplied for evaluation by:  
Autocruise CH Ltd, Swinton Meadows Industrial Estate, Meadow Way,  
Swinton, Mexborough, South Yorkshire S64 8AB (tel: 01709 571411;  
web site: [www.autocruise.co.uk](http://www.autocruise.co.uk))

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