

PERFORMING DELFIN

Bürstner Delfin Performance 700 on 3.0-litre dCi Renault Master Al-Ko



Bürstner's latest low profile offers individual beds for two. Dave Hurrell checked out the Delfin singles scene

In 2004, German manufacturer Bürstner stole the limelight by introducing the Delfin range of low-profile motorhomes. These were not only completely new motorcaravans; they were also built on a never-seen-before base vehicle, the newly revamped Renault Master. Indeed, the first time that anyone saw the new Master in this form it had a motorhome body on its back - quite a coup for Bürstner. Initially, there were dark mutterings within the industry about right-hand drive chassis supply problems, fuelled in part by the fact that the first Delfins available on these shores were left-hand drive. Since then, however, things have settled down and right-hand drive models have become readily available. The original range of

Delfins has now been added to, with three models bearing the suffix Performance. Outwardly, these look identical to the first offerings, with stylish low-profile bodies resplendent in blue and silver metallic paint and marrying well with their Renault Master underpinnings. However, it's under the skin that things have changed, as Bürstner has ditched the standard rear chassis for an Al-Ko alternative and added a double-floored body. Full winterisation, additional storage and a lowered centre of gravity are the advantages of this Al-Ko set-up, which famously offers better ride and handling thanks to increased width track, and independent, torsion bar rear suspension. There are three models in the range; two with

longitudinal fixed double beds and the one tested here which offers twin singles.

BÜRSTNER BODY

Taking advantage of the low Al-Ko rear chassis gives the Delfin Performance true low-profile credentials and helps it to integrate very successfully with the Renault base in front and beneath. Although slab-sided like any other sandwich construction coachbuilt motorhome, stylish GRP mouldings and clever use of the blue and silver colour scheme make this Delfin more cutting-edge leisure vehicle, and less big white box on wheels. Body detailing has been cleaned up relative to the 'standard' Delfin, with smooth



Delfin's super quality coachwork comes equipped with an awning as standard.

◁ *Thanks to a low stance, there's just one tread to negotiate on the external electric step.*

wheel arches and a windowless rear panel that's less fussy top and bottom. Two keys control the whole of this vehicle, one for Renault and one for Bürstner, while all the locks, latches and fillers are properly engineered and easy to use. Continental handing of the body means the standard-fit awning and forward-located caravan door are on the UK offside. Just a single tread electrically

operated step is required to assist you to gain the single internal step-well, and thence the living area floor.

INSIDE PERFORMANCE

Unashamedly a two-berth, the 700's interior offers an unsurprising and typically Continental front end layout with a half-dinette ahead of a

split kitchen: sink and hob unit on the offside, big fridge/freezer and oven opposite. It's further back that things get more interesting as two generous single beds sit either side of an aisle that leads to a spacious, across-the-rear washroom.

Interior ambience is cool and classy with mid-toned, prominently grained cabinets and wallboards. The test 'van benefited from soft



Looking forwards to the half-dinette with split kitchen in the foreground.

furnishings upholstered in 'Jersey', a mid-blue fabric that made me wish for something a tad 'warmer'. One feature that immediately disappointed was the inclusion of pull-down blind/flyscreen units. These can be tricky to operate and let light in at the bottom when closed. In a motorhome of this perceived quality, and at this price (around £46,000) I would expect to see the better quality, and latest, pleated blinds. These don't let light in at the bottom and close upwards allowing natural light in from the top when desired, while still preserving privacy. Conversely, the presence of standard-fit cab blinds was a welcome addition. Although they can be a bit fiddly to deploy, they do a good job of keeping out the light.

This single bed layout is present in quite a few 'vans these days - including overcab

coachbuilts, A-class, and the low profile type seen here. Although they take up quite a bit of space and tend to stretch the length of a motorhome (compared to a transverse double bed), fixed single beds can solve quite a few of the problems that make other designs unsuitable. Many of us put up with climbing over each other to get in and out of transverse double beds, but here that problem disappears, as with your own individual, permanent berth, it's easy to get up to use the loo or leave your partner slumbering while you make an early start and take Rover out to watch the sun come up. The less agile will also probably find these beds an absolute pleasure to live with. Last, and by no means least, is the versatility that these singles offer; allowing non-couple friends or family members to motorhome together in comfort.

MASTERFUL MOTIVATION

Cutting-edge is not a term to be used lightly, but never fear, here it's entirely appropriate. The Renault Master is *the* medium-sized base vehicle by which the competition can currently be measured. Quality coachwork encloses a spacious cab that benefits from electric windows and mirrors, remote central locking, cab air-conditioning, twin airbags, ABS brakes, and a six-speed gearbox. A new-generation Blaupunkt radio/CD is set into a dashboard featuring good quality plastic mouldings, lots of storage places, and an excellent heating and ventilation system.

Bürstner adds to this by cutting away the original cab roof for easy access, adding super quality Aguti captain's seats, and finishing the dash with some reasonable-looking plastic wood.



The fitted cab blinds are slightly fiddly to deploy, but an excellent alternative to curtains.



Renault Master cab has it all, including the all-important ABS and twin airbags.



View to the rear shows two single beds beyond the kitchen, sitting either side of the aisle that leads to the across-the-rear washroom.



Three litres and huge torque make the Master a pleasure to drive on all roads. The penalty you pay for three litres of power is the loss of forty kilogrammes from an already very minimal payload.



The latest and greatest from Dometic gives massive capacity for fresh food.



The dinette's travel seats are superb as their strong steel frame supports automotive-style, adjustable headrests.

In the rear, the forward-facing dinette seat provides three-point belted travel seats for two, with a steel frame base that extends up to include mountings for adjustable automotive-style head restraints. This set-up is quite simply superb and better engineered than many other 'vans where head restraints are mounted on flimsy wooden panels.

A slightly more upright driving position than the oft-encountered Fiat Ducato is, nonetheless, coupled with excellent cab ergonomics. At five-foot-ten tall, I found that all controls fell readily to hand and the fitted driver's seat swivel compromised neither feet-to-pedals position, nor line-of-sight through the windscreen. The test 'van benefited from the optional three-litre engine

- its four-pot configuration giving each cylinder a capacity of 750cc. This is very apparent on start-up as this big turbo-diesel has a truck-like character as it idles, ready for action.

Bürstner has fitted a handbrake lever that remains in the down position whether off or on, to allow the driver's seat to swivel easily. This is useful and clever, but takes time to get used to, as it is easy to try to pull away with the handbrake still applied. However, the dash-mounted gearlever selects first smoothly and once you've checked that the handbrake is off, the light-action clutch makes pulling away a pleasure. Squeeze the accelerator and just 1800rpm puts a massive 320Nm of torque under your right foot. In layman's terms this means superb pulling power that also brought a big smile to my face! Moving up through the six gears you discover excellent acceleration and no need to rev the big engine excessively as it powers to the legal limit with ease. There's a gear for every occasion too: third's great around town, fourth on minor roads, fifth on fast A-roads, and, finally, sixth is that tall 'overdrive' ratio that this powerful motor pulls with ease at motorway speeds.

Handling is excellent with Renault's unusual, inboard-coil-spring front suspension soaking up the bumps well and producing virtually lean-free and surefooted handling. At the rear, Al-Ko's compliant, torsion-bar-sprung rear end contributes to the lack of conversion noise too. If your idea of heaven is getting your toes in the Med ASAP then you'll find this Delfin will make a superb autoroute stormer, cruising in the eighties



Comfortable dining for four is the norm using this clever, swing-out extension.



Aguti captain's chairs and the wide Renault cab make a good lounge for two.



There's not much worktop in the galley but storage provision is spot-on.

while you remain cool and comfortable in the air-conditioned cab.

DELFIN DINNERS

The 700's galley follows a form that's traditionally Continental. The main unit is on the offside to the rear of the caravan door and consists of a circular drainerless sink and three-burner gas hob with hinged glass lid. As is often the case, there's no worktop to speak of aside from the lowered hob lid, which precludes cooking while you do any prep. A circular cutting board is provided that insets into the sink to alleviate part of this problem and make the chopping of ingredients more of a pleasure.

In reality, the best way to make a meal is to prepare all the ingredients before you start cooking, and I found it was easier (and quite pleasant) to sit at the adjacent dining table with a drink and enjoy this activity -rather than stand in the kitchen trying to juggle dishes and chopping board.

Opposite, and directly behind the dinette, is

the big fridge/freezer. The latest from Dometic, this monster chiller offers 150 litres of capacity with an entirely separate freezer section. It also offers AES (automatic energy selection) that 'hunts' the most appropriate energy source (12V while on the road, and gas or 230V mains hook-up when pitched) and switches to it automatically. Needless to say, the couple of people this motorhome is designed to accommodate could store enough food in here to last for extended periods between shopping stops.

Above the fridge, and hard up against the ceiling, is possibly my least favourite feature of this motorcaravan, the oven. Avid readers of MMM will be well versed in the perils of high-level cookers like this, installed as afterthoughts by Continental manufacturers whose home market doesn't demand such things. They can be found in all sorts of 'interesting' places when there is nowhere in the original design to accommodate them. In its place, high above the fridge, this smaller of the Smev-made units has a heat shield fitted to the



The oven was almost impossible for Suzanne to use and potentially dangerous for all.

ceiling above it and a roof vent in its surround. Both these will protect the 'van, shielding heat and evacuating it. Unfortunately, they do nothing to protect the user. At five-foot ten I found the oven difficult to reach into and even more difficult to light (as Bürstner, in its wisdom, has seen fit to install a downmarket model with no electronic ignition). Aside from the antics required to produce a couple of slices of toast, removing boiling main course dishes from here is just plain dangerous. My partner Suzanne, who is five-foot five tall, found it impossible to use.

If you desire or need an oven in your motorhome, this feature could be a deal breaker. If you only do a few slices of toast in the grill, buy a stovetop toaster!

FEAST AND FLOP

A comfortable, if slightly upright, forward-facing double seat, is the starting point for a half-dinette that's one of the best I've tested. The generous proportions of the Renault cab, and the fact that cab and living area floors are at the same level, make for a user-friendly area with a feeling of space. The two swivelled cab seats are - thanks to their captain's chair status - very comfortable and come to the table at the correct height for easy eating. The big-and-strong fixed table is superb, while a semi-circular extension swings from beneath its end to provide an excellent dining surface for the occupant of the driver's seat.



There's room for a flat screen TV above the dinette where sockets are provided in this shallow locker.



The spacious washroom features Bürstner's clever slide-out storage but lacks countertop.



The in-washroom wardrobe includes a set of handy, fiddled shelves.

Dinner parties for four are a distinct possibility and lounging here - although somewhat formal - is OK too as what amounts to two armchairs and a small sofa only have their style cramped by the presence of that big, fixed table.

As with many half-dinette/fixed bed designs, full-blown feet-up relaxation must be reserved for the two beds, where an overhead TV locker awaits the installation of your choice of goggle-box. Indeed, it's only here that these high-level telly containers are any good. Only when lying on the bed can your head can be at the right angle to view in comfort. There is a second shallow locker above the cab enclosed behind a silver tambour door. Inside, it too has the necessary sockets for a TV - but it will have to be a flat screen job that extends downwards on its mount, as watching it up there could result in terminal neckache.

A SWEET EN SUITE

The washroom is situated right across the rear of the 'van and offers spacious and versatile pampering room for the Delfin's occupants. A separate shower compartment, loads of floor space, and the presence of the wardrobe in here give this dressing room status that's more than just useful for showering and dressing first thing. Any time of the day you can pop in to choose another outfit, freshen up and change, without the hassle of drawing all the blinds in the main living area.



Sprung-stave bed bases add comfort.



Commendably, all overhead lockers are shelved.



Twin single beds are the reason for the 700's existence. Both were comfortable and convenient, but we found the reading lights at the heads too low.

The generous basin is partnered with a large mirror and Bürstner's clever, sideways sliding storage system - a locker that opens to reveal travel-friendly, tray-style shelves that clip onto a pegboard mount. Elastic straps are provided to hold your cosmetics containers safely in place so that after a hard day on the road they won't leap out at you when you open this locker. More conventional lockers and cupboards are fitted at low-level and these are perfect for larger items. Only the lack of countertop to put things down while washing takes the shine off an otherwise perfect set-up.

To the left is an example of the ubiquitous Thetford cassette toilet, this one in swivel-bowl and electric flush form. As usual, the unit worked

well and only Bürstner's siting of the flush control button in an awkward place behind the bowl annoyed.

The nearside is home to a modestly sized shower compartment with a rigid, bi-fold door. Functional rather than spectacular, this unit was easy to use but would be more challenging for those of higher or wider stature. The lack of any artificial illumination in here was a significant minus point and a suitable light fitting would be quickly added if this Bürstner were mine.

On the offside is the two-door wardrobe; a spacious unit that includes handy, pigeon-hole-style shelves that'll store smaller items of clothing well. The main washroom area is only illuminated naturally by a small rooflight, as there is no window

present. However, three halogen downlighters provide good artificial light and I didn't find myself bemoaning the lack of a window during the test. All in all, a spacious and fine washroom that doubles as a handy dressing area too. Only the lack of any lighting in the shower compartment and the lack of countertop reduced enjoyment while using it.

SINGLES SCENE

The two single beds that are the main reason for this 'van's existence are located either side of a spacious aisle ahead of the washroom and directly behind the kitchen. Of slightly different lengths, they are both still generously sized as motorhome single beds. Sprung-stave bases give support and improve comfort but I was slightly bemused to find solid base sections supporting and overhanging the side of the bed boxes, while the mattresses are wider still. Here I suspect that the stave bases in their frames could be of a 'standard' factory-made size while the overhangs of base and mattress are 'busking it' a bit in order to create wider beds. One of the downsides of this is a kind of floppy edge to the bed as the mattress edge sits with no support beneath. Also, in the test 'van, the top end of the offside bed caught the washroom door on opening and made it difficult for the nearside sleeper to get in there in the wee small hours without waking their partner. That said, these two berths were superbly comfortable and, of course, always ready to use at any time of the day or night.

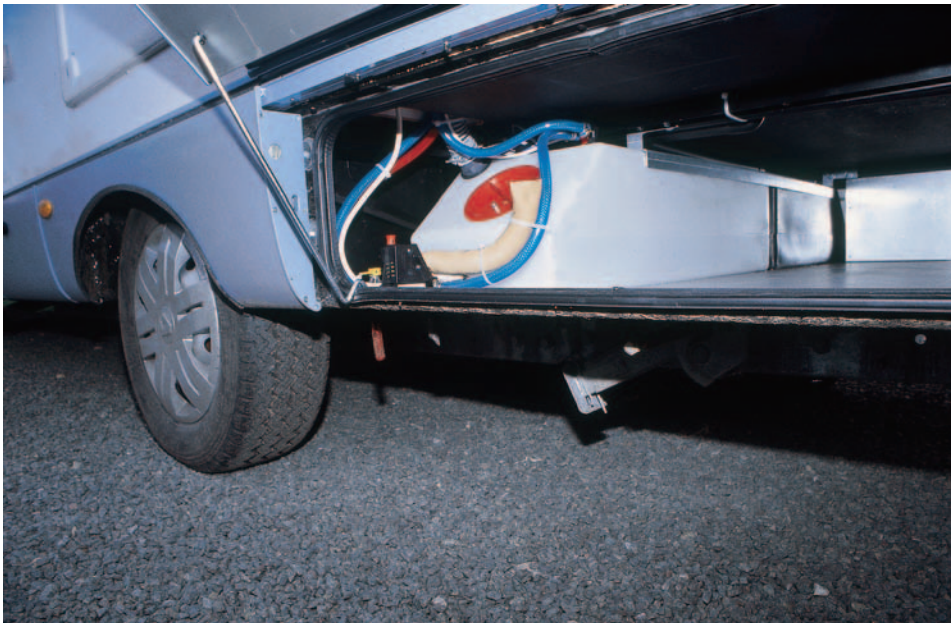
Less comfortable was the lighting on offer. Two stalk-type halogen fittings are provided at the head of each bed. Great, I thought, just right for a relaxing read before lights out. How wrong could I be? These lights (on long, transverse silver bases) are mounted far too low. Prop yourself up in bed and they're right in your way - we were forced to use them pointing upwards, looking like electric tulips and still getting in the way of heads



Both bed bases provide lots of storage and have external access hatches.



Nicely made double-skinned skirt hatches lift to reveal big storage within the double floor.



Inboard tanks mean all-year-round motorhoming. However Truma's frost valve caused problems.

and pillows. Oh dear, seems it's a case of 'do they use the product?' I doubt it.

DELFIN'S DRAWERS

As usual, overhead lockers provide an important share of the stowage space in the lounge/diner and above the beds. All are shelved - a seemingly simple feature but one that makes excellent use of available space and is often overlooked. The Delfin also provides straightforward, big storage space under both its beds, with external access too, while a handy slim cupboard stands just inside the caravan door. Its storage star comes in the form of the double floor cavity which features lift-up doors along both skirts that give access to a huge-but-shallow space that's perfect for bulky items like tables and chairs.

Fancy a skiing trip? No problem, this area will happily swallow all your slalom supplies with ease. Indeed, the only problem I could foresee is the chance that smaller items could disappear into its inner reaches and be difficult to extract.

In the kitchen, a superb set of drawers and a big, shelved cupboard with curved door provide plenty of space for pots, pans and larger items. Above, three proper, side-hinged cupboards are much easier to use than the oft-encountered top-hinged, overhead lockers - especially when

getting at everyday items like tea and sugar containers. The storage feature that annoyed me most did so for the wrong reasons. At the base of the fridge is another drawer. Like the rest, it's superbly engineered and worked faultlessly throughout the test. Capacious too, more than capable of taking large items (we used it to keep our bread in, so handy and easy to get at). So how could this seemingly perfect feature be annoying you may ask? Simple really: remove it, and the fridge, and, more importantly, the oven, could have been located half a foot lower (far safer and easier to use).

Loads of easy to use, well-designed storage is on offer and I was very impressed with the standards of construction, both of the classy cabinets and the GRP-based double floor. Even the lift-up skirt locker doors are constructed with a double skin - none of your wobbly plastic stuff here.

Payload however, is less impressive. Just 210kg on the standard chassis with 3-litre engine (250kg with 2.5dCi) means you'll have to pack lightweight kit or risk overloading. Of course, any accessories you may fit will eat into this modest figure too. Unless my licence precluded it, I'd upgrade to the higher capacity chassis and gain 350kg of extra payload for the surprisingly modest sum of £281.

DIM AND DIMMER

A cold snap offered the perfect test for the Delfin Performance's winterised status. With tanks, plumbing and ducts safely tucked away within the double floor cavity, things should have been cosy and convenient upstairs. Unfortunately, Bürstner has seen fit to situate a frost valve in the double floor area next to the fresh water tank. This electrically actuated unit is designed to auto-drain the plumbing should the temperature drop, thus protecting the system from frost damage. As it operates if the temperature drops below eight degrees Celsius, it soon did its job and drained the system. Aside from the seemingly high temperature at which this unit is triggered, it can only be prevented from functioning by heating the double floor area to above the required temperature. This could work OK if it wasn't for the fact that the Truma blown-air heating is gas-only operation. When faced with this situation, and when pitched with copious quantities of mains hook-up available, many of us canny





The E-Control system is the nerve centre for the Delfin's services.

motorhomers use an electric heater to stay snug. This of course, won't heat the double floor area and so, at what seems a high temperature, the frost valve will deprive one of hot and cold. The solution, I am told, is to fit a second, manually-operated valve downstream, or, as one crafty Bürstner owner told me; 'stick a clothes peg on it mate, that'll stop it opening!'

There is a third option that I wish Bürstner had seen fit to do in this newest-of-new upmarket motorhomes. There is now available a Truma Combi heater (Trumatic C6002EH) which offers both gas and electric operation for hot water and blown-air. What a shame it wasn't fitted here as it works superbly even at night. On low setting it's quiet too, so shouldn't disturb your slumbers. Another feature missing on the fitted Combi heater is 230V mains water heating. Now this feature is available on the Truma unit routinely, and I find it difficult to stomach its omission here.

Living area lighting, too, was woefully inadequate with one stylish-but-dim ceiling fluorescent and only one halogen lamp above the table.

Exciting developments in the area of control panels are evident in some of Bürstner's latest products, this one among them. The E-Control system uses an integrated battery charger and distribution unit linked to an LCD-equipped control panel that can be 'docked' above the caravan door or on a dash-top-mounted bracket in the cab. A single control knob is twisted to highlight icons that represent functions and displays for the 'van's systems. Pressing the knob accesses a menu for that function with a status display included. Thus, lighting, water pump, etc can be turned on and off, and information such as tank contents and battery condition be displayed once selected. Alarms, such as 'waste tank full', or 'battery voltage low' are displayed automatically along with an audible indication. The system even warns you should you try to drive away with the hook-up lead still plugged in.

WHAT A PERFORMANCE!

I have to admit to being genuinely excited when I saw the pictures of the European launch of the Performance range at the famous Düsseldorf Caravan Salon. Sleek good looks, excellent build quality and that must-have Renault Master base are good; add an Al-Ko chassis and double-floor to the mix and you have a recipe for motorhome nirvana.

This layout has many advantages as twin permanent single beds are easy and always ready to use. The washroom, too, is spacious and convenient with only a lack of countertop and annoyingly positioned toilet flush control

annoying. Upfront, the half-dinette uses the spacious Renault cab and flat floor to good effect, producing one of the best examples of the type I've tested. The kitchen - in common with many motorhomes - lacks work surface but provides excellent storage space and superb, top-of-the-range fridge.

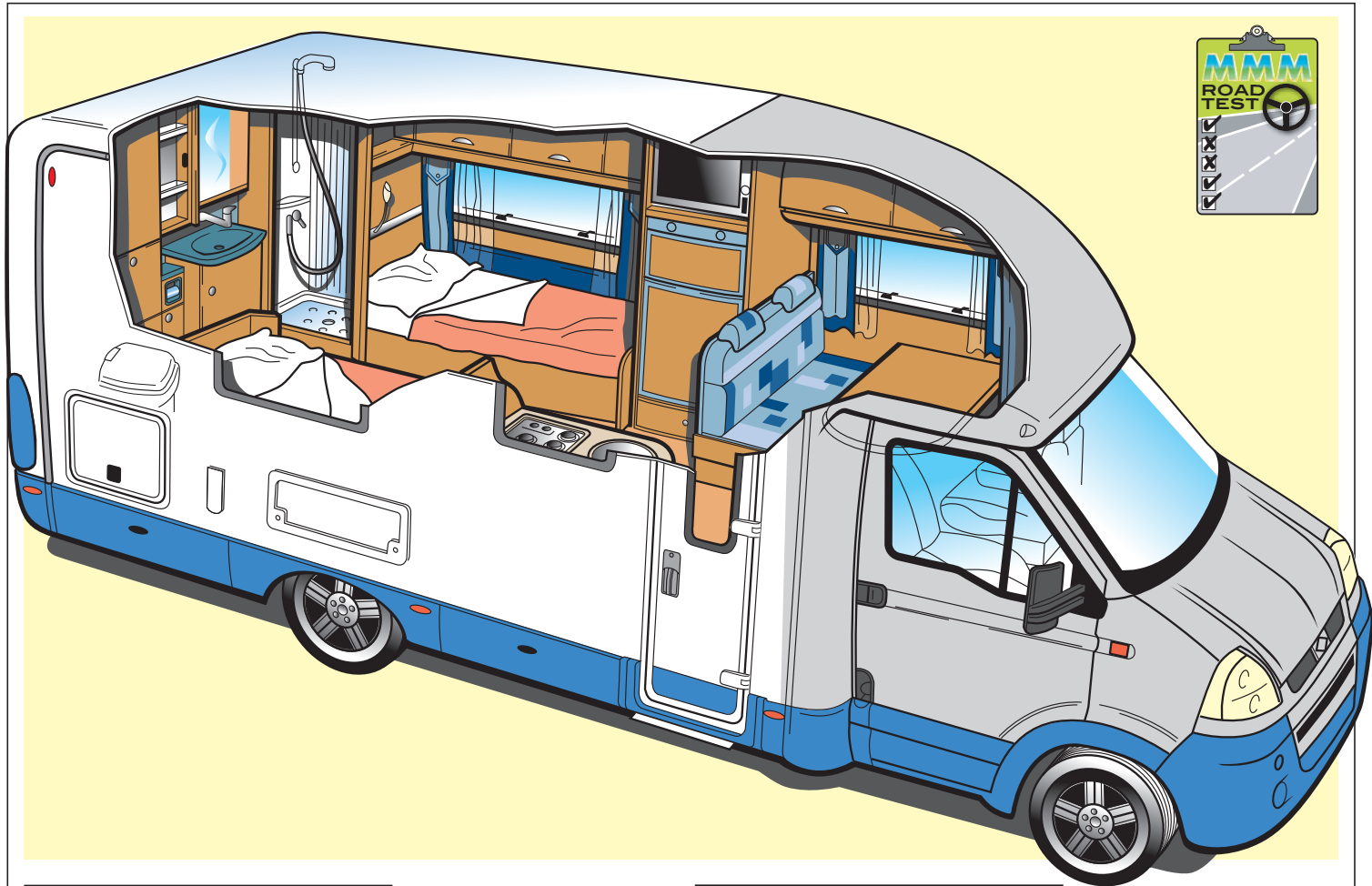
Only the cooking appliances fall short of the mark with the ignition-less hob annoying while the high-level oven is simply unacceptable.

Poor lighting is something I've encountered in other Bürstner motorhomes and here it's just as prevalent. Only the thought of relatively easy retrofitting of more lamps makes it less of a pain.

The impromptu dumping of water by the frost valve is something that can be found on many motorhomes using the same unit and can, it seems, be solved, as long as the owner takes responsibility for monitoring external temperature: the consequences of allowing motorhome plumbing to freeze can be expensive. In this area, the fitting of a gas-only heating system does not benefit the status of this thoroughly upmarket motorhome and I would expect to see mains electric water heating here, especially as it's listed as a £97 option. The latest 230V electric/gas blown-air version would have been welcome in this newest-of-new models.

Ultimately, it's the sheer style and quality of the Bürstner product that would win me over. I'd have to do something about the oven and lighting, but the possibility of all-year-round motorhoming in a spacious and comfortable environment that seems built to last is an inviting prospect. Add the class-leading Renault Master base vehicle (with Al-Ko rear chassis) to the equation and you have a motorcaravan combo that, in spite of some areas where improvement is needed, looks very good. □





MMM SUMMARY

I LIKED

- Well-equipped Renault cab
- Powerful three-litre engine
- Super six-speed gearbox
- Superb good looks
- Excellent build quality
- Double floor construction
- Al-Ko rear chassis
- Spacious interior
- Supremely comfortable beds
- Top-of-the-range fridge/freezer
- Best of type half-dinette
- Standard-fit cab blinds
- Washroom storage cabinet

I WOULD HAVE LIKED

- Better lighting
- Truma heating system with 230V mains operation – thus negating my problem with water dump valve
- Countertop in washroom
- More payload (upgrade optional)

I DISLIKED

- Poorly positioned, difficult to use, high-level oven
- Position of flush control on toilet
- Lack of spark ignition on hob
- Height of bedhead reading lights

SPECIFICATION

THE VEHICLE

- Base vehicle and engine type: Renault Master Al-Ko chassis cab, 3-litre common-rail turbo-charged intercooled 4-cylinder diesel engine
- Output: 100kW (136 bhp) @ 3600 rpm
- Max torque: 320Nm (235lb ft) @1800rpm
- Gearbox and drive: Six-speed manual, front-wheel drive
- Brakes: All-round self-adjusting discs with dual circuit and servo-assistance
- Steering: Power-assisted rack and pinion
- Suspension: Front - independent with lower triangular arms and upper rocker arms acting on inboard coil springs, telescopic dampers and anti-roll bar. Rear - independently sprung torsion bar type with telescopic dampers
- Tyres fitted: Michelin XC Camping 225/65 R16CP
- Spare wheel position: In rear of double floor cavity
- Fuel tank capacity/type of fuel: 100 litres (21.9 gallons) diesel
- Instruments: Speedo, rev counter, LED coolant temperature, LED fuel gauge
- Warning lamps: Immobiliser function, vehicle fault indicator, service indicator, diesel preheat, low fuel level, engine fault, alternator charge, low oil pressure, oil OK, brake pad wear/fault, airbag function, ABS function, headlamps/dipped beam, headlamps/main beam, indicators/hazards
- Windscreen wiper controls: Stalk-mounted, two speeds, intermittent, wash/wipe
- Immobiliser/alarm: Ignition key-activated electronic immobiliser. No vehicle alarm fitted
- Other features: Single CD/radio, cab air-conditioning, ABS, twin airbags, electric mirrors and windows, remote central locking, lockable glovebox, five cubby holes, twin door pockets, removable cab carpet, Aguti captain's seats with twin armrests, adjustable top seatbelt mountings

PERFORMANCE AND ECONOMY

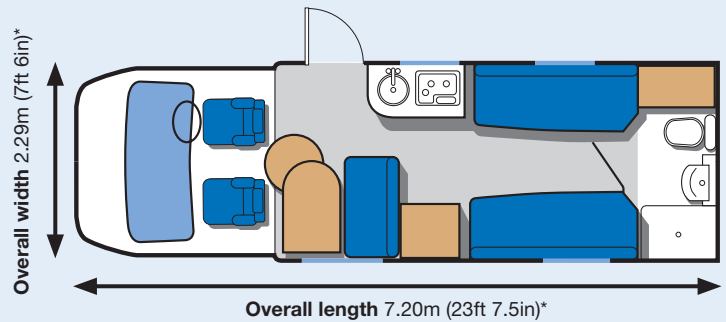
- Achieved 30-50 mph acceleration time: 7 seconds (3rd gear)



■ Fuel consumption during test: 23.2mpg

THE CARAVAN

- Body type and construction: Sandwich construction coachbuilt with aluminium clad walls, aluminium skirts; GRP nose, roof and rear sections
- Insulation: Sides 25mm, roof 25mm, floor 50mm
- Conversion NCC badged as EN1646 compliant: No
- Warranty: Two years base vehicle, two years caravan, five years water ingress
- Number of keys required: Two, one for base vehicle, one for caravan
- Windows and doors: All windows double-glazed acrylic. Side-hinged window in caravan door, all others top-hinged (two in bedroom, one in lounge/diner). Caravan door with two-point locking and gas strut retaining stay, two-point key-operated burstproof locking
- Additional ventilation: Wind-up Heki rooflight above kitchen, push-up rooflights in bedroom and washroom, mushroom vent in shower compartment
- Blinds/curtains: Blinds and flyscreens fitted to all windows and rooflights. Net curtains and fabric décor panels to lounge and bedroom windows. Concertina room divider between bedroom and main living area
- 230V AC system: Mains hook-up feeds RCD, MCB, E-Control battery charger/distribution unit, refrigerator, five unswitched sockets (one in kitchen, two in front TV locker, two in rear TV locker)
- 12V DC system: E-Control distribution unit and dockable control panel (controls lighting, space and water heating, toilet flush, and auxiliaries). LCD E-Control unit docks above caravan door or in cab, displays status of all control systems including lighting, heating, fresh and waste water tank levels, internal and external temperatures, clock (also provides alerts such as: mains supply still connected on engine start-up, door open, fresh water tank low, waste water tank full)
- Capacity of caravan battery: 90 amp hr
- Lighting: All 12V. Adjustable halogen stalk lamp in lounge/diner and above heads of both single beds, two halogen downlighters in kitchen, three halogen downlighters in washroom, fluorescent strip ceiling light above lounge/diner
- Cooking facilities: Cramer three-burner hob with hinged glass lid, Smev grill/oven combination. No electronic ignition
- Extractor fan/cooker hood: Single speed extractor fan mounted above hob
- Refrigerator: Dometic RM7655L three-way fridge/freezer with AES (automatic energy selection), capacity 150 litres
- Sink and drainer: Circular stainless steel sink with mixer tap and inset cutting board. No drainer
- Water system: Submersible pump feeds hot and cold water to kitchen, washroom basin and shower mixer tap
- Water heater: Truma Combi gas-only operation, capacity 12.5 litres (2.75 gallons)
- Fresh water tank: Inboard-mounted in double floor cavity across rear axle, capacity 130 litres (28.5 gallons)
- Fresh water level gauge: Rotary dial selects E-Control display, tank contents displayed as a percentage, alarm when almost empty
- Waste water tank: Inboard-mounted in double floor cavity, capacity 100 litres (22 gallons)
- Waste water level gauge: Rotary dial selects E-Control display, contents displayed as a percentage, alarm when almost full
- Space heating: Truma Combi blown-air, gas-only operation, outlets in lounge/diner, kitchen, bedroom, washroom
- Gas locker: Externally accessed, fixed regulator, capacity 2 x 13 kg
- Washroom: Rear-located with separate shower compartment with rigid bi-fold door, shower mixer, riser rail and single outlet tray; washbasin with mixer tap; swivel-bowl electric-flush cassette toilet; mirror; slide-out cosmetics storage unit; three shelved lockers; two robe hooks; toilet roll holder; direct access to wardrobe
- Seating: One forward-facing two-seat sofa to dining table, two swivelling cab seats
- Table(s)/storage: Fixed dining table with single leg and swing-out circular extension
- Berths: Two: separate longitudinal single beds between main living area and washroom
- Rear restraints: Two three-point seatbelts to forward-facing dinette seat
- Wardrobe: Offside rear-located in washroom, two-door. Internal fiddled storage shelves, side-to-side hanging rail
- Flooring: Removable carpet over coir-effect vinyl in living area, removable carpet over rubber floor covering in cab
- Additional features: Two dock stations for E-control system, TV locker above cab and in rear bedroom, electrically-operated exterior step, five skirt flaps give access to double floor storage cavity, external access doors to both underbed storage areas, rear steadies, nine overhead storage lockers, wind-out awning



DIMENSIONS

- (*Denotes figure supplied by base vehicle manufacturer or converter)
- Overall length: 7.20m (23ft 7.5in)*
 - Overall width (excluding mirrors): 2.29m (7ft 6in)*
 - Overall width (including mirrors): 2.60m (8ft 6.5in)
 - Overall height: 2.75m (9ft 0.5in)*
 - Length of wheelbase: 4.30m (14ft 1in)*
 - Length of rear overhang: 1.96m (6ft 5in) as measured from centre of rear wheels, 45.58 per cent of wheelbase
 - Turning circle (kerb to kerb): 15.5m (50ft 10in)*
 - Driver's maximum leg length: 1.00m (3ft 3.5in)
 - Step-up height to caravan: Step one 280mm (11in), step two 170mm (7in), step three 230mm (9in)
 - Door aperture: 1.89m x 520mm (6ft 2.5in x 1ft 9in)
 - Interior length from dash: 5.89m (19ft 4in)
 - Interior length behind cab: 4.83m (15ft 10in)
 - Interior width at waist height: 2.18m (7ft 2in)
 - Interior height: 1.91m (6ft 3in)
 - Work surface height: 915mm (3ft 0in)
 - Table dimensions: Fixed, 1.14m L x 710mm W x 730mm H (3ft 9in x 2ft 4in x 2ft 4.5in)
 - Bed dimensions:
 - (1) Nearside single:
 - Mattress length: 1.96m (6ft 5in)
 - Mattress width: 800mm (2ft 8.5in)
 - Mattress depth: 150mm (6in)
 - (2) Offside single:
 - Mattress length: 1.90m (6ft 3in)
 - Mattress width: 830mm (2ft 8.5in)
 - Mattress depth: 150mm (6in)
 - Shower compartment: 810mm W x 540mm D x 1.9m H (2ft 8in x 1ft 9in x 6ft 3in)
 - Wardrobe: 630mm W x 490mm D x 1.28m H (2ft 1in x 1ft 7in x 4ft 2.5in)
 - Gas locker: 900mm W x 480mm D x 890mm H (2ft 11.5in x 1ft 7in x 2ft 11in)
 - Gas locker door aperture: 540mm W x 470mm H (1ft 9in x 1ft 6.5in)
 - Max authorised weight: 3500kg*
 - Unladen mass: 3290kg*
 - Load capacity: 210kg* (see text)

PRICE (All prices include VAT)

- Standard model: £45,080 (on the road)
- As tested: £46,370 (on the road)

OPTIONAL EXTRAS (*starred items fitted to test vehicle)

- Base vehicle options: Upgrade to 3-litre 136 bhp engine (£1290)*, chassis upgrade to 3850kg (£281), alloy wheels (£780), cruise control (£124), left-hand drive (subtract £800)
- Caravan options: Roof rack (£108), roof rack and ladder (£449), two-bike rack (£179), three-bike rack (£197), motorcycle rack (£1145), front corner steadies (£212), external insulating screens (£128), rear view camera (£705), towbar (£825), safe (£68), light in wardrobe (£52), external shower (£96), Sog toilet fan (£110), generator (£3098), 100W solar panel (£1259), 50W solar panel (£676), living area air-conditioning (£1364), Alde wet central heating (£1199), electric water heating (£97), 230V underfloor heating (£198), on-road heater for living area (£348), gas bottle auto switch-over system (£126), gas cylinder capacity indicator (£171), DVD player (£250), satnav (£909), LCD television (£820), remote control for radio/CD (£85)

SUPPLIED BY

Bürstner Delfin Performance 700 kindly supplied for evaluation by: Barrons Motorhomes, Chapel Lane, Coppull, Lancashire PR7 4NE, (tel: 01257 793377; web site: www.motorhomedeals.co.uk)

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