

BLAST OFF!

Lunar Telstar on 2.5dCi Renault Master



Lunar hopes that the recently launched Telstar will propel its sales figures into the stratosphere. MMM test pilot Andy Stothert stepped aboard

Lunar now markets, under its own name, two ranges of motorhomes underpinned by the Renault Master chassis, plus another batch of similar products with the Home-Car brand label stuck thereon. Two of these are built in Belgium (Home-Car and Lunar Premiere) by another subsidiary of the international company that owns Lunar, whereas the subject of this test, the Telstar, originates from the Lunar factory near Preston, Lancashire.

Made in England you could say, and this range of domestically built low(ish) profile Renaults consists of the Telstar, the Xstar and the Fivestar.

They all offer two-berth accommodation, with the Telstar having a forward lounge layout, whereas the Xstar's lounge lives in the rear but is contained within the same 19ft 9in long (6.02m) by 7ft wide (2.14m) body shell. The Fivestar, however, is two feet longer, eight inches wider, and has a fixed bed in the rear offside corner with the lounge/dinette up front. I hope you're keeping up with all this? They all share the same swoopy sculpted looks, and front overcab sunroof, plus they have an altogether more svelte look than the Belgian-built ranges.

Somewhat surprisingly - in view of the modern exterior - the Telstar contains a traditionally-British luxury interior look...

Right, I think that covers the options: if this layout isn't to your taste, but you like the look of the Telstar, then maybe one of the others will hit the spot.

STAR LOOKS?

The startled frog appearance of the Renault has a certain charm, but because it is so distinctively lumpy-looking any attempt to creatively graft a square white box onto the back is doomed to failure. So, Lunar has knocked off all the corners, given the overcab moulding a beetle-browed look, and cleverly matched the overcab window with a black section of the grille.

Consequently, nobody - not a single person who cast his or her gaze on it - had anything bad to say about the Telstar's appearance.

Even I (who can't really see any real beauty or style in any big motorhome) started looking at it from certain angles with an internal smile. And the prospect of the Telstar I like best is its rear quarter, kind of 'shaking that ass' angle.

Many motorcaravans end up on the Stothert driveway for inspection by the neighbours and

the postman (though some won't fit), but this one both fitted and got a universal thumbs-up from the folk unfortunate enough to live in my locale. Even our postman, a man not noted for his verbal expansiveness, grunted twice and grimaced less severely than usual when he saw it.

I'd still rather have a small green 'van (my own, that is), but will reluctantly concede that the Telstar (for a white box) looks rather nice.

So, bearing in mind that the Telstar is (a) so handsome, (b) this is the only registered demonstrator, and (c) very definitely in demand, it was rather unfortunate that I 'trashed' it at the end of the week. We'll get to that later, under the heading 'Torching the Telstar', but at least that meant that after the test, the competition couldn't get their hands on it in a hurry.

INTO ORBIT

I did many more miles in the Telstar than I would usually cover for an MMM road test. We spent a couple of days in Merseyside (really - red squirrel and cathedral watching) then I went off with a fellow fell walking fiend to Yorkshire for three days, before following the more familiar route to the Lake District to get some photos of the Camping and Caravanning Club's new site



The Renault cab. It's pleasant enough to use but the driving position did not suit everyone.



The overcab sunroof contributes to a light, bright interior.

at Troutbeck near Penrith. I did several hundred miles in all, on every kind of road, sampling every kind of driving condition possible, and, at the end of it, I was fairly impressed by the Renault half of the Telstar equation.

The most striking aspect of the Renault Master is the handling, which is uncannily secure - it goes round bends like it's glued down. They all have a limit, but you'll have to be a complete eejit to discover where and when this one finally decides to lose grip. The brakes are also much keener than the Fiat Ducato and its siblings, the steering more direct, and the driving position better suited to tall people. It's not all good, though, for short people are not so well catered for, and Marion (five-foot-nothing) was unwilling to drive it after her first encounter - citing problems of the seat not being adjustable

either close enough or low enough to allow her to feel properly in control of everything.

She does (of course) like to feel completely in control of everything!

My hill-walking mate Jim drove it many miles and was also less than keen on the driving position. He said he would have preferred some adjustment on the steering column to bring it a little closer, and put less strain on his manly shoulders. Me? Well I (5ft 9in, with chronic arthritis) didn't like the seats and ended up with the old 'bad back' playing me up after a couple of hours at the wheel. To be absolutely fair though (from what I read) lots of other folk seem to find them OK.

The Telstar comes as standard with the 2.5-litre 115bhp engine and only people with deep-seated personal problems will want for more

power than lurks under this startled frog's short curvy bonnet. Should your lust for power not be satiated by this sprightly performer, then a 3.0-litre engine is available for an extra £1260. There is also an automatic gearbox on offer at extra cost and this could be a big plus as the Sevel base currently only offers an auto in left-hand drive form. Initially I found the provision of six forward gears confusing for the meagre capacity of my cranial processor, but familiarity soon sorted it out.

In most respects, this is a much nicer vehicle to use on the motorway than a 2.8-litre Fiat - mainly because the down-change to fifth on hills is not as traumatic on the ears (or mechanical sympathy glands) as the banshee-like change to the much lower ratio fourth gear in the Fiat. Engine noise is muted enough at moderate speeds but



Looking back from the cab the wardrobe is on the left beyond the lounge with the washroom in the rear corner.



The front end lounge is spacious and comfortable. The caravan entrance is on the left twist sofa and cab.

(without the certainty of a decibel meter test) I would say that the Renault is marginally noisier at 70mph than the ubiquitous opposition. This may well just be the consequence of two vents in the Telstar's caravan door step-well allowing quite a lot of engine and road noise to creep in, and pushing one of the nice loose cushions from the lounge into the footwell whilst motoring seemed to improve things.

What else is there? The gearchange isn't the slickest or most pleasant to use, but it isn't bad, and the handbrake is one of those cunning pull-it-on-and-it-drops-to-the-floor-again things, which allows the seat to swivel without releasing the brake. Too cunning for me initially, but a good idea and easy to use once you've got used to it.

The base vehicle comes equipped with all the usual electric windows and mirrors, and the not so usual (but usual for the Renault Master) driver's airbag and ABS brakes. Radio reception was lousy and I couldn't actually find a radio aerial on the Renault, presuming it's disguised as a front bumper, or windscreen, or something else that doesn't make a particularly good radio aerial. No doubt somebody out there in space knows the answer.

Overall, I think I agree with other motorhome testers that the Renault is the present best base vehicle choice for small coachbuilts and van conversions, but with new Ford, Fiat, Peugeot, Citroen, Mercedes and Volkswagen models all imminent (by the time you read this some may be upon us) this advantage may be very shortlived. We shall see.

SPACE CAPSULE

The layout of the Telstar will be familiar to those of us who own panel van conversions, and Lunar reckons a goodly slice of the Telstar's





The free-standing table is more than big enough for two.
 ◁ *The Telstar's 'blast from the past' is a stable door.*

market will be made up of owners of said van conversions who are looking for a bit more space, but don't want to drive a motorhome the size of a pantechicon. This is a sign of the times I reckon – when a near twenty-foot-long motorhome is considered to be something of a tiddler, but don't get me started on that one.

The layout consists of a toilet compartment on the rear offside corner, the kitchen across what's left of the back end and along the rear half of the nearside wall. There's a lounge made up of two inward-facing sofas occupying the

front half, and both cab seats swivel too. The sofas make up into either two single beds or a large transverse double.

You may be thinking 'where's the door?' And, like many a van conversion, the caravan entrance opens into the lounge behind the cab. To allow this, the nearside inward-facing sofa is set slightly further rearwards than its mate across the aisle – the pictures should explain this better than all this verbal gobbledygook. Anyway, it's just like our own little van conversion, but three feet longer. Above the cab is that 'window' in the roof, and

very attractive it is too, letting in plenty of light and making the front end feel very spacious.

I do realise that this is a very desirable and trendy feature to have in y'r motorhome at the moment, as are those big Heki rooflights, but I'm not so sure about the advantages of either. Firstly, they are vulnerable to damage by low trees. And secondly, if it lets light in then it also lets heat out in winter. Thirdly, it's another potential leaking place. In the case of the Telstar it also prevents the inclusion of an overcab locker of any significance. Call me a



boring old tart if you like, but if there's a trade-off between fashion and function then I'll go with function every time.

RELAXING IN SPACE

I've got to admit that I like this layout a lot. The boss does too, as did Jim, the neighbours, the postman and, well, everybody really. You get a big airy lounge, which looks ever so spacious and inviting when you enter through the stable door, via the very low-level built-in step.

Hang on, rewind: stable door?

Where on earth (or in space) has Lunar dug that up from? This blast from the past severely compromises security unless you put the additional bolts across the lower section and leave via the cab doors, though dog owners may have a different take on this.

Anyway, the lounge is spacious, especially with the cab seats swivelled, and it's as near as we've come yet to being truly comfy in an MMM test motorhome. The seats are (as often found) way too high (21ins), but with this being a two-berth 'van, and with such a vast quantity of sitting space, both occupants can sit in the cab, or lounge feet-up-style on the two sofas. Whether you'd want to sit for long in such a 'stripey' atmosphere is a matter of personal taste, and the sooner striped material is banned completely in public places the better as far as I'm concerned. Marion thought the upholstery was a bit 'yukky' (her word, not mine), whilst Jim (the Tory) felt it 're-presented traditional British taste in a restrained and dignified manner'. What can you say? As far as I knew, Lunar didn't offer less stripey upholstery at the time of writing.

Dining in here is a spacious activity, but getting the table out of the wardrobe was nothing short of a wrestling match. This is simply because the door hinges stick out just enough to stop the table from coming out of its hole towards you. As a result of my lengthy rant about this, Lunar has now decided to chuck these hinges in the bin, but a few production models may have crept through before I got my tuppence-worth in. So check, and if the table won't come out easily, demand a re-hinge. The table is also far too heavy and Lunar has asked Tecnoform (which makes the Telstar's furniture) to come up with something a bit lighter.

Once it's out of the cupboard and standing, the table is solid and capable of feeding four with ease.

Whilst the wardrobe is in mind I should perhaps mention how generous it is. 'But why?' we always ask. For just two people it would be more sensible if it were half hanging space with the other half shelved for folding clothes.

While we're still in the lounge it's probably time to point out what I thought was a significant fault on the Telstar and, even though it's only a minor gripe, it's the little everyday things which can drive you barmy. This concerns the underseat storage and the fact that because there is no overcab locker (thanks to that 'trendy' roof window) bedding will have to live under the lounge seats. These are the very devil to lift up (with big cushions and heavy slatted bases), so extracting our bedding was a two-person job. With one of us lifting the base, the other needed to drag out the duvet PDQ - before the base-lifter's strength gave out.

Whether it was my whingeing, or Lunar's guilty knowledge, I don't know, but it is going to fit struts on the bed bases, thus making access easier and a single-handed operation.

I also had a go at the company for the lack of exterior access to the underseat lockers (for



The kitchen occupies the rear nearside corner. It is very spacious and well equipped with worktop aplenty.

outdoor chairs and the like), but got nowhere on that one as they can't locate a locker door slim enough. Making the cushions thinner would do the job, but apparently voluptuous-looking upholstery appeals to the average British motorcaravanner and it's got absolutely nothing to do with showroom appeal.

This may be the best time to mention the TV system fitted to the Telstar as part of the £995 GT Pack. It comes with a Freeview digibox and DVD player etc, etc, and is controlled by three separate remote control units.

Three? I can't even work one and all I could get on the screen was 'no signal'. Instructions? If there's one thing that baffles a fifty-odd-year-old male more than remote controls it's those infernal instruction leaflets. Even 'the woman who knows everything' couldn't fathom it. More to the point, possibly, is that if you're both sat in

the cab seats, as we are wont to do, then you can't actually see the TV. It's great for watching in bed though - well I think it would be if we could've got it working.

Incidentally, the GT Pack also includes a microwave oven (more of which appears in the next section) and a wind-out awning.

SPACE RATIONS

This layout provides a big lounge but just as big an opportunity for all that culinary stuff. The built-in cooker has a four-burner hob, grill below, and an oven beneath that. At the base is the usual pan storage locker. The fridge is the standard Dometic 93-litre item and there is a full-sized stainless steel sink and drainer. This didn't drain too well unless the 'van was anything but absolutely level, but it's big and deeply recessed, so spills shouldn't be



A deep sink and drainer and domestic-style cooker make the Telstar's kitchen great to use. However, we thought that the microwave was too high to be used safely.

In the kitchen, deep cupboards and narrow doors aren't ideal bedmates. ▷



a problem. Up above is a microwave oven, located in its own cupboard - which is too high to be safe in our opinion - and in the roof a 12V fan-equipped Omnivent for sucking out cooking fumes.

Such well-equipped motorhome kitchens are quite usual nowadays, but having the necessary amount of work surface to take advantage of their super facilities is not. The Telstar, however, scores very well here with

worktop on offer both sides of the sink.

If the galley has a shortcoming, it is the design of the cupboards where the food will have to be stored, with narrow doors and deep spaces behind them. If the Telstar were ours we'd do without the microwave, thus freeing up a bit more cupboard space. I also reckon the nearside sofa would have been better situated immediately opposite its partner, which would allow the kitchen to have yet more worktop and

another easily accessed cupboard underneath. Lunar considered this arrangement but was unwilling to install it, as the made up bed would then entirely obstruct the entrance door. It thought potential customers might perceive this as a problem in an emergency and be scared off. Why? Well I'm not sure, as most van conversions necessarily have this thrust upon them and getting out in an emergency isn't an issue - through either the cab doors or out of



Two single beds are almost instantly available but leave a mountain of spare cushions to store in the cab.



The big, comfy transverse double bed took no more than a few moments to construct.



In the rear nearside corner you'll find the only storage accessed via an exterior door.

the outward-opening entrance door itself.

That said, this kitchen is much better than most, with just food storage provision (in my opinion) falling below par.

NIGHT SKY

Come bedtime the two occupants of the Telstar have decisions to make: will it be to use the (almost) instantly available twin singles (when you're away with your Tory hill walking companion) or make up the double (to cuddle up to Marion).

I didn't like the look of the singles – they

seemed too small – but with dangling room at the bottom they actually proved quite comfy. Well, better than having a hairy Tory in y'r bed at least. At 2ft 4ins wide they are just about wide enough, but I did feel that I was living (sleeping) life on the edge a little. Using the two singles creates a veritable mountain of excess upholstery parts (backrests etc) to stash in the cab, but it didn't really affect anything else except the adjacent telly, which (during this test) was redundant anyway.

The double bed is five feet wide by six-and-a-half feet long, the cushions have none

of those horrible intrusive knee rolls to interfere with y'r slumbering comfort, and the bed takes the work of no more than a few moments to make up. Beds as big, comfy and as quick to make as this question the wisdom of choosing a fixed bed layout. I'm not saying that those of you who've bought 'vans with fixed beds are all raving, decadent, idle head-bangers – I'm just posing the question.

SPACE SLUICE

Not everyone will be able to live with the washroom in the Telstar, but those who mainly



Clearly marked, but fiddly to use, drain valves serve rather small fresh and waste water tanks.



We prefer curtains to the suction cup-equipped insulating pads provided for cab blackout.

The Telstar's bathroom is its weakest feature, with lots of white plastic and a very tight showering space.





The gas locker accommodates two 6kg/7kg cylinders but a bigger door would be nice.



The upper lockers are well designed with a lower tier for your bits and bobs.

use campsite showering facilities will find it fine.

However, those who regularly use an on-board shower might be better looking at other 'vans. In the Telstar's case, the price of a big lounge and excellent kitchen (all within a sub-twenty-foot motorhome) is the presence of modest ablutions stuffed into a small space in the rear offside corner. There just isn't room for a separate shower in here and, for reasons that

will become apparent, I didn't get anywhere near naked and wet in the Telstar, but went through the process in a dry run.

It is physically possible in the space available (if you're a skinny runt like me) to shower in there, but it will never be a pleasure, and this is something of a last resort facility in my opinion. Larger folk especially should stand and ponder for a while in the washroom before

deciding whether the Telstar suits their needs. The reason I didn't strip off and take the watery plunge was that the cupboard situated behind the toilet is neither sealed nor covered by the shower curtain, so there was a risk of water entering where water shouldn't. Lunar is to modify the shower curtain to rectify this.

The small water tank capacity (67 litres) also suggests that serial showering isn't on



the agenda, but otherwise the bathroom works quite well, with an accessible sink (though the tap is a shared with the showerhead item), an opening obscured window, plenty of storage spaces, and a mirror in which you can see if you want to, but not if you don't. A roof vent would be nice though - you can't have the window open during all y'r personal moments now can you? The fittings all looked a bit white and plasticky to me but the toilet is the latest MMM award-winning Thetford bench type unit, with a large capacity and 'wheely' neat, easily transportable, rolling cassette. Now whether it's me spreading, or toilet seats shrinking, I'm not sure, but this one felt a touch too small when I assessed it with my diagnostic toilet seat sensory measuring equipment.

TELSTAR'S BITS AND BOBS

I want to start here with one of my favourite rant items - those fiddly suction-cup-attached interior window pads (here present instead of curtains). A pair of full-length lined curtains not only keeps the draughts out better but also they are just so much easier to use. Swish-swoosh and it's done. And please no arguments along the lines of 'oh but they (the pads) have superior insulation qualities'. Only over the area they cover (the glass) while a 'van cab leaches heat out all over the place.

Also contradicting the choice of insulated screens is the fact that the Telstar's water tanks are both underneath, uninsulated and presumably unintended to be used in extreme weather conditions.

That said, the Truma convector heater, with Ultraheat mains element and blown-air, proved very capable in sub-zero temperatures. As did the separate Truma water heater.

Storage for your miscellaneous motorcaravanning paraphernalia (ramps, cables, 'clear off it's my pitch' signs, those essential bits of wood, jump leads, grandchildren, spare engine/gearbox) is limited to a small, externally accessed locker in the rear nearside corner. The gas locker will hold two medium-sized cylinders, side-by-side, but has an access door that is a tad small.

The lighting throughout is well placed, simple and attractive. But (there had to be one) there are no lights in the cab and I'd have been spending most of my long, dark winter evenings with a good book here (Going Postal by Terry Pratchett at the time), had there been spotlights fitted above the cab seats.

I haven't mentioned the upper lockers, which are split into two parts with the smaller lower layer handy for books and, seeing as this is the bits and bobs section, all your bits and bobs too. We liked the colour of the furniture, which is quite

rich and slightly reddish, while the removable carpets shrugged off the effects of winter in the countryside completely after a quick Dysoning.

A SUCCESSFUL MISSION?

The Telstar, in conjunction with Renault, will certainly appeal to many, and if we were looking for a small(ish) coachbuilt motorhome we'd probably be among the admirers. It looks good outside, has that lovely spacious layout, a good lounge, excellent kitchen, and adaptable, easily accessible sleeping arrangements.

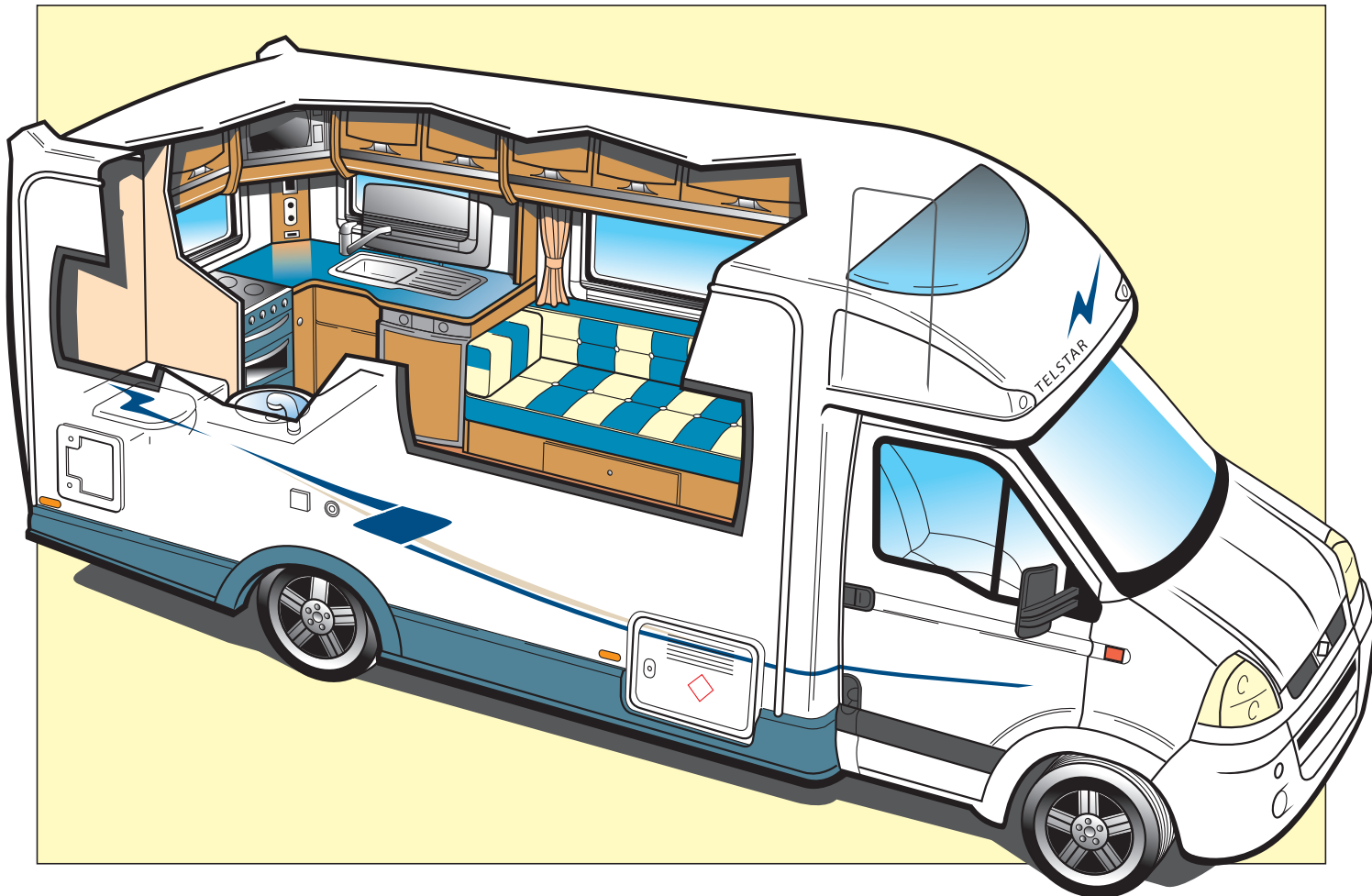
The only fly in the ointment is the washroom, where the shower really isn't intended for everyday use.

What impressed us most though, and it's the first time this has ever happened to us, was that everything worked, nothing fell off, we couldn't find a rough edge anywhere, and had no problems whatsoever until...

TORCHING THE TELSTAR!...

until, that is, I parked it in the driveway too close to the domestic central heating flue after I'd finished the test, and the heat almost terminally torched the GRP-clad side of the Telstar. The folk at Lunar didn't believe me when I told them it was re-entry burn and that their heat shield tiles must be defective. A lesson for Stothert for the future I think. □





MMM SUMMARY

I LIKED

- Smooth and refined engine
- Progressively powerful brakes
- Six-speed gearbox
- Excellent handling
- Everything worked - nothing packed up
- Fit and finish of furniture
- Spacious lounge
- General ambience and colour scheme
- Easily made, large double bed
- Generous work surface area in kitchen
- Good quality full-size kitchen appliances
- Truma Ultraheat system
- Large free-standing dining table
- Exterior appearance of body
- Design of upper lockers

I WOULD HAVE LIKED

- More forward adjustment on

driver's seat for shorter drivers

- Adjustable steering column
- Roof vent in bathroom
- Better sealing in bathroom (to be addressed)
- Better organised/more food storage space
- Lower seat height in lounge
- Easier interior access to lower lockers (to be addressed)
- Exterior access to lower locker
- Lighting in cab
- Curtains (instead of fiddly pads) in cab

I DISLIKED

- Lack of room for showering
- White plasticky look to bathroom
- Table storage arrangements (to be addressed)
- Position of microwave oven

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Renault Master dCi 120 MWB chassis cab; 2.5-litre common-rail turbocharged and intercooled four-cylinder diesel engine
- **Output:** 84kW (115bhp) @ 3800rpm
- **Max torque:** 290Nm (213 lb/ft) @ 1600rpm
- **Gearbox and drive:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted, dual-circuit discs all-round with ABS and EBD
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front - independent coil springs with lower wishbone and upper link, telescopic dampers, anti-roll bar. Rear - semi-elliptic leaf springs with telescopic dampers and anti-roll bar
- **Tyres fitted:** Michelin XC Camping 225/65R16CP
- **Spare wheel position:** In cradle under floor at rear
- **Fuel tank capacity/type of fuel:** 100 litres (21.9 gallons), diesel
- **Instruments:** Speedometer, tachometer, digital display with odometer, trip, clock, oil level, 'oil OK' indication prior to starting, bar-graph fuel gauge, and coolant temperature
- **Warning lamps:** ABS function, airbag status, diesel preheat, alternator charge, low fuel warning, low oil pressure, service indicator, engine fault, handbrake on
- **Windscreen wiper controls:** Two speeds plus intermittent and single wipe, screen wash/four wipes, on single stalk control operation
- **Immobiliser/alarm:** Immobiliser automatically activated by ignition key. No alarm fitted
- **Other features:** Driver's airbag, remote locking of cab doors, electrically-operated cab windows and mirrors, driver and passenger seats with height and tilt-adjustable squab, pump-up lumbar support, height-adjustable top seat belt mountings, document clip, map holder, two



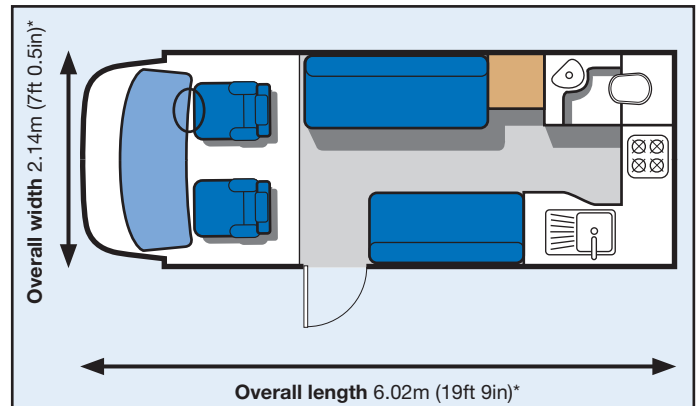
cup/can holders, lockable glove box, door pockets to both cab doors, Blaupunkt radio/CD with four speakers, 12V accessory socket, removable cab carpet

PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 8.8 seconds (3rd gear)
- **Fuel consumption during test:** 25.7 mpg overall

THE CARAVAN

- **Body type and construction:** Sandwich construction low-profile coachbuilt, GRP-clad sides, GRP moulded front, overcab, roof, rear, and skirt panels
- **Conversion NCC badged as EN1646 compliant:** Yes
- **Insulation:** Walls 25mm, roof 38mm, floor 32mm
- **Warranty:** Three years base vehicle and conversion
- **Number of keys required:** Three, one for base vehicle, one for caravan door, one for exterior lockers
- **Windows and doors:** All caravan windows Polyplastics top-hinged double-glazed acrylic, fixed double-glazed acrylic rooflight above cab. Two-piece caravan door with fixed window in upper half and burstproof key-operated lock
- **Additional ventilation:** Heki rooflight above lounge
- **Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows, obscured window in bathroom, interior insulated screens to cab windows
- **230V AC system:** Mains hook-up, RCD, MCB, leisure battery charger, water heater, fridge, space heater, two 13A mains sockets (one in lounge, one in kitchen)
- **12V DC system:** Leisure battery feeds blown-air space heater, water pump, lighting, cooker ignition, roof fan, two 12V sockets (one in lounge, one in kitchen). Control panel incorporates displays/controls for caravan and vehicle battery condition, internal and external water pumps
- **Capacity of caravan battery:** 75 amp hr
- **Lighting:** Twin-lamp halogen ceiling lights in washroom, kitchen and lounge, one halogen downlighter in washroom, three in kitchen, four halogen spotlights in lounge
- **Cooking facilities:** Country Leisure Caprice slot-in cooker with hinged glass lid, four-burner gas hob, separate grill and oven, all with electronic ignition
- **Extractor fan/cooker hood:** Omnivent three-speed fan above kitchen
- **Refrigerator:** Dometic RM7291L manually-operated three-way with full-width freezer compartment. Capacity 93 litres
- **Sink and drainer:** Stainless steel sink/drainage with hinged glass cover
- **Water system:** Pressurised system feeding kitchen sink, washroom basin/shower mixer and water heater. Water tank filled by external lockable filler with 12V power point, and 12V submersible pump (supplied)
- **Water heater:** Truma Ultrastore gas/230V operation, capacity 10 litres (2.2 gallons)
- **Fresh water tank:** Underslung in centre, capacity 67 litres (14.75 gallons)
- **Fresh water level gauge:** On control panel, push button to read display graduated over full range
- **Waste water tank:** Underslung, capacity 67 litres (14.75 gallons)
- **Waste water level gauge:** Warning light on control panel indicates when full
- **Space heating:** Truma Trumatic Ultraheat gas/mains convector with blown-air distribution to lounge, kitchen and washroom
- **Gas locker:** Externally-accessed and vented, fixed regulator. Capacity two 6kg/7kg cylinders
- **Washroom:** Rear offside corner location, with plastic corner vanity washbasin in moulded white unit incorporating four cupboards, two shelves, mixer tap/shower head, electric-flush bench-type toilet with wheeled cassette, wetroom floor with single outlet, storage locker with hinged lid behind toilet, locker above basin with mirrored door
- **Seating:** Two swivelling cab seats with armrests, forward lounge with two inward-facing sofas
- **Table(s)/storage:** One free-standing table stored in wardrobe
- **Berths:** Two: transverse double or longitudinal singles
- **Rear seat belts:** None fitted
- **Wardrobe:** Centre on offside with side-to-side hanging rail
- **Flooring:** Removable carpets over vinyl
- **Additional features:** Status omni-directional TV aerial with amplifier, upper exterior marker lights above cab, stereo speakers in living area



DIMENSIONS

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

- **Overall length:** 6.02m (19ft 9in)*
- **Overall width (excluding mirrors):** 2.14m (7ft 0.5in)
- **Overall width (including mirrors):** 2.58m (8ft 5.5in)
- **Overall height:** 2.76m (9ft 1in)* Length of wheelbase: 3.60m (11ft 10in)
- **Length of rear overhang:** 1.60m (5ft 3in) – 44.44 per cent of wheelbase Turning circle (kerb to kerb): 13.75m (45ft 1.5in)
- **Driver's maximum leg length:** 1.12m (3ft 8in)
- **Step-up height to caravan:** Step one 190mm (7.5in), step two 230mm (9in), step three 230mm (9in)
- **Door aperture:** 1.80m x 500mm (5ft 11in x 1ft 8in)
- **Interior length from dash:** 4.75m (15ft 7in)
- **Interior length behind cab:** 3.71m (12ft 2in)
- **Interior width at waist height:** 2.03m (6ft 8in)
- **Interior height:** 1.97m (6ft 5.5in)
- **Work surface height:** 930mm (3ft 0.5in)
- **Table dimensions:** 860mm L x 585mm W x 700mm H (2ft 10in x 1ft 11in x 2ft 3.5in)
- **Bed dimensions:** Longitudinal singles:
 - **Mattress length:** 1.83m (6ft 0in)
 - **Mattress width:** 710mm (2ft 4in)
 - **Mattress depth:** 180mm (7in) or
- **Transverse double**
 - **Mattress length:** 1.98m (6ft 6in)
 - **Mattress width:** 1.53m (5ft 0in)
 - **Mattress depth:** 180mm (7in)
- **Washroom:** 670mm W x 1.22 D x 1.93m H (2ft 2.5in x 4ft 0in x 6ft 4in)
- **Wardrobe:** 580mm W x 610mm D x 1.32m H (1ft 11in x 2ft 0in x 4ft 4in)
- **Gas locker:** 580mm H x 530mm W x 280mm D (1ft 11in x 1ft 9in x 11in)
- **Gas locker door aperture:** 390mm H x 480mm W (1ft 3.5in x 1ft 7in)
- **Max authorised weight:** 3500kg Unladen mass: 2750kg*
- **Load capacity:** 750kg*

PRICE (all prices include VAT)

- **Standard model:** £35,995 (on the road)
- **As tested:** £36,990 (on the road)

OPTIONAL EXTRAS

(*starred items fitted to test vehicle)

- **Base vehicle options:** 3.0-litre dCi engine (£1260), automatic gearbox (£940), cab air-conditioning (£822)
- **Caravan options:** GT pack consisting of DVD player, drop-down flat screen TV, Freeview box, microwave oven, wind-out awning (£995)*, occasional table (£120)

SUPPLIED BY

Lunar Telstar kindly supplied for evaluation by:
Lunar Motorhomes, Sherdley Road, Lostock Hall, Preston, Lancashire PR5 5JF (tel: 01772 337628; web site: www.lunarcaravans.com)

E&OE

