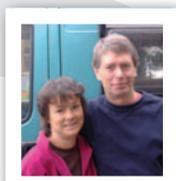


**MCLouis TANDY 490G**



**FAMILY FORTUNES**

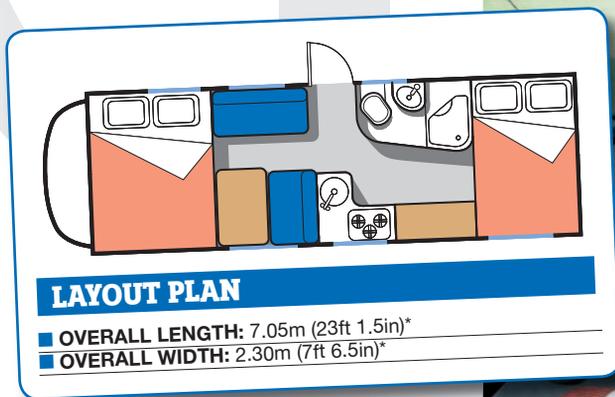


Words & images by Andy Stothert

*Big, beds aplenty, and a shed' into the bargain. Two similar, but different, £40k Italians do battle*



**W**e are led to believe that the motorhome market in Britain is essentially a mature thing, with the vast majority of customers being older couples (the power of the Grey Pound, and all that). Indeed, if you do a bit of people watching whilst on site,



*Right: Renault cab. Comfy seats, and ergonomically sorted*

*Far right: New Fiat cab. Difficult to whinge about. Some may find the seats too firm, and here there was no height-adjustable passenger seat*



# SHARKY M6



or ambling around the outdoor shows, this theory seems to be backed-up by what you see: 'young' and vigorous couples - just like us - who've escaped from their responsibilities.

In Italy, apparently, things are very different, with plenty of young families taking their holidays by motorhome, and this explains the Italians build so many of these mobile dormitories; but what baffles me is why they seem to sell so well here? Could it be that there's a new younger market germinating somewhere in secret, or are us new-age oldies buying these multiple-berth monsters?

I'm sorry about the silly diversion here, but some of the names the Italians come up with, such as McLouis and Sharky, always cause a little titter or two in our house. Bearing in mind that we (as a nation) so often use romantic sounding Italian names for our vehicles (Cortina, Capri, Milano, Napoli, Roma, etc) wouldn't you just love to be a fly on the wall at the marketing meetings? 'Hey, Luigi, why don't we call these things de really cool names like Joint, Sharky, McLouis and Miller?'

Did nobody tell 'em what a joint is? Or a big dangerous fish you wouldn't buy a used car from? McLouis and Miller? Burger and a bun?

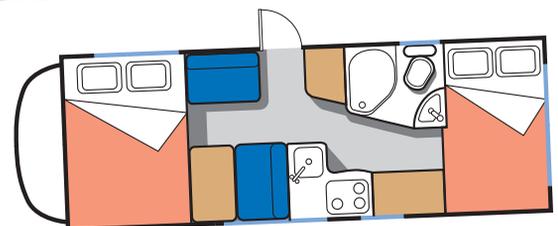
I digress.

These two 'vans are, surprisingly, built in the same factory, by the SeA Group, which now controls the Auto-Sleepers/Marquis empire, but imports the McLouis brand through Derby-based dealer, Don Amott. I say surprisingly, because I expected them to be near-as-dammit

identical, but, as it turned out, they aren't.

### MOTIVE POWER

The biggest of the differences between these two lies right at the front, and out of sight underneath; the McLouis is



### LAYOUT PLAN

- OVERALL LENGTH: 7.21m (23ft 8in)\*
- OVERALL WIDTH: 2.35m (7ft 8.5in)\*



# On Test McLouis Tandy 490G Plus versus Sharky M6

## MCLOUIS TANDY



1



2



3



4

1 A lounge for six in the McLouis

2 Looking forwards in the 490G, the inward-facing sofa gives lounging space away from the dinette

3 490G comes with a big fridge/freezer, and (well above eye-level), a Smev oven/grill unit. Presumably, it's an after-fit for the British market

4 McLouis catering department. A bit basic, but should work OK

### I LIKED

- Renault driving dynamics
- Rigid-feeling bodywork
- Large garage, with good access
- Spacious beds
- Layout generally

### I WOULD HAVE LIKED

- Removable table
- Easier to use seat swivels
- Better curtains for cab area

### I DISLIKED

- Rear bed layout
- Dinette bed – lumpiness and construction
- High position of oven/grill unit
- Lack of shoulder room around toilet
- Badly applied exterior sealant
- Basic exterior looks

underpinned by Renault Master, whilst the Sharky sits on the new model Fiat Ducato. The Renault had the 3.0-litre 136 horsepower engine, whilst the Fiat makes do with ten fewer, but Euro-4-compliant, new-look nags. The Fiat's power unit is also some 200cc smaller.

The Renault (McLouis) has a gross weight of 3500kg in foreign speak, but the Fiat (Sharky) will offer a 4000kg chassis (this prototype was a 3500kg version). This explains the much bigger payload on the Sharky, but the heavy-duty chassis may cause licensing complications for younger drivers. Both are also built on the respective standard factory-produced long wheelbase chassis, and this is probably as fair a test as we'll ever get as to the relative merits of the Renault and Fiat, so into battle...

### ROAD MANNERS

The Renault got the treatment first, on the main roads and lanes around Don Amott's dominions near Derby. Even though the area lacks any big hills it quickly became apparent that the McLouis will munch the miles up in relaxed fashion no matter what the terrain. Sixth gear is strictly an overdrive ratio, only really useful at 60 mph or more, but the impression you get, immediately, is that despite the size and weight of the load, the Renault is almost indecently hasty. The dash-mounted gearchange is precise and easy to use, and the brakes are reassuringly powerful even from high speed. The suspension handles the tall body admirably too, with very little lurching, pitching, or leaning when cornering or travelling over uneven roads. It feels like a very competent small truck to drive, with an engine, which, though a bit gruff through the gears, settles down to a subdued hum at speed.

The exterior mirrors aren't the best in the business, with no secondary blind spot lens, and rearwards visibility is what you'd expect from a 23-foot garage model motorhome – next to nothing.

Just a few months ago I would've been messily eulogising over the Renault, stating that this was, overall, the best base vehicle for a motorhome used by normal folk in normal circumstances. Personally, I prefer rear-wheel drive on things this big, but acknowledge that front-wheel drive has some advantages. Anyway, several months ago the Renault was probably the best tool for the job.

But that was then, this is now, and the new Fiat Ducato has arrived. The slightly bigger (about 7in) Sharky M6 is bolted to this latest, long wheelbase Sevel-built offering and represents almost as big a step forward in terms of driver-friendliness as the outgoing model did when it was introduced in 1994. Again, sixth gear is redundant on anything but fast main roads and motorways, and the engine isn't quite as flexible, but its willingness to rev quietly and smoothly more than cancels out the slightly inferior torque. The suspension is definitely firm, but it rides very well indeed with a distinct lack of crashing and banging on bumpy surfaces.

In fact both vehicles felt very rigid, with hardly a noticeable rattle or squeak from the furniture and fittings when driven on rough roads – suggesting that the SeA Group builds strong rigid body shells onto these two firmly sprung bases. The Fiat's steering feels disconcertingly light initially, but the power assistance is variable, so at speed some 'feel' returns to the process.

All in all it's very difficult to find fault with the new Fiat, though I did hear some whinging from the Short One in the passenger seat, whose cute (but stumpy) pins were dangling in mid-air from the non-height-adjustable seat. I also suspect some may find the seats too hard, but would need a much longer drive (a whole motorway day really) to be sure.

We did notice quite a lot more overcab wind noise from the McLouis than the Sharky, but on different days in different places this proves nothing conclusively. Both these family holiday wagons have three-point belts for four occupants rather than enough to match the full complement of beds.

So there we have it: as far as driving is concerned, I liked the Renault, but liked the Fiat more.

## LOUNGE AND DINE

The layouts of the McLouis and Sharky (which from this moment on will be referred to as the 490G and M6 in deference to my inept typing skills as well as the silly names) are basically similar, with front half-dinette, a lounge sofa opposite, central kitchen and washroom and a garage across the rear with bed above. It crams an awful lot of facilities (and things) into the space available. As a consequence the interior 'ambience' in both is slightly claustrophobic.

Whilst both are built on a right-hand drive chassis, the caravan layout remains Continentally handed - the wrong way for us - with entrance door on the offside. Using a vehicle of this size and nature the offside door shouldn't prove a problem very often, as most of the comings and goings will be on campsites and in car parks.

To make this layout work both cab seats must swivel, which they do on both 'vans.

Taking the 490G first: both cab seats have height adjustment and once swivelled provide comfortable lounge seating. Swivelling them, however, will require completion of an advanced bodybuilding course first. The half-dinette, with fixed immovable table right up against it isn't quite as successful for lounging, and it's too upright, too high, and you feel trapped. All common failings with this layout. The sofa on the offside is a two-seater, which, though again too high to be truly comfy, gives the lounge a bit of breathing space. The fixed dining table extends via an extra section, which is clipped awkwardly to its underside. When the extension is in place the table is easily accessible to four diners, but less suitable for six. But, as mentioned earlier, there are only four seatbelts, so the 490G is really an ample four berth (rather than six), while the bedding arrangements confirmed this too.

If you're expecting a carbon copy in the M6 you'd be wrong. The main entrance door is set further forwards here, which results in a smaller sofa on the offside. This has knock-on effects in other areas, but the shorter settee doesn't really have that much impact on lounging and dining - with the proviso that the M6 (only four seatbelts again) is used as a generous four-berth motorhome, and not six, as the brochure suggests.

The lack of height adjustment on the passenger cab seat is a flaw in the M6's lounging capabilities if you like to lounge in the seated position, but the table can be removed from its wall bracket and stashed above the cab, making the lounge area feel more spacious. The table in the M6 has the same well-engineered sliding extension as the 490G, but it's stowed in the wardrobe, which is where I reckon it'll end



### I LIKED

- Excellent new Fiat chassis
- Rigid feel to bodywork
- Large garage with good access
- Built-in doorsteps
- Layout generally

### I WOULD HAVE LIKED

- Carpets
- More lights, everywhere
- Better quality/fit upholstery
- Height adjustment on cab passenger seat

### I DISLIKED

- Basic boxy exterior looks

5 Looking rearwards in the Sharky past the kitchen to the rear bedroom

6 Sharky's front end is very similar to its rival

7 Sharky's Techno Tower fridge/oven combo. There's no grill, but at least the oven is at a manageable height

8 A very similar kitchen in the Sharky, with a small amount of worktop, no drainer and a manual ignition three-burner hob

# On Test McLouis Tandy 490G Plus versus Sharky M6



Washroom in the McLouis looks quite smart, although space is at a premium



McLouis overcab bed is enormous and comfortable, even allowing for the sloping roofline

up in the 490G too. Again, access to the table is decent for four or five. Had the M6 benefited from height adjustment on both cab seats we would have given it the nod over the lounge in the 490G, but it hasn't, so we're sitting on the fence, rather than a particular lounge.

## COOK'S QUARTERS

Again, things are very similar at first glance, but there are features here that will drive some folk bananas, whilst others won't bat an eyelid. The basic layout of the kitchen in both 'vans is an L-shape, situated directly behind the half-dinette opposite the entrance door. Both have a stainless steel drainer-less sink, with the 490G's being a nice looking circular unit, whilst the M6 has a practical, but less pretty square version. The sealant around the sink on the M6 was very scruffily applied.

I know this isn't exactly the right place for discussing the sealant in other areas, but the exterior body sealant on the 490G had been applied in over enthusiastic fashion, and in places the silicon had obviously been smoothed over with an uncovered finger, causing dirt to adhere to it. Not nice to look at, but not vital in the great scheme I don't suppose. The sealant on the M6 was almost as generously over-applied, but wasn't attracting muck quite the same, suggesting an unlubricated finger wasn't involved. (Don't ask me how I know these things: just be thankful your life has been more fulfilling.)

Both 490G and M6 have a three-burner Smev hob, which will fit three fair sized pans on the burners together, but have no spark ignition facility. The available worktop (in both) is in the corner of the 'L' and should prove fairly practical in use: not overly generous, but not bad.

The oven in the 490G is one of those Smev combined grill and ovens which aren't fantastically user-friendly, plus in this case, being fitted up near the ceiling of this lofty coachbuilt body... You just try checking your toast up there! It sits above the same big combined fridge/freezer fitted to both vehicles, but in the case of the M6 the oven is *part* of the fridge unit (Dometic's Techno Tower), so is much lower, and consequently nearly useful. I say nearly because there isn't a grill to be found anywhere in the M6. We even looked in the garage – you know what these foreign 'vans are like for afterthought grills, but no grill: very bleak indeed.

Kitchen storage space is ample in both 'vans, but accessing the deepest

## HEAD-TO-HEAD DATA

### PRICE

- **From:** £39,568 OTR
- **As tested:** £39,568 OTR

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

- **Berths:** 6
- **Three-point belted seats:** 4 (including driver)
- **Warranty:** 2 years base vehicle and conversion, 5 years water ingress
- **Badged as NCC EN1646 compliant:** No
- **Construction:** Luton overcab alloy-clad sandwich construction coachbuilt with ABS skirts and moulded panels
- **Length:** 7.05m (23ft 1.5in)\*
- **Width:** 2.30m (7ft 6.5in)\*
- **Height:** 3.09m (10ft 1.5in)\*
- **Wheelbase:** 4.08m (13ft 4.5in)
- **Rear overhang:** 2.09m (9ft 6in)
- **Maximum authorised weight:** 3500kg\*
- **Payload:** 508kg\*(after essential habitation equipment)

### THE VEHICLE

- **Engine:** 3.0-litre turbo-diesel producing 136bhp
- **Transmission:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Discs all-round
- **Suspension:** Front: independent. Rear: rigid axle
- **Features:** Driver's airbag, ABS, remote central-locking, electric windows/mirrors, single radio/CD player

### INSIDE

- **Layout:** Swivel cab seats, ahead of half-dinette on nearside, sofa on offside, central L-shaped kitchen opposite entrance door on offside, washroom on offside, wardrobe on nearside, transverse fixed double bed above garage in rear
- **Insulation:** Floor 47mm, walls 33mm, roof 33mm
- **Interior height:** 2.10m (6ft 10.5in)

### KITCHEN

- **Sink:** Circular stainless steel drainer-less unit with single-lever mixer tap
- **Cooker:** Three-burner hob with manual ignition and hinged glass lid; separate oven and grill unit
- **Fridge:** Dometic RM7655L AES. Capacity 150 litres

## MCLouis TANDY 490G PLUS

### WASHROOM

- **Toilet:** Thetford swivel-bowl electric-flush cassette unit
- **Basin:** Fixed ABS plastic unit with mixer tap
- **Shower:** Separate cubicle with rigid folding door and separate mixer tap on wall-mounted riser

### BEDS

- **Fixed rear double**
- **Length:** 2.17m (7ft 1.5in)
- **Width:** 1.32m (4ft 4in)
- **Headroom:** 970mm (3ft 2in)
- **Overcab double**
- **Length:** 2.12m (6ft 11.5in)
- **Width:** 1.63m (5ft 4in)
- **Headroom:** 590mm (1ft 11in) max
- **Lounge double**
- **Length:** 2.12m (6ft 11.5in)
- **Width:** 1.20m (3ft 11in)

### EQUIPMENT

- **Fresh water tank:** Inboard. 95 litres (21 gallons)
- **Waste water tank:** Underslung. 110 litres (24 gallons)
- **Water heater:** Truma Combi C6002, gas-operation only
- **Space Heater:** Truma Combi C6002 blown-air, gas-operation only
- **Leisure battery:** 85 amp hr
- **Gas:** Capacity 2 x 7kg
- **Lighting:** Two halogen spots above lounge seating, two halogen spots above rear fixed bed, two halogen spots above overcab bed, one dome-type ceiling light above lounge, one dome ceiling light in centre corridor, two halogen down-lighters in kitchen, two halogen down-lighters and ceiling light in washroom, filament type light in garage
- **Sockets:** 230V: Two (in kitchen area, in TV cupboard) 12V: one (in TV cupboard)

### OPTIONAL EXTRAS

Fitted to test vehicle

- **Base vehicle:** None
- **Conversion:** None

Other options

- **Base vehicle:** None
- **Conversion:** Alternative soft furnishings (£750)

E&OE



**Sharky shower.** It's all a bit cheap and white, but there is plenty of room in the washing and sitting section. However, the shower is a touch narrow



**The biggest bed in the Sharky house** is the one above the cab, but it's a long climb up, possibly due to the height of the new Fiat cab

## HEAD-TO-HEAD DATA

## SHARKY M6

### PRICE

- **From:** £39,496 OTR
- **As tested:** £39,496 OTR

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

- **Berths:** 6
- **Three-point belted seats:** 4 (including driver)
- **Warranty:** 2 years base vehicle and conversion, 5 years water ingress
- **Badged as NCC EN1646 compliant:** No
- **Construction:** Luton overcab GRP-clad sandwich construction coachbuilt with ABS skirts and moulded panels
- **Length:** 7.21m (23ft 8in)\*
- **Width:** 2.35m (7ft 8.5in)\*
- **Height:** 3.10m (10ft 2in)\*
- **Wheelbase:** 4.04m (13ft 3in)
- **Rear overhang:** 2.21m (7ft 3in)
- **Maximum authorised weight:** 3500kg\*
- **Payload:** 550 kg\*(after essential habitation equipment)

### THE VEHICLE

- **Engine:** 2.3-litre turbo-diesel producing 130bhp
- **Transmission:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Discs all-round
- **Suspension:** Front: independent. Rear: rigid axle
- **Features:** Driver's airbag, ABS, remote central-locking, electric windows, single radio/CD player

### INSIDE

- **Layout:** Swivel cab seats ahead of half-dinette on nearside, sofa on offside, central L-shaped kitchen opposite entrance door on offside, washroom on offside, wardrobe on nearside, transverse fixed double bed above garage in rear
- **Insulation:** Floor 80mm, walls and roof 32mm
- **Interior height:** 2.10m (6ft 10.5in)

### KITCHEN

- **Sink:** Square stainless steel drainer-less unit with single lever mixer tap
- **Cooker:** Three-burner hob with manual ignition and hinged glass lid; oven unit as part of Dometic Techno Tower oven/fridge combo
- **Fridge:** Dometic RM7655L AES. Capacity 150 litres, as above

### WASHROOM

- **Toilet:** Thetford swivel-bowl electric-flush cassette unit
- **Basin:** Fixed ABS plastic unit with mixer tap
- **Shower:** Separate shower cubicle with rigid folding doors and separate mixer tap on wall-mounted riser

### BEDS

- **Fixed rear double**
  - **Length:** 2.14m (7ft 0.5in)
  - **Width:** 1.24m (4ft 1in)
  - **Headroom:** 920mm (3ft 0in)
- **Overcab double**
  - **Length:** 2.12m (6ft 11.5in)
  - **Width:** 1.46m (4ft 9.5in)
  - **Headroom:** 640mm (2ft 1in) max
- **Lounge double**
  - **Length:** 2.14m (7ft 0.5in)
  - **Width:** 1.20m (3ft 11in) max, 870mm (2ft 10in) min

### EQUIPMENT

- **Fresh water tank:** Inboard. 115 litres (25 gallons)
- **Waste water tank:** Underslung. 100 litres (22 gallons)
- **Water heater:** Truma Combi C6002, gas-operation
- **Space Heater:** Truma Combi C6002 blown-air, gas-operation only
- **Leisure battery:** 85 amp hr
- **Gas:** Capacity 2 x 13kg
- **Lighting:** Two halogen spots above lounge seating, two halogen spots above rear fixed bed, two halogen spots above overcab bed, dome-type ceiling light above lounge, filament type dome ceiling light in centre corridor, two halogen down-lighters in kitchen, two halogen down-lighters and filament ceiling light in washroom, filament type light in garage
- **Sockets:** 230V: Two (in kitchen area, in TV cupboard), 12V one (in TV cupboard)

### OPTIONAL EXTRAS

- **Fitted to test vehicle**
  - **Base vehicle:** None
  - **Conversion:** None
- **Other options**
  - **Base vehicle:** Cab air-conditioning (£822), cruise control (£165), climate control (£1,058)
  - **Conversion:** None

E&OE

darkest corner of the kitchen unit in the M6 will prove difficult even for Orang-utans and contortionists. The 490G uses that inaccessible corner for the gas locker, so whilst the food storage potential isn't quite so vast, the space has been used to better effect overall. Having said that the M6 also has a slide-out cupboard in the kitchen, so I'm (once more) unsure which 'van is best in this department. On balance the M6 I think, if only because Sharky doesn't fit a grill (rather than providing one that could be hazardous to use).

### BATHING SPACE

Both washrooms occupy the same place in the layout, but the Sharky M6 (d'y know, I think I'm beginning to like the name - it brings a toothy grin to mind) has a more spacious floor area. Both have separate shower with rigid folding doors, the usual swivel-bowl cassette loo and a decent-sized accessible basin.

First impressions suggest that the 490G's bathroom is a bit more plush than the one in the M6 and it is; with its silver tambour door and rather natty seat in the shower. The seat, however, is merely a clever disguise for the wheelarch, and the restricted floor space in there. The toilet is forced into a narrow gap between washbasin and wall, and even little wimpy me (5ft 9in, ten and a half stone), couldn't fit easily or comfortably.

Whilst the bathroom in the M6 looks a little bleak (and cheaper), at least there's room to use the facilities. Again the shower isn't very wide, so try-before-buy is the maxim in both. Overall, if showroom appeal is what you need in y'r small room, then the McLouis wins hands down, but the Sharky should be more practical in use.

### BED TIME

In theory both 'vans are identical, with an overcab double bed, another double made up from the dinette/lounge and a third kipping-place for two above the garage in the rear.

Starting at the back, the access to each is via a clever slide-out ladder, which allows the fitting of a door into the garage behind it. Clever, but care will be needed to find the rungs when moving nocturnally. Neither the 490G nor M6 has really got to grips with good design in the rear bedroom, with no headboards, reading lights at the window end in the 490G, and no proper cupboards in the M6. The bed is slightly wider in the 490G (4ft 4in against 4ft 1in) but at least you can sit up in bed in the M6.

## On Test McLouis Tandy 490G Plus versus Sharky M6

### MCLOUIS TANDY



9 The bumpy lounge bed in the McLouis is not its best feature

10 There's no headboard in the McLouis over-garage bed, just a window blind to rest your head

11 A big door on each side makes loading and unloading the McLouis garage easy

You may have a shelf digging into the back of your thinking gear, but at least nobody will fall through a window.

The overcab beds in both are vast, with the 490G's being the vaster at 5ft 4in wide against 4ft 9in in the M6. Headroom is reasonable, both have reading lights, and both beds are a long way up from the ground. The ladders can't be used if the lower beds are occupied, which I suspect they won't be, because they are both seriously flawed.

The 490G dinette bed is of almost double bed dimensions, but if making it doesn't give you nightmares then trying to sleep in it may do the job – it's almost as bumpy as the Lake District (all right, I exaggerate!). The M6 lower 'double' is a bit simpler to assemble (though only a bit), looks more like Norfolk (flat) when done, but doesn't resemble The Broads at just 2ft 4in wide for part of its length. Which one will suit best depends on how many folk are attempting to kip in here, where you want your 'master bedroom' to be and how good you are on ladders at 4am in the pitch dark.

### STORE ROOM

Both these big beasts have small/huge motorcycle/bike sheds at the rear. (It makes sense if you read it slowly.) External access is from either side by enormous side-hinged doors and, as mentioned earlier, there are doors into both from the interior. For the children, dogs and grannies etc. There are blown-air heat outlets in the garage too, for keeping pooch and co warm. No garage ramp was supplied with either 'van, but there are four tie-down points in the M6, and none in the 490G. The garage payload figure supplied for the 490G is a definite 120kg, whilst SeA UK wouldn't commit to a specific figure, but put an advisory maximum of 200kg in the Sharky's bike shed.

### LIFE SUPPORT

Roughly speaking most things are similar here, with the same space/water heating system



in the form of the efficient but gas-devouring (no electric function on either water or space heating) Truma Combi C6002. Water storage and disposal is well catered for with decent-sized tanks (fresh inboard, waste outboard) and easy to operate drain taps. Getting a bucket under either could be fun though.

Lighting in the 490G is generally good, but the M6 needs a lot more lights and in some different locations to be even adequate. In fact the lighting is one of the M6's poorest features.

What else? Carpets: there are none in the Sharky M6, whereas the McLouis 490G has removable carpets throughout. The quality of the soft furnishings is better in the 490G, though we liked the colour combinations more in the M6. Electrical installations are pretty much alike, though the TV mounting (above the caravan door) in the M6 is very odd. The 490G has a square cupboard for the goggle box, but with flat screen units now *de rigueur* this seems out of place.

## CONCLUSIONS

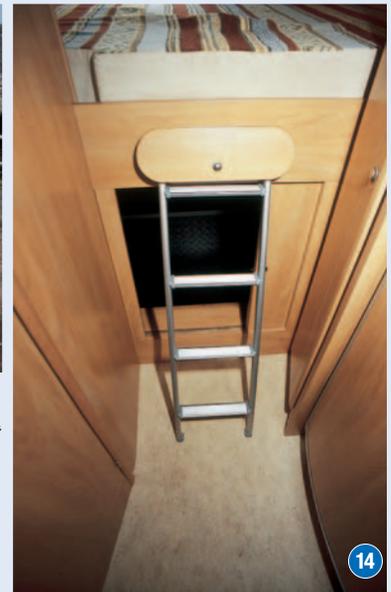
Similar layouts, similar price, both made by the same company, but all mixed up into a cocktail that results in two very different motorhomes. Both have their merits (huge garages, big beds, seemingly well built bodies) and both their fair share of faults.

It's a pity the lighting and upholstery and general lack of luxury let the Sharky M6 down, because otherwise it's not bad.

The McLouis 490G seems that little bit more plush throughout, but the over garage and lounge beds are ill considered.

As for driving them; the Renault Master is good and has a track record, but the latest Fiat Ducato is much more pleasant to use. If we'd been looking for something like these two I think we'd be researching the market a bit further before making any decisions.

One thing's for sure, these two (not so cheap) Italian imports are fighting for customers in a very crowded part of the marketplace. ■



**12** Sharky lounge bed is slightly flatter, but it is also quite a lot smaller at the foot end

**13** Sharky garage is also big and easily accessed

**14** The rear bed in the Sharky is slightly smaller than the McLouis, and has no cupboards, but at least there isn't a window behind you

### VEHICLES LOANED FOR EVALUATION BY:

**McLouis Tandy 490G:** Don Amott Leisure Kingdom, Hilton, Derby, DE65 5FJ (tel: 0845 456 0582; web site: [www.donamott.com](http://www.donamott.com))  
**Sharky M9:** SEA UK, Orchard Works, Willersey, Broadway, Worcestershire, WR12 7QF (tel: 0870 443 1877; web site: [www.sharky-camper.com](http://www.sharky-camper.com))

