

TIMBERLAND DESTINY



LOUNGE MUSIC

Two top converters dance to a very similar tune. Which is your ideal partner?



Words and pictures by Jonathan Lloyd



Welcome to a battle royal between two of the most recognisable names in panel van conversions.

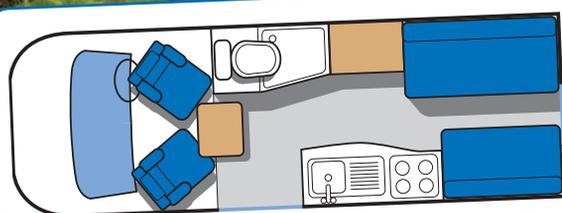
A decade or two ago, nearly all medium-to-large panel van conversions followed the traditional recipe of forward lounge and rear kitchen along one wall, with the washroom and wardrobe opposite. Times change and so do purchasers' aspirations. Rear lounge models are gaining in popularity and this month's head-to-head features two strong contenders for the contents of your bank account.

Both 'vans are dedicated two-berthers with no attempt made at rear travel seats, which may or may not be important to you. While we are aware that as dedicated two-berths these motorhomes only require two travel seats, the compact (ish) exterior dimensions of both 'vans encourages their use for days out, and

other usual car duties, when more than one passenger seat might be advantageous.

The combatants both use the long wheelbase Ducato variant, which stretches the tape to within a gnat's whisker of six metres. Both manufacturers had chosen gorgeous metallic silver for the coachwork, though the perverse side of my nature made me think that a white one might be nice...for a change! Just joshing - one of the advantages of buying your motorcaravan direct from either of these manufacturers is that you can have whichever of Fiat's hues that takes your fancy.

It is interesting to note that now folks are more accustomed to seeing them around, one doesn't hear so many derogatory comments about the front of the new Ducato. I thought it stunningly good looking from my first stolen glance at a leaked artist's impression



LAYOUT PLAN

- OVERALL LENGTH: 5.99m (19ft 8in)*
- OVERALL WIDTH: 2.05m (6ft 8.5in)*

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and find it just as breathtaking 'in the flesh.' During this comparison test we parked next to an old model. The latter seemed to have aged overnight and now looked dated in comparison with the new kid on the block.

Timberland's Destiny boasted the pass-storming, top-of-the-range 160 Multijet motor, whereas the IH Motor Campers' Tio had the 120 Multijet unit, which was no slouch and may well offer better economy. This is the motor that most panel van conversion purchasers are opting for - and with good reason.

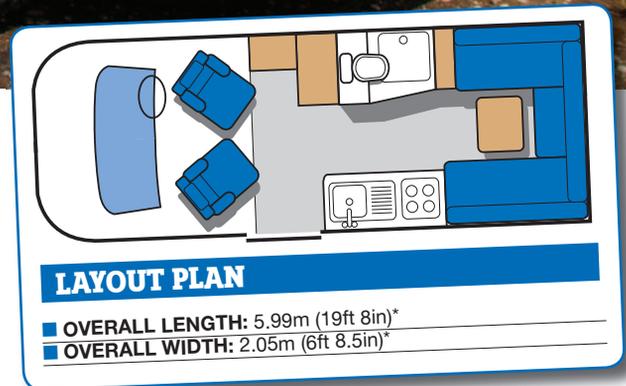
At first glance, both 'vans looked similar, though a peek around the blunt end of the Tio revealed a major difference. Whilst Timberland has kept the rear doors, IH has replaced them with an eye-catching one-piece GRP moulding with full-width double-glazed window and exterior access door to the boot and gas cylinders. A clear winner there then: or is it?

Price wise, the Destiny is available from £38,495 on the road (120 Multijet) whereas the cheapest Tio is more than £4000 dearer at £42,995 on the road. As tested they've both piled on the pounds with the Destiny's tag inflated by a heart-stopping £10,000 and the Tio's by £3600 - thus, as tested, Destiny comes out at a higher price than Tio. Timberland offers

an Executive Pack containing sensible and useful add-ons, which is much better value than buying the items individually.

As a breed, panel vans take far longer to convert than slab-sided coachbuilts take to be made from scratch. Thus, when compared to entry-level coachbuilts, they can look poor value for money. It's not really a fair comparison though; people considering panel van conversions do so because they offer advantages that are important to them and not because they might be cheaper. Both IH and Timberland are (comparatively) low volume manufacturers with their products virtually handmade. Further, they do not enjoy the vast discounts that some of the volume converters can negotiate when bulk-purchasing base vehicles, raw materials, fixtures and fittings.

It is expected that most purchasers will be 'empty-nesters' - folks downsizing from a larger multi-berth coachbuilt after the kids have flown. This prediction is based on my analysis of owners' responses to the recent MMM Motorcaravanners' Report on all long wheelbase Sevel high-top conversions 1996-



2006 (published MMM June 2007, reprints may be purchased by calling 01778 391187).

MOTIVE POWER

If you want my opinion, the bigger 3.0-litre engine (Destiny) isn't a perfectly tailored fit in a panel van-based motorcaravan of this size and weight. That it was powerful and indecently quick (30-50mph in five seconds) is beyond dispute. For me though, it felt hopelessly over-g geared. Indeed, it always seemed highly-strung, as though it was on the edge of a nervous breakdown.

By comparison, the 120 Multijet unit (Tio) fitted the bill like a second skin: pace with grace and a ratio for every occasion. It was equally at home pootling down rural byways or cruising down motorways at the legal

On Test Timberland Destiny and IH Motor Campers Tio R



TIMBERLAND DESTINY

I LIKED

- Convertible rear lounge (removable rear centre section)
- Retention of rear doors and unimpeded access
- Hinged kitchen worktop extension
- Comprehensive equipment levels in the galley
- Comfortable, easy-to-use grab handles on cupboards and lockers
- Carbon monoxide alarm fitted as standard
- Gas tank
- Five-year converter's warranty (conditions apply)

I WOULD HAVE LIKED

- More equipment in washroom (redesign of cabinet already under way)

I DISLIKED

- Reduction in field of vision caused by Remis blinds



1 The new Ducato cab is light years ahead of the outgoing model

2 View forwards showing nearside kitchen with washroom and wardrobe opposite. Both cab seats swivel

3 Destiny's U-shaped lounge is more flexible than most

4 Timberland uses a freestanding oval shape table of perfect size

limit. Perfect for most motorcaravanners, and economical too. In contrast, the biggie's fuel gauge seemed to be directly linked to the accelerator. Please don't misinterpret what I'm saying; my advice is not 'don't buy the biggie' as it is clearly a very powerful motor, but do try before you buy.

It seems to me to be sharp practice for base vehicle manufacturers to fit only one airbag as standard. If they fitted only one seatbelt as standard there would be a riot. That notwithstanding, the Ducato is comprehensively equipped in standard form and the new model has successfully addressed all the complaints over (what many found to be) an uncomfortable seating position in the old one.

Before we start to look at specifics, it's worth bearing in mind that the Destiny was the very first pre-production prototype and changes are already planned for future models. I'll try to point them out as we go.

ROAD MANNERS

As one might have expected, there was nothing to choose between them when cornering and the effect of crosswinds on stability. The same was true of the powerful but progressive brakes, the light clutch and faultless fascia-mounted gearshift. Ride in both was also very good and noticeably better over choppy road surfaces than that experienced in their short wheelbase cousin.

Turning circle at 14.20 metres was acceptable for a front-wheel drive long wheelbase chassis, though compared to my own 6.2m Transit-based coachbuilt (turning circle 12.1m) they felt clumsy for the body size, especially when parking. Demisting and windscreen swept area both gained top marks.

However, there were some differences between the two competitors. Destiny's single-glazed glass rear windows had heating elements, which will be handy on cold and damp mornings. Be aware though that Timberland is going to replace these with double-glazed acrylic units on production models. That said, if you wish to order one

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with heated glass windows, they will be happy to accommodate you. The Tio's one-piece rear window offered a less restricted view when reversing and promised a wider and unobstructed field of view via the internal mirror, but as the latter was missing, I couldn't categorically state this to be the case.

What did irritate was the way that both converters had restricted the view. In the Timberland this was a result of fitting Remis cab blinds that knocked a couple of inches off the very top of the windscreen and substantially increased the width of the quarter light pillars. IH hadn't fitted effective tiebacks so that its cab curtains draped in front of the side windows.

Neither of these bits of 'negative progress' is Fiat's fault and overall the new Ducato is the best Fiat commercial yet. A significant amount of test miles showed it to be both relaxing and engaging to drive.

LOUNGE AND DINE

In a nutshell, the U-shaped rear lounge of the Tio had the ambience of a 'classy coachbuilt', whereas the Destiny's salon had 'clever camper' written all through it...and is none the worse for that. Tio offered underfloor storage in the lounge, though the raised floor height in this section meant that for me (long body, stumpy legs) there was, on more than one occasion, some conflict between my cranium and the underside of the overhead lockers.

Destiny's trump card was that the centre section of the U-shaped lounge retracted into the nearside seat box to convert the seating area into two inward-facing settees, thus allowing unimpeded access and egress through the rear doors. And there's more; we love picnicking and to be able to open the rear doors and enjoy the view whilst doing so is heaven.

Each 'van had a different approach to tables. Tio opted for an island leg one, whereas Destiny favoured a freestanding design, which, although larger in tabletop area, was much easier to navigate around and could also be used in the great outdoors. Wait a minute though, Tio's not beaten yet, as it has an additional table hinged on to the back of the kitchen base units for wining and dining alfresco... brilliant.

As both motorcaravans featured swivelling cab seats it would have been possible to use



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I LIKED

- Ambience
- Fit and finish
- Choice of wood finish and fabrics
- Optimum use of space in shower room
- Stainless steel catches and hinges to boot lid
- Relaxing drive provided by 120 Multijet unit and appropriate gear ratios
- Clever storage of telly
- Bed extension fabrication

I WOULD HAVE LIKED

- Fewer ripples in the moulding for the replacement back panel

I DISLIKED

- Hitting my head on the underside of the lounge high-level lockers
- Inefficient cab curtain tiebacks

5 The Tio's cab was almost identical and just as good as its rival

6 General view forwards shows same basic layout as in the Destiny, but with some clever design ideas upfront

7 U-shaped lounge is a step-up from the kitchen, while the one-piece rear window gave the feeling of a coachbuilt

8 Access to the Tio's table was much more difficult than in the Destiny

On Test Timberland Destiny and IH Motor Campers Tio R



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9 A separate oven, grill and microwave gave the Destiny galley the edge

10 The Thetford fridge had a well-organised interior

11 The washroom was nearly there, but not quite

these for lounging and dining whilst keeping the rear lounge made up as a bed. IH has given some thought to this and, as a result of its ponderings, has designed a clever foldaway table, which it has conveniently sited for use when the driver's seat is swivelled (NB the Tio Cama features a permanent bed).

COOK'S QUARTERS

The location of the galley is identical in both. Each manufacturer has opted to include the majority of the linear kitchen amidships on the nearside, intruding into the side door opening, with the fridge the other side of the aisle.

Destiny had a useful worktop extension that hinged up from the forward end of the base cabinets and also gained extra Brownie points for a separate grill and oven, and for including a 230V microwave and cooker hood with extractor and downlighters. Tio had a

separate draining sink (which we preferred to the Destiny's combined sink-drainer). The IH cabinetwork also felt a tad more robust and the doors featuring the manufacturer's motif looked very stylish indeed. Looks are only a part of the culinary creating equation though, and my partner's arthritic fingers struggle with the type of small push-button locks that IH use, whereas the Destiny's nice big grab handles are easier for everyone.

Thetford (Destiny) takes on established market leader Dometic (Tio) in the battle of the big chill. Although they both featured three-way operation and a full-width freezer compartment, the arrangement of the internal storage in the Thetford looked to be slightly better than that in the Dometic for the type of comestibles we carry.

Both kitchens were judged to be 'good', though the Destiny's nudged ahead on ease of use and choice of equipment

HEAD-TO-HEAD DATA

TIMBERLAND DESTINY

PRICE

- From: £38,495 OTR
- As tested: £48,920 OTR

BASICS (*manufacturer's figures)

- Berths: 2
- Three-point belted seats: 2 (including driver)
- Warranty: 3 years base vehicle, 5 years conversion
- Badged as NCC EN1646 compliant: No
- Construction: All-steel-bodied factory high-top with twin side-hinged rear doors and nearside sliding door
- Length: 5.99m (19ft 8in)*
- Width: 2.05m (6ft 8.5in)*
- Height: 2.60m (8ft 6.5in)*
- Wheelbase: 4.035m (13ft 3in)*
- Rear overhang: 1.01m (3ft 4in)*
- Maximum authorised weight: 3300kg*
- Payload: 645kg* (TBC and less essential habitation allowance)

THE VEHICLE

- Chassis: Fiat Ducato long wheelbase panel van
- Engine: 3.0-litre common-rail turbo-diesel producing 157bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Brakes: Discs all round
- Suspension: Front: independent McPherson struts. Rear: rigid axle on leaf springs
- Features: Remote central locking, electric windows and mirrors, radio/CD/MP3 player, ABS, EBD, heated rear windows, steering wheel adjustable for reach, various storage troughs, lockable laptop compartment, reversing sensors, electronic engine immobiliser

INSIDE

- Layout: Swivel cab seats, central nearside kitchen with washroom opposite, U-shaped rear lounge
- Insulation: Glass fibre thermo-wool all round
- Interior height: 1.85m (6ft 1in)

KITCHEN

- Sink: Stainless steel unit with drainer
- Cooker: Country Leisure Caprice integrated slot-in unit comprising, four-burner hob, separate grill, thermostatically controlled oven. Daewoo 230V 700W microwave

- Fridge: Thetford N100 three-way. Capacity 87 litres

WASHROOM

- Toilet: Thetford electric-flush bench-type cassette
- Basin: Foldaway unit, monobloc mixer-tap
- Shower: Shower-tray floor, pullout basin tap doubles as showerhead

BED

- Transverse lounge double
- Length: 1.83m (6ft 0in)
- Width: 1.65m (5ft 5in)

EQUIPMENT

- Fresh water tank: Underslung 60 litres (13.2 gallons)
- Waste water tank: Underslung 40 litres (8.8 gallons)
- Water heater: Truma Ultrastore gas/230V operation
- Space heater: Eberspacher Airtronic diesel-fired blown-air
- Leisure battery: 2 x 110 amp hr
- Gas: Fixed tank. Capacity 20 litres
- Lighting: Three double fluorescent, four single fluorescent, two halogen spots, downlighters around lounge rooflight and in cooker hood
- Sockets: 230V: six; 12V: four

OPTIONAL EXTRAS

Fitted to test vehicle

- Base: Upgrade to 160 Multijet (£1495), metallic paint (£695)
- Conversion: Executive Pack - colour-coded bumpers, mirrors and electric awning, electrically-operated rooflight, water purifier, electrically-operated step, space heater upgrade, 'walnut' dash trim, alloy wheels (£3995), 75W solar panel (£785), Remis cab blinds (£485), satellite dish (£1975), TV and DVD player (£995)

Other options

- Base: Passenger airbag (£350), air-conditioning (£1495)
- Conversion: Satnav (£1995), colour reversing camera and monitor (£795), bike rack (£295), towbar (£445), external BBQ point (£195)

E&OE

BATHING SPACE

A glance at the rival floor plans suggested that there was likely to be nothing to choose between the smallest rooms. After all, they are located similarly, are roughly the same size and both feature foldaway washbasins, Thetford electric-flush bench-style cassette loos and a shower. Reality proved otherwise; the Tio took the shower room honours by a country mile. It was better equipped, had separate mixer taps for the shower, a smaller basin (so the compartment felt bigger) and clever LED lighting. Destiny was let down by not having a towel rail, loo roll holder, shower head wall bracket or even a curtain to protect the door. As I write, the Timberland team is having a rethink here and it needs to! There is nothing wrong with the basic design; it's just that the equipment (or more accurately the lack of it) needs further development.

BEDTIME

Both use the lounge seating area to make a transverse double bed. Neither offers the opportunity to sleep as singles (reckon you would need the extra-long van to accomplish this).

The flexible lounge layout of the Timberland has posed some problems over the support for the infill cushions. It has opted for a rollout using wooden slats attached to material. Some slats had already parted company with the fabric and I'd have preferred to see them attached to a metal frame, which slides out from under a settee. This is exactly the method employed by IH, and its engineers have fabricated a first-class system that looked to be extremely durable.

Both beds required some cushion shuffling, but the result was good in both 'vans. It was pleasing to note that the scatter cushions in the IH were pillow shaped and only required a slip (cover) for nocturnal use, therefore obviating the need to carry pillows as well. Just



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HEAD-TO-HEAD DATA

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PRICE

- **From:** £42,995 OTR
- **As tested:** £46,525 OTR

BASICS (*manufacturer's figures)

- **Berths:** 2
- **Three-point belted seats:** 2 (including driver)
- **Warranty:** 3 years base vehicle and conversion
- **Badged as NCC EN1646 compliant:** No
- **Construction:** All-steel-bodied factory high-top with nearside sliding door and moulded GRP rear panel
- **Length:** 5.99m (19ft 8in)*
- **Width:** 2.05m (6ft 8.5in)*
- **Height:** 2.61m (8ft 7in)*
- **Wheelbase:** 4.03m (13ft 2.5in)*
- **Rear overhang:** 1.01m (3ft 3.5in)*
- **Maximum authorised weight:** 3500kg*
- **Payload:** 650kg (less habitation allowance)*

THE VEHICLE

- **Chassis:** Fiat Ducato long wheelbase panel van
- **Engine:** 2.3-litre turbo-diesel producing 120bhp (88kW)
- **Transmission:** Six-speed manual gearbox, front-wheel drive
- **Brakes:** Discs all-round
- **Suspension:** Front: independent McPherson struts. Rear: rigid axle on leaf springs
- **Features:** Remote central-locking, electric windows and mirrors, radio/CD/MP3 player, ABS and EBD, steering wheel adjustable for reach, various storage troughs, lockable laptop compartment, reversing sensors, electronic engine immobiliser

INSIDE

- **Layout:** Swivel cab seats, central nearside kitchen with washroom opposite, U-shaped rear lounge
- **Insulation:** Acoustitherm light glass-fibre wool in voids
- **Interior height:** 1.83m (6ft 0in) in kitchen, 1.67m (5ft 6in) in lounge

KITCHEN

- **Sink:** Stainless steel unit and separate drainer
- **Cooker:** Smev stainless steel unit with four-burner hob, combined grill and oven
- **Fridge:** Dometic RM7370 three-way. Capacity 90 litres

WASHROOM

- **Toilet:** Thetford electric-flush bench-type cassette
- **Basin:** Foldaway unit with integral toothbrush and soap holders
- **Shower:** Shower tray floor, separate mixer tap and shower head

BED

Transverse lounge double

- **Length:** 1.88m (6ft 2in)
- **Width:** 1.42m (4ft 8in)

EQUIPMENT

- **Fresh water tank:** Underslung 68 litres (15 gallons)
- **Waste water:** Underslung 40 litres (8.8 gallons)
- **Water heater:** Truma Combi boiler, gas/230V operation
- **Space heater:** Truma Combi blown-air, gas only operation
- **Leisure battery:** 2 x 85 amp hr
- **Gas:** Capacity 2 x 7kg
- **Lighting:** Six halogen downlighters, one swivelling fluorescent, one swivelling strip light with filament lamp, LED lights in washroom
- **Sockets:** 230V: three; 12V: one

OPTIONAL EXTRAS

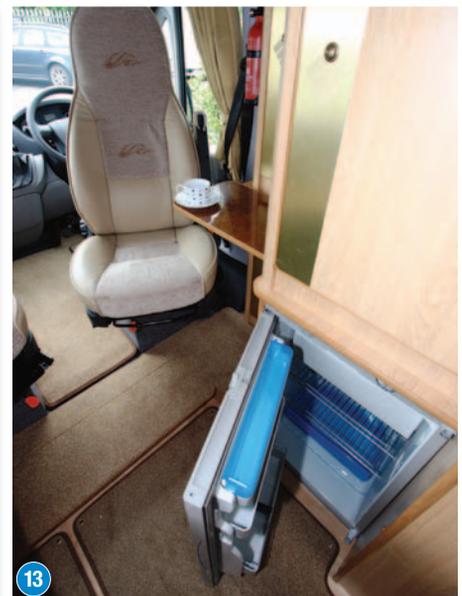
Fitted to test vehicle

- **Base:** Fiat alloy wheels (£995), passenger airbag (£350), metallic paint (£695)
- **Conversion:** Omnistor colour-coded awning (£740), 15in flat screen TV (£750)

Other options

- **Base:** Vantec alloy wheels (£695), passenger airbag (£350), air-conditioning (£1495), cruise control (£350), mud flaps (£75) front fog lamps (£395), headlamp washers (£495)
- **Conversion:** 230V saloon air-conditioning (£1525), colour-coded awning light (£115), key safe (£55), electronic safe (£205), extra 12V or 230V sockets (£65), Gaslow refillable cylinders (£470), 230V microwave (£230), Thatcham cat 1 alarm/immobiliser (£595), towbar (£495), 'walnut' dash trim (£205)

E&OE



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12 Kitchen has more than enough kit, but small catches were tricky to use

13 Fridge is in the same position. A neat table serves the cab seat

14 Washroom is more developed in the Tio, with clever storage and LED lighting

On Test Timberland Destiny and IH Motor Campers Tio R

15 **TIMBERLAND DESTINY**



15 Comfy bed was fairly easily made despite the fact that the rollout support slats were coming adrift

16 Destiny's trump card. The rearmost part of the lounge slides away so that the 'van can be used as a load-lugger

17 Flat screen idiot's lantern slides out from dedicated storage cupboard adjacent to the wardrobe

the sort of lateral thinking that we need more of in motorcaravan design.

STORE ROOM

Tio's boot lid made access to the underseat areas simplicity itself. The large void created by raising the floor in the lounge further extended the type, size and shape of what can be stowed.

On the other hand, opening the Destiny's rear doors could hardly be described as arduous and doing so revealed an access door to the offside underseat store. We would have really appreciated the rear door access to the whole length of Destiny's floor on a recent trip to a famous Swedish store to collect some flat-pack furniture, on a trip to the local DIY store to pick up some fence panels and when rescuing my daughter and her bike with its shredded rear tyre. All of which we've done in the last two weeks!

Inside, both had opted for high-level cupboards everywhere they could possibly be squeezed in and there wasn't much to choose between them, though the Tio's stylish locker doors did catch the eye.

Both motorcaravans have half-height wardrobes of adequate, but not generous size and both use the slim overcab area for storage. However, only the Destiny has an overcab door, the Tio is open-fronted.

Each has a different approach to the storage of the telly. Destiny's slides out from its dedicated storage next to the wardrobe. Tio's pops up from underneath the narrow dumping surface in between the wardrobe and offside rear seat, in a similar manner to the organ and maestro during the intervals in the cinema and theatre programmes when I was a nipper. Both approaches were good, though I couldn't work out how to tilt the screen in the Destiny. Probably my fault!

Both manufacturers claim a similar payload, though neither takes account of the essential habitation allowance. It's also important to enquire whether the quoted figure applies to a specced-up or entry-level 'van. Some popular accessories reduce the payload considerably and it would be prudent to do the sums. While on the subject of doing your homework, make sure that you have taken note of the increase in overall height when fitting a satellite dish, especially if it is to be parked under a low-ish carport. Also, study the warranty terms carefully and make sure that the conditions are met to retain full cover for three years (IH) or five years (Timberland).

LIFE SUPPORT

Received wisdom requires the waste water tank to be around 75 per cent of the capacity of the fresh water one so that they can each be serviced at the same time. Both motorcaravans passed this test with ease, so no problems there.

Underslung water tanks can freeze in severe weather and both manufacturers offer insulation or heating elements. Unless your passion is winter skiing or for touring Iceland in December, I'd be relaxed over this.

Tio's gas storage compartment holds two 6kg Calor propane cylinders or similar and is accessed by opening the boot lid. Destiny's gas cylinder compartment had been deleted. Instead, Timberland has gone for a 20-litre GMS gas tank with an LED level read-out on the dash adjacent to the gearlever. A smart move we reckon, freeing up valuable locker space and also refilling a tank is a much more economical way to buy gas than exchanging cylinders.

Destiny employs a diesel-fired blown-air space heater and a gas/230V storage water



heater. It was disappointing to note that there wasn't a heater outlet in the washroom, particularly important for soft southerners like me!

Both space and water heating is taken care of in the Tio by a gas combi unit. There's the option to use 230V for water heating and, joys of joys, an outlet in the washroom!

Current needs are taken care of by twin leisure batteries, 170 amp hr in the Tio (more than enough) and 220 amp hr (generous) in the Destiny. The test Destiny also arrived with the extra-cost option of a solar panel.

One of my perennial moans when testing motorcaravans is the parsimonious attitude of some manufacturers when it comes to fitting 12V and 230V sockets. In contrast, IH has provided sufficient and Timberland even more - enough to satisfy the most switched-on motorcaravanners among us.

Each of the dynamic duo arrived with cassette blinds (pleated in the Tio) and flyscreens as standard, plus Timberland also provided curtains for all except the cab windows. Actually despite some initial misgivings, the curtain less salon of the Tio looked stylishly modern and uncluttered and not at all austere. I think it's the use of pleated blinds as opposed to plain ones that does the trick.

Panoramic rooflights over the lounge are *de-rigueur*; further the Destiny's is electrically operated. This would be a boon for my vertically challenged partner, as she has to use a freestanding step to stand on when attempting to open or close the manually operated item in our own 'van.

CONCLUSION

Both motorcaravans acquitted themselves extremely well and it's easy to see why Timberland and IH are selling their products as fast as they can build them. In essence, though one could query a few details, both were practical and reasonably compact two-berth motorcaravans with all mod cons. Destiny's soft furnishings were fine, but Tio used better quality fabrics, plus the CMT (cut, make and trim) was of a higher standard. Generally the Tio's interior had a more luxurious air about it, whereas the equipment level in the Destiny was superior.

Your choice of which 'van to 'trip the light fantastic' with may well ultimately come down to whether the replacement of the rear doors with a one-piece panel is a plus or a minus for you. We prefer the flexibility of retaining those doors, so it's the Timberland for us, but I'm aware that at least half of you are likely to disagree. Mind you, they'd have to improve the Destiny's shower room before we'd part with our dosh, but for a pre-production prototype it showed great promise!

VEHICLES LOANED FOR EVALUATION BY:

Timberland Destiny:

Timberland Motorhomes, Limber Road, Kirmington, North Lincolnshire DN39 6YP (tel: 08450 099998; web site www.timberlandmotorhomes.com)

IH Motor Campers Tio R:

IH Motor Campers, Great North Road, Knottingley, West Yorkshire WF11 0BS (tel: 01977 677118; web site: www.ihcampers.co.uk)

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18 A well-engineered sliding metal frame supported the bed and looked very durable

19 The bottom half of the GRP rear panel opens to reveal access to underseat lockers and gas cylinders

20 Tio's TV pops up for easy viewing

