



INCA ENTERTAINMENT

Auto-Sleeper Inca EK on MWB 2.8HDi Peugeot Boxer

It's a wider view for Dave Hurrell as he looks for gold in a new classic from the Cotswolds

Willersey in the Cotswolds is home to one of the UK's most respected and long-lived motorhome manufacturers. Auto-Sleepers has, for many years, produced a comprehensive range of motorhomes and panel van conversions with an emphasis on traditional values.

THE WIDER VIEW

Relatively narrow body width was, and is, a feature of many of the company's coachbuilt 'vans - great for negotiating the narrow lanes of Devon, but not so hot when it comes to maximizing interior space. Enter the Inca; a range described by Auto-Sleepers as 'wide bodied'. Wide bodied for them maybe, but for most of us the reality of this description is 'mainstream'. Along with the recently launched Midas, the company now has a range of models

that can compete width-wise directly with the majority of coachbuilt motorhomes - most of which come with a body width of around 2.3 metres.

The two-model Inca sorority comprises the stalwart layouts of UK motorhome design. End kitchen (EK), as here, and end lounge (EL) are popular choices - as they both feature practical layouts that take into consideration our need to spend more time 'indoors' and out of the less predictable British weather.

INSIDE AND OUT

The EK layout speaks as you would expect to find it, with an end kitchen across the rear to the nearside. Opposite is a corner washroom, while up front a dinette sits with an inward-facing sofa. The front end is finished with a compact overcab

section that offers an equally compact luton double bed. Probably the most versatile layout in a six-metre motorhome such as this, the Inca EK offers good facilities and living space, while the dinette allows the provision of all-important forward-facing belted travel seats in the rear (vital if more than two people are to travel safely).

Externally, the bodywork has a friendly appearance with a slightly bulbous look that brought to mind the notion that Auto-Sleepers has gently 'inflated' a narrower model to generate that all-important increased interior space. Comments from other campers during the test ranged from 'it looks heavy' to 'compact and friendly'. My own take on this design is that - coupled with graphics that describe a vague oval - the body design manages to look quite curvy. No mean feat in a motorhome that, like

many others, uses flat sandwich-construction panels for a large area of its body.

BOXER'S PUNCH

Less common in motorhome circles than its sister Fiat Ducato, the Peugeot Boxer is nevertheless identical in this form (with only the badges upon steering wheel and bonnet setting the two apart). Indeed, these popular base vehicles are built side-by-side on the same

production line at the Sevel plant in Italy - a partnership between Fiat and Peugeot. Fitted with the optional 2.8-litre turbo-diesel engine, the medium wheelbase chassis cab on which the Inca is based is a feisty contender.

This engine is a winner as far as motorhomes are concerned - powerful, smooth and refined. Propelling a smaller motorhome, as here, it performs with confidence and pulls strongly, even from relatively low speeds, in its traditionally

high ratio top gear. The results are low levels of engine noise transmitted into the cab, and the possibility of improved fuel economy - with a driving style that recognises the need to drive a modern, high-revving turbo-diesel at engine speeds that ensure the turbocharger is working efficiently. Central locking of cab doors and electric windows and mirrors provide the driver with many of the expected features of a modern car. I was, however, disappointed to find no airbags - something I feel is increasingly needed and desirable. Why should you drive a motorhome without this safety feature when your car probably has it?

High cab seats are a feature of the Boxer and the fitting of a swivel on the driver's pew only makes this worse. If you're tall you may have difficulty seeing ahead, as the top of the windscreen looms into your line of sight. Take a good test drive before you buy. Stooping to see under a lowered sun visor is common and the Inca is not alone in this - it affects many motorhomes based upon Sevel-built base vehicles.

Once on the road you may forgive the Boxer its idiosyncrasies - as steering, brakes and convenient dash-mounted gearlever are a joy to use. This gearchange arrangement and the traditionally right-hand located handbrake leave the central floor thankfully free of obstacles when moving from cab to caravan.

This Inca sails along virtually unchallenged by geography, and comfortable caravan-matching upholstered seats make long journeys possible without pain - that is, as long as you take time to adjust the driver's seat accurately. It must be said that problems with the driving position is another thing that Sevel-based vehicles are infamous for and the small movement of the adjustable steering column is crucial to achieving comfort



Peugeot's version of the Sevel-built motorhome base is the Boxer. The cab boasts many of the comforts of modern road transport but sadly, in this case, no airbags.



One of the most popular and classic motorhome layouts sees a generous sofa opposite a practical Pullman dinette.



Belted seats for rear seat passengers means four can travel in safety.

when piloting. I find sitting closer to the wheel than you may think is desirable makes for increased comfort. However, driving at slower speeds can still cause foot-ache - as smaller throttle openings cause your right foot to be held up at an unnatural angle.

Three other things add comfort, convenience and practicality to the Inca. Number one is the



fact that the cab roof is cut away. The base of the bed above folds neatly forward leaving increased headroom when moving from cab to caravan. Number two is the auto-retracting step. The caravan door features an external electrically-operated folding step, just the kind of thing you might leave deployed by mistake when you leave a campsite. No worries, Auto-Sleepers has had

the good sense to ensure that when you start the engine a warning buzzer sounds and the step folds away automatically. Last, and by no means least, is the rear seat belts. The forward-facing section of the dinette has two three-point inertia-reel belts located on a strong steel frame. With the Inca you can take friends and family away knowing they can travel safely in the rear.



The EK interior sports the expected rear-end kitchen with washroom in the offside corner.

Also, a 'van of this modest size has everyday transport on its menu of possible uses - taking extra passengers is a feature you may want for that shopping trip or day out.

INCA INTERIOR

Internal layout insists that the caravan door is located at the rear nearside, and, once opened, allows you to step straight into the kitchen. First impressions give that feeling of space that the manufacturer has been keen to create with this new 'wide body.'

This is due, at least in part, to the choice of decor. Light-toned wood - with a stylish herringbone finish to locker doors - and ice cream coloured upholstery, make the interior seem light and spacious. It's a bit like those property makeover programmes on the TV where neutral colours are recommended for the best initial impression. This Inca's interior proves them right and several visitors to the 'van commented on the feeling of space and light within.

In spite of this undeniably great look I would find myself going for one of the other, darker, fabric options. I tend to move around inside motorhomes with the grace of a ballet dancer - that is, until I've got a cup of coffee or glass of red wine in my hand!

INCA ENTERTAINING

This is not the ultimate in motorhome lounges, for it includes a diner that's difficult to ignore. This story starts with the Pullman dinette - the biggest

feature in here. Aside from allowing four people to dine in comfort it also enables the fitting of those all-important belted travel seats on its forward-facing section. Thus, motorhome multiplicity fills the frame.

As a lounge it works pretty well too. Unlike some of the imported competition (who provide fixed, heavyweight dining tables) the Inca table is light and portable and stows neatly in the adjacent wardrobe. This process opens up the space to create a more lounge-worthy feel, and that's before you consider the other seating. The long sofa opposite the dinette provides seating for up to three people - or one lucky camper with their feet up. In addition to this, the driver's seat swivels to provide armchair-style relaxing for one.

Take all this back to first principles and leave the table up and you can serve a bit of a buffet and drinks to eight friends who can all sit in comfort - albeit in a bit of an upright fashion on the dinette seats. Behind the dinette is mine host's secret weapon, the cocktail cabinet! This unit has two glass doors, auto illumination, and is fitted for bottles and glasses. There is a capacious chunk of counter top in front - perfect for mixing cocktails (reminiscent of the Med in summer) while everyone spends time planning their next trip from that chilly, windswept site near Blackpool!

Seriously though, the Inca's lounge/diner is as good as it gets with this design. Spacious and comfortable, the extra body width is welcome and noticeable - even the TV locker is at a usable

height and distance from the seating in its slot above the cocktail cabinet. As a multi-purpose living space, that also provides those precious travel seats, it's just about perfect.

INCA CATERING

Take a good look at motorhome kitchens and you'll find loads with one important element missing - something that'd be considered plain daft in a domestic situation. Simple but essential, worktop space is the one thing that many 'vans lack. Thankfully, here you'll find plenty. Aside from hinged glass lids over sink and cooker (that can only be described as transient) we have the brilliantly universal space - aforementioned - in front of the cocktail cabinet. Adjacent to the lounge, caravan door and kitchen, this surface is genuinely useful for all sorts; as a dumping ground for keys, phones and bags, a buffet at meal times and for entertaining, a surface for night-time necessities, and as that essential kitchen worktop.

Good motorhome design should include useful multipurpose elements and this is one of the best. It gets better too; under this unit is the fridge and sandwiched in between is a slide-out section of worktop. Not strong enough to use for chopping or prep, but a useful addition nonetheless. The fridge below is the latest switchable type, with no holding-in of control knobs and pressing of buttons to ignite it. Just select the energy source required (12V, gas or mains electricity), and it does the rest. Its 77-litre



At night, the interior ambience is superb.

◁ *The cocktail cabinet is the perfect place to mix those pina coladas while you dream of summer - or enjoy it! TV cabinet above is just the right distance from the lounge seating.*



Even without the cab seat swivelled there's loads of room on the Inca's side sofa with full, feet-up lounging for one lucky motorhomer.



The dinette is spot-on and the lightweight table soon stows in the wardrobe to open up the space.



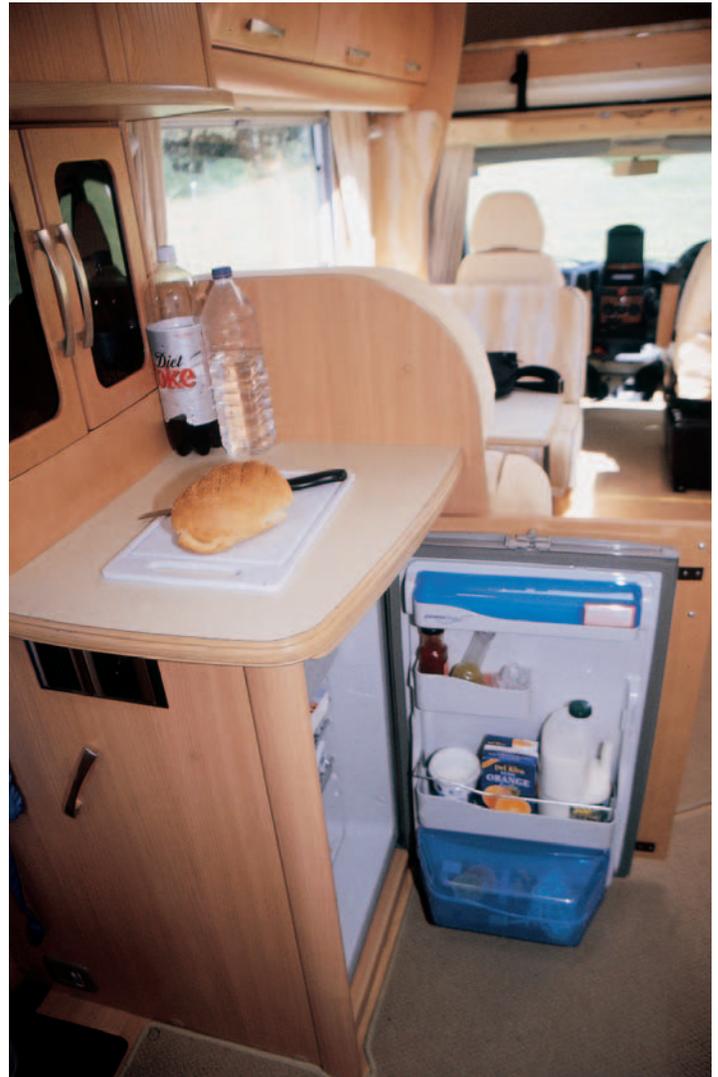
The end kitchen is equipped with a full-sized cooker and storage divided between a split, low-level cupboard and two, high-level lockers.

capacity was a bit disappointing however, and the décor panel front that Auto-Sleepers had chosen to fit made locking it and getting at the controls difficult.

Over on the rear wall, the lion's share of the kitchen includes a superb sink/drainer combination. Aside from practical stainless steel construction and that folding glass lid, this sink has a simple but practical feature; depth. Importantly the drainer is deep, keeping splashes

and spills to a minimum and reducing the likelihood of items sliding off and ending up on the floor. The cooker too is a chef's dream. The hob includes a solid electric hotplate and three gas burners, while a capacious oven joins the separate grill. All have electronic ignition and a matching panel at the base hides a pan storage cavity.

Cupboard space in here extends to two overhead lockers (unfortunately with no shelves) and a divided, shelved, two-door floor-level



Above the fridge and in front of the cocktail cabinet is work surface that is universally useful.

cupboard. This contained a curious swing-out waste bin (that refused to swing out without collapsing). This was - along with the two drawers in the cupboard - the most frustrating aspect of this kitchen. The bin I would remove. The drawers were reminiscent of a DIY addition you might make when you bought a motorhome with no proper kitchen drawers. It was a complete pain to have to open a cupboard every time you needed to slide open a drawer. Added to this, the drawers themselves were wobbly and ill-fitting - seemingly threatening to 'bail out' at any moment. Nearly £39,000 of your hard-earned should buy an Auto-Sleeper Inca with proper drawers in the kitchen.

Thankfully, this was the only feature that seriously marred an otherwise excellent galley. Of course, once you've cooked that meal you'll need something to serve it on, and, in fine Auto-Sleepers' tradition, there's a set of classy white china, all neatly stowed in a locker above the diner.

INCA WASHING

Separate-shower washrooms were non-existent in Auto-Sleeper motor caravans until now. Cleverly, the Inca washroom uses a semicircular shower with a flush tray that becomes part of the washroom floor when the curved, rigid shower screen is stowed. The rest of the washroom is more conventional with a vanity basin and electric-flush swivel-bowl cassette toilet. A high-level storage cabinet with sliding mirrored doors and a large translucent-glazed opening window complete the scene.

The shower works extremely well owing to the fact that - unlike some of this type - it's only the front that's curved. The radiused rigid shower screen follows the curved front of the tray but the



Deep drainer sink meant less chance of spills. The cooker performed superbly but the in-cupboard drawers were a pain to live with.



The washroom includes a brilliantly designed separate shower, complete with rigid semi-circular shower screen. A lack of flat surface for cosmetics and the proximity of the window frame to the basin were the pinch points in an otherwise super washroom.

One adult, or a couple of kids, would suit the overcab berth best. The access ladder was heavy and awkward. ▷

inside of the shower is square at the back, taking full advantage of the space available. Close the screen, hinge across a filler-flap adjacent to the basin, and you have loads of space to shower in comfort. The shower head delivers lots of water and the mixer tap keeps a pre-set temperature between bursts. Inevitably with a flush shower tray, some water ends up on the general washroom floor - but as this is of the 'wet room' type it simply drains away beneath the plastic grid flooring. Full marks are due for this spacious,

space-saving shower that's good enough to be used regularly.

The narrow, oval washbasin is less successful however. Aside from its restrictive shape, the window frame directly above gets in the way and the lack of any horizontal surface to put things down is annoying. Above the window is the kind of storage cabinet that would be better off in a skip! Awkward-to-open sliding doors are mirrored to little effect, and the provision of toothbrush and mug holders at this height is



ludicrous. To add insult to injury, it's also got daft slippery shelves inside, so you can be sure that all your cosmetics containers will rain down on you from above when you open the door!

Aside from a more storage-friendly cabinet, my solutions would include a large mirror and narrow shelf on the wall to the left of the toilet. I'd hang towels on a rail moved to within the shower.

Amusingly the washroom window, which is translucent, also has a translucent blind. These units are normally fitted with a clear window -





Quickly made, the dinette single berth is of near-domestic proportions.



The sofa single is even easier to make: if a little small.



The nine-cushion double is a very big bed, and comfy too. Inset: Easy-to-operate catches allow seat bases to slide forward to create the beds.

draw the blind to acquire privacy but still admit light. What benefit is to be had by drawing a translucent blind over an equally translucent window is beyond me. An opaque blind would be a far more useful addition to this area.

Star of the washroom is the superb shower while (aside from the always excellent Thetford toilet) the rest of its equipment struggles to keep up.

INCA SLEEPING

Downstairs sleeping offers two options, two singles or one double bed. The singles are longitudinal and made from the sofa and dinette respectively. Catches on the front of the dinette seats release and the two bases slide towards each other. Seat back cushions then drop in behind to create a generous-width single bed of almost domestic proportions. Opposite, creating the second single simply involves removing the sofa backrest to the cab to create a smaller, narrower berth. More suitable for the smaller motorcaravanner, this bed comes in at less than

two-and-a-half feet (740mm) wide and only manages a five-foot-eleven-inch (1.80m) length thanks to a small infill cushion that's not the full width. Of course, many couples are of different heights so if you prefer to sleep on singles these berths may well be just right for you.

Making the transverse double bed is a bit more complex. Following the same procedure for the dinette single, a catch is then depressed on the front of the sofa base allowing it to slide to meet the dinette. The backrest and a long infill then fill the resultant space to create a large double bed. Unfortunately, the test 'van had some of its cushion fittings assembled incorrectly, making the bed impossible to erect properly without turning the sofa backrest through 180 degrees. This caused much trouble - with the official 'bed maker' (that's me of course) threatening industrial action!

No worries; our return to the Auto-Sleepers factory at the end of the test included a 'bed debrief.' Consequently, this problem should not be present on production models.

Upstairs, the overcab berth again gives almost as much room as a domestic double bed, albeit on a thinner mattress. It's headroom up here that'll make adults reluctant to use it, but a couple of younger kids should have no trouble - in fact, they'll probably think it great fun to sleep here.

Tapering headroom towards the front means one grown-up could use this bed in reasonable comfort - but it is probably the kids that'll be the most likely occupants. An excellent roller blind style security net pulls up to stop them falling out of bed but the less-than-excellent folding access ladder was heavy, awkward and far from foot friendly.

Comfort is the key to a good night's sleep and all the beds met this criterion with ease. With its nine-cushion count, only the downstairs double berth threatened our golden slumbers. The key here was to sleep heads to the offside where the cushion joins run across the bed. In this position your body lies at right angles to them and doesn't try to 'disappear' down longitudinal cushion joins in the middle of the night.



External locker swallows all your mucky kit.



Overhead lockers have useful shelves. Decor strip lights add a touch of class. Rail-mounted spotlighting, below lockers in the lounge, is good looking and effective.



Easy-sliding bases allow access to underseat storage.



The clever inbuilt awning can be deployed in a trice.

INCA STORING

First on your motorhome storage solutions list should be a locker you can get at from outside. Lugging muddy hook-up lead, wet water hose and grubby levelling wedges through the interior to put them away will not make you a popular motorcaravanner. The Inca comes to the rescue with a self-contained storage box moulded into one of the GRP skirts. It's big enough for all that utility kit, plus some tools, a small barbecue, and roll-up folding chairs. A lift-up lid allows access and two key-operated locks keep it shut. Unfortunately, the test 'van's locker door was found to be a bit on the wobbly side and the locks of questionable quality - their plastic barrels were already splitting, rendering one of them useless.

Inside, general storage starts with a good population of overhead lockers with positive locks, some with shelves. The wardrobe is easy to access and benefits from a very useful high-level shelf. All of the seat bases also provide large amounts of storage for heavier, bulkier items (albeit with access only through the seat tops). This, however, is not quite as bad as it sounds, as, thanks to the easy-sliding bases, it's easy to open them up to stash or get at kit. Generally speaking the Inca provides a versatile range of storage options, while the overcab bed area is also useful for bedding and other light-but-bulky items that are then easy to retrieve.

INCA SHADE

Roll-out awnings are a boon. Turn up on any site in high summer and you can have instant shade in a trice; just wind the handle, fold out the legs and peg 'em down - perfect. Most of these units are retrofitted, and hang, carbuncle-like and vulnerable, on the side of the 'van. Here we see an awning as an integral part of the motorhome. A superb unit, the awning remains almost invisible as it is mounted flush with the top of the

roof. However, insert the telescopic handle, wind, and two minutes later you have a shady spot to relax. This kind of portable shade is especially welcome on Continental sites in summer where the natural version is at a premium.

INCA SERVICE

As a thoroughly modern motorhome, the Inca provides a comprehensive range of services.

That most important of features in the UK, heating, receives blanket coverage with the

excellent Truma Trumatic gas-fired convector at its heart. Allied to this is the mains electric addition, Ultraheat, which increases the versatility of the system and serves to save precious bottled gas when using mains hook-up. Blown-air distribution delivers this heat to outlets in the living area and washroom too, leaving no area un-warmed. In addition to this the convector heater can be used alone, providing near silent gas-powered heat - great for those chilly nights in spring and autumn.



The wardrobe includes a handy high-level shelf and dedicated stowage for the table.



Thoughtful details include a remote radio switch and water heater control within reach of the bed.

Hot water is provided in an equally efficient manner by a Truma Ultrastore unit that uses gas and mains electricity to heat 10 litres of water in around 45 minutes.

Only the fresh water system was found wanting, as the otherwise excellent pressurising water pump led you to believe someone was at the door as it hammered away somewhere under the furniture. I've been an Auto-Sleeper owner myself and I know these pumps should only produce a quiet rumbling sound as they re-pressurise the system after a tap has been used.

The fresh water tank, too, was disappointing but for a different reason. Motorhomes with separate showers and 50-litre (11-gallon) water tanks do not go together well. Ask yourself this question. How many showers can I have before I need to top up the tank? Not many is the answer. If you look at the imported opposition you'll find fresh water tanks with at least double and sometimes three times the capacity of this one. I think it gets worse with the waste tank, at 38 litres (8.35 gallons) the waste could well be full before the fresh is empty. I would very much like to see Auto-Sleepers increase the size of these tanks and it's a shame that the superbly designed shower could easily be let down by an insufficient water supply.

The lighting scheme is comprehensive and attractive, with a good range of options illumination-wise. On entering through the caravan door, an adjacent switch turns on decor strip lighting located at the top of the overhead lockers. This is great when returning to the 'van at night. I would have preferred this lighting to have been separately switched in the kitchen as

there were times when it was needed here but not in the lounge. This, or additional task lighting under the overhead lockers in the kitchen, would be an advantage. In the lounge, stylish rail-mounted spotlights made for superb evening ambience and easy reading (before and after bedtime). Only their switches annoyed - for some unknown reason they were buried up underneath the pelmets and very difficult to get at. Ceiling lights did not disappoint as there were plenty of good-looking units illuminating kitchen, lounge and luton bed areas.

Blinds and curtains are all good quality, the blinds being of the 'pleated' type and closing from the bottom (thus allowing in light while maintaining privacy). Curtains, too, are lovely with those around the cab being full enough to close properly.

Little details pleased - a switch allows you to turn the radio on and off while in bed. Next to this lives the water heater control - wake up in the morning and turn it on to heat the water while you have another forty winks. The control panel is also very swish. This latest thing in microprocessor technology controls and displays all the functions expected - including notification of inside and outside air temperature. The trick up its electronic sleeve is an event timer that lets you programme the turning on of the 12V supply. So, if you're out for the evening, you can set it to activate lights at a certain time to improve security or make it easier to find your way back to the 'van in the dark.

A gas locker with generous capacity (two 13kg cylinders) and a cassette toilet with a separate flush water tank (that lets you add cleaning/deodorizing products) complete a fully-



The control panel features an event timer and temperature sensors. A fitted smoke alarm is great news as long as you don't burn the toast!

featured service sector that is only marred by those small water tanks and noisy pump.

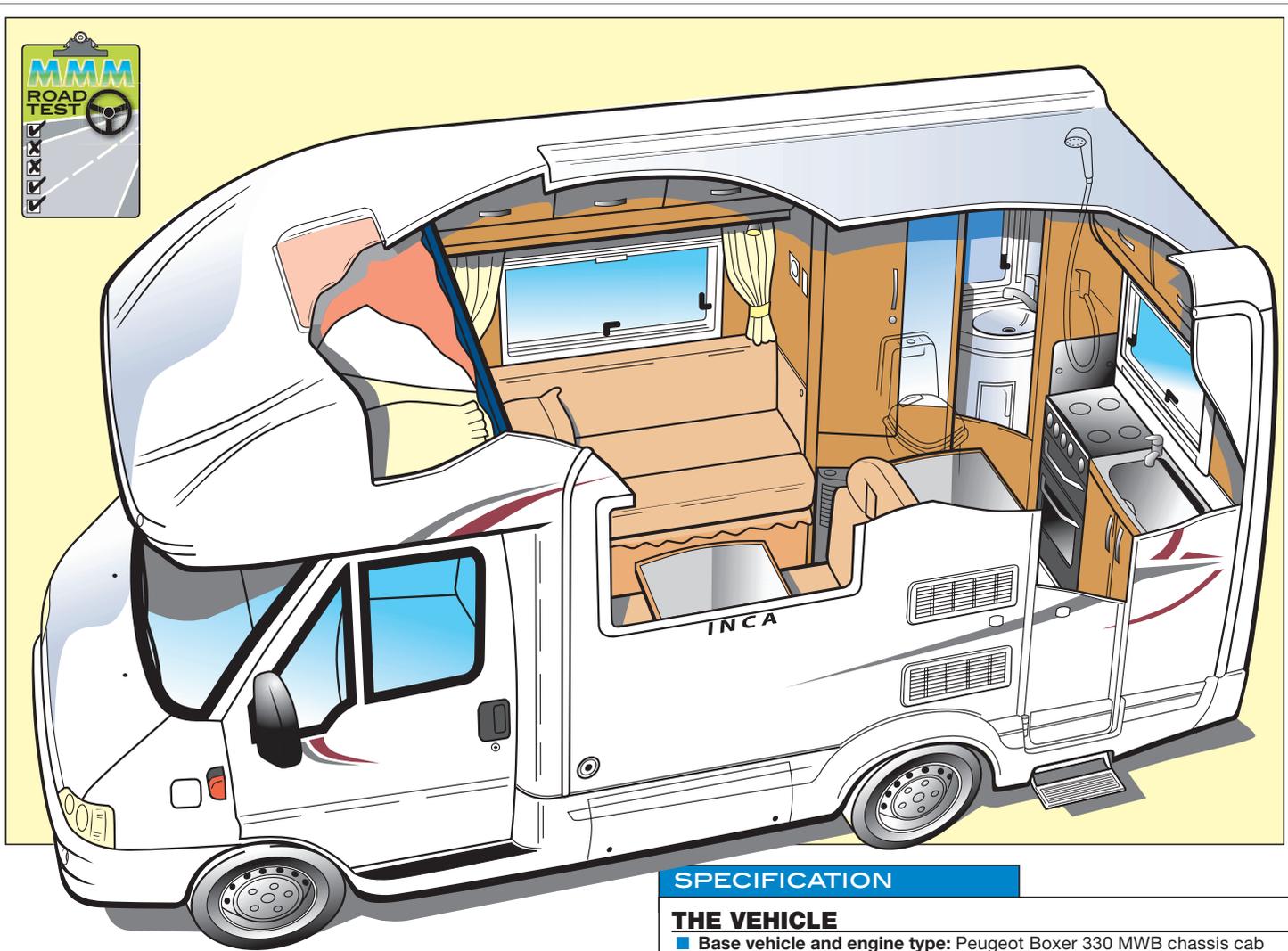
ENTERTAINING INCA?

An Auto-Sleeper with style, the Inca carries the brand proudly on its flanks. That extra body width gives it mainstream motorhome appeal and adds a good deal of internal space too. Comprehensively equipped and well built, with fresh, modern decor, the Inca EK makes a valuable contribution to Auto-Sleepers' range of motorcaravans.

Its biggest strengths are that super shower and excellent lounge diner, while weaknesses are few - confined mainly to the small size of the underslung water and waste tanks.

While relaxing in the Inca with a glass of wine I looked about me and asked myself a question: Is this a 'proper' Auto-Sleeper? I have to say the answer was an emphatic yes.





SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Peugeot Boxer 330 MWB chassis cab with 2.8-litre turbocharged and intercooled common-rail diesel engine
- **Output:** 93.5kW (127bhp) @ 3600rpm
- **Max torque:** 300Nm (221lb ft) @1800rpm
- **Gearbox and drive:** Five-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent MacPherson-type with coil springs; Rear: rigid tubular axle with leaf springs and telescopic shock absorbers
- **Tyres fitted:** Michelin XC Camping 215/70 R15C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Fuel level, coolant temperature, speedometer, rev counter, LCD display with clock, oil level indicator, service indicator, total and trip miles
- **Warning lamps:** High coolant temperature, immobiliser function, handbrake on, engine fault, alternator charge, low oil pressure, diesel preheat, low fuel level, sidelights on, main beam/headlamp flash, indicators/hazards
- **Windscreen wiper controls:** Two speeds plus intermittent and flick-wipe, screen wash. Pull up for screen wash and three wipes, one forward for flick-wipe, one back for intermittent, two back for slow speed, three back for fast speed
- **Immobiliser/alarm:** Ignition key operated immobiliser. No alarm fitted
- **Other features:** Electrically-operated cab windows, electrically-adjustable mirrors, remote central locking of cab doors, radio/single CD player, twin cab door pockets, 12V socket, lockable glove compartment, cab seats trimmed to match interior, removable carpet, three cubbyholes, dash top oddsments tray, wood-effect dash panels, adjustable steering column, pop-up document/map holder, height-adjustable top seatbelt mountings, single seat armrests

MMM SUMMARY

I LIKED

- Wider body with spacious interior
- Light and fresh interior decor
- Super separate shower
- Kitchen sink with deep drainer
- Full-sized, fully-featured cooker
- Comfortable spacious lounge/diner
- Radio isolator switch
- Auto-retract external step
- Dedicated external locker

I WOULD HAVE LIKED

- Airbags
- Better task lighting in kitchen

- Stronger locks on external locker door
- Shelf in washroom
- A lighter, more foot-friendly, bed access ladder
- A quieter water pump
- Larger fresh and waste water tanks

I DISLIKED

- Position of window frame in relation to washbasin
- Badly designed washroom cabinet
- Drawers in kitchen cupboard
- Suicidal kitchen bin

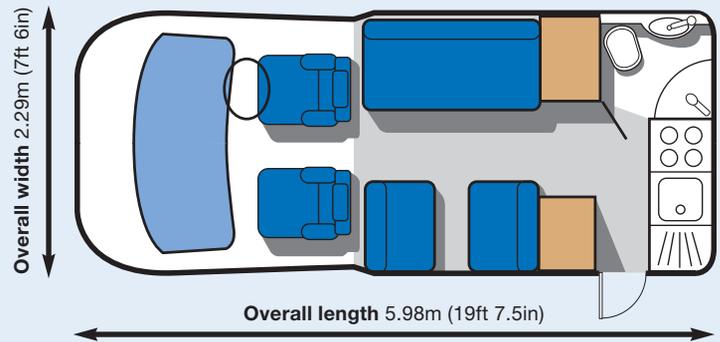


PERFORMANCE AND ECONOMY

- **Achieved 30-50mph acceleration time:** 9.0 seconds
- **Fuel consumption during test:** 26.8mpg overall

THE CARAVAN

- **Body type and construction:** Coachbuilt with sandwich construction GRP-clad sidewalls. Moulded GRP skirts, overcab, roof and rear panel sections
- **Insulation:** Sides 30mm, roof 30mm, floor 40mm
- **Conversion NCC badged as EN1646 compliant:** Yes
- **Warranty:** Three years base vehicle, two years caravan
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** All double-glazed acrylic, top hung in lounge, washroom and kitchen. One-piece caravan door with fixed acrylic double-glazed window and key-operated burstproof lock
- **Additional ventilation:** Heki 3 wind-up rooflight above lounge. Push-up roof vents in kitchen, washroom and above luton bed
- **Blinds/curtains:** Pleated blinds and flyscreens to all windows; blinds and flyscreens to rooflights above luton bed, lounge and kitchen; flyscreen to rooflight in washroom; lined curtains to lounge windows and luton bed; full-length lined curtains to cab
- **230V AC system:** Mains hook-up with RCD and MCBs feeds leisure battery charger, fridge, electric space heating, water heater, cooker hotplate, and three single switched 13A sockets (two in kitchen, one in TV locker)
- **12V DC system:** Leisure battery feeds control panel, fresh water pump, cooker electronic ignition, lighting, toilet flush pump, water heater, Trumatic blown-air heater, TV aerial amplifier, one 12V socket in TV locker
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** Two single switched fluorescent fittings in luton, three single switched fluorescents on living area ceiling, aircraft-style strip lighting above all overhead lockers, four adjustable halogen track-lights in lounge, two circular fluorescent fittings in washroom, auto illumination in cocktail cabinet, footwell light inside caravan door, awning light
- **Cooking facilities:** Spinflo Caprice 2040E slot-in cooker. Hob with three gas rings, one solid electric hotplate, and hinged glass lid. Separate grill and oven. All with electronic ignition. Pan storage in base
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM7271 three-way, with full-width freezer compartment, capacity 77 litres
- **Sink and drainer:** Stainless steel sink with drainer and hinged glass lid, domestic-style swivel mixer tap
- **Water system:** Pressurised system feeds hot and cold water to kitchen sink, washroom basin and shower mixer
- **Water heater:** Truma Ultrastore, gas/electric operation, 10 litres (2.2 gallons) capacity
- **Fresh water tank:** Underfloor mounted, 50 litres (11 gallons) capacity
- **Fresh water level gauge:** On control panel, push button to read percentage contents on LCD
- **Waste water tank:** Underfloor mounted, 38 litres (8.35 gallons) capacity
- **Waste water level gauge:** On control panel, push button to read percentage contents on LCD
- **Space heating:** Truma Trumatic convector with 230V Ultraheat and blown air. Outlets in living area and washroom. Gas and mains operation
- **Gas locker:** Externally-accessed, fixed regulator, 2 x 13kg cylinders capacity
- **Washroom:** Walk-in washroom in offside rear corner of vehicle with vanity basin with mixer tap, cupboard under. Swivel-bowl toilet with electric flush and integrated flush water tank, mirrored vanity cabinet with sliding doors and two shelves, tooth mug holder, towel rail, toilet roll holder, soap dispenser, separate circular shower compartment with mixer tap/showerhead, two storage shelves, flush nylon shower tray with central waste, moulded washroom floor with waste outlet and flexible grid floor matting
- **Seating:** Pullman dinette with two forward-facing and two rearward-facing seats, inward-facing three-seat sofa, swivel driver's seat (optional)
- **Table(s)/storage:** Single leg table attaches to, and slides on, wall rail. Dedicated storage in wardrobe
- **Berths:** Four, two on transverse double bed in lounge (alternative two longitudinal singles), two on double bed in luton
- **Rear restraints:** Two three-point inertia-reel seatbelts on forward-facing dinette seats
- **Wardrobe:** On offside, between washroom and inward-facing sofa, side-to-side hanging rail and top shelf
- **Flooring:** Two-section removable carpet over woodblock-effect vinyl
- **Additional features:** Illuminated cocktail cabinet; radio isolator switch adjacent to sofa/bed; pull-out work surface above fridge; TV locker with turntable, aerial socket, amplifier and aerial; full-length mirror adjacent to wardrobe; smoke alarm; coat hooks and oddment racks adjacent to caravan door; external storage locker in skirt; security net to luton bed; electrically-operated external step with auto-retract on start-up



DIMENSIONS

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

- **Overall length:** 5.98m (19ft 7.5ins)*
- **Overall width (excluding mirrors):** 2.29m (7ft 6in)
- **Overall width (including mirrors):** 2.69m (8ft 10ins)*
- **Overall height:** 2.92m (9ft 7ins)*
- **Length of wheelbase:** 3.20m (10ft 6in)
- **Length of rear overhang:** As measured from centre of rear wheels, 1.86m (6ft 1in) - 58 per cent of wheelbase
- **Turning circle (kerb to kerb):** 12.10 metres (39ft 8.5in)
- **Driver's maximum leg length:** 1.06m (36in)
- **Step-up height to caravan:** Step one 220mm, step two 280mm, step three 200mm (8.5in, 11in, 8in)
- **Door aperture:** 1.87m x 485mm (6ft 1.5in x 1ft 7in)
- **Interior length from dash:** 4.05m (14ft 9in)
- **Interior length behind cab:** 3.59m (11ft 9.5in)
- **Interior width at waist height:** 2.07m (6ft 9.5in)
- **Interior height:** To ceiling, 1.92m (6ft 3.5in)
- **Work surface height:** Sink unit 875mm (2ft 10.5in), above fridge 940mm (3ft 1in)
- **Table dimensions:** 870mm L x 560mm W x 700mm H (2ft 10in x 1ft 10in x 2ft 3.5in)
- **Bed dimensions:**
 - 1) Luton double
 - **Mattress length:** 1.90m (6ft 3in)
 - **Mattress width:** 1.30m (4ft 3in)
 - **Mattress depth:** 100mm (4in)
 - Available headroom: 520mm (1ft 8.5in) max
 - (2) transverse double
 - **Mattress length:** 2.18m (7ft 2in)
 - **Mattress width:** 1.57m (5ft 2in)
 - **Mattress depth:** 140mm (5.5in)
 - Or two singles
 - dinette single
 - **Mattress length:** 1.90m (6ft 3in)
 - **Mattress width:** 900mm (2ft 11.5in)
 - **Mattress depth:** 140mm (5.5in)
 - sofa single
 - **Mattress length:** 1.80m (5ft 11in) max
 - **Mattress width:** 740mm (2ft 5in) max
 - **Mattress depth:** 140mm (5.5in)
- **Washroom:** 1.46m W x 830mm D x 1.89m H (4ft 9.5in x 2ft 8.5in x 6ft 2.5in)
- **Wardrobe:** 510mm W x 750mm D, hanging height 1.03m (1ft 8in x 2ft 5.5in x 3ft 4.5in)
- **Gas locker:** 680mm W x 340mm D x 600mm H (2ft 3in x 1ft 1.5in x 1ft 11.5in)
- **Gas locker door aperture:** 590mm W x 560mm H (1ft 11in x 1ft 10in)
- **Max authorised weight:** 3500kg* (figures relate to optional 2.8HDI model)
- **Unladen mass:** 2968kg*
- **Load capacity:** 532kg*

PRICE (all prices include VAT)

- **Standard model (2.0 HDi):** £36,341 (on the road)
- **As tested (2.8 HDi):** £39,305 (on the road) - see options below

OPTIONAL EXTRAS (*starred items fitted to test vehicle)

- **Base vehicle options:** 2.2-litre HDi engine (£1644), 2.8-litre HDi engine (£2526)*
- **Caravan options:** Extractor fan (£136), stainless steel rear ladder (£216), driver's seat swivel (£140)*, inboard fresh water tank in lieu of underfloor tank - not available with exterior access locker (£61), optional upholstery (POA), dealer fitted bicycle rack (£298)*

SUPPLIED BY

Inca EK kindly supplied for evaluation by: Auto-Sleepers Limited, Orchard Works, Willersey, Nr Broadway, Worcestershire WR12 7QF (tel: 01386 853338; web site: www.auto-sleepers.co.uk)

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