

FOREST RIVER SUNSEEKER



Words and pictures
by Jonathan Lloyd

AMERICAN EXPANSION

US RVs with slide-outs radically increase living space. We find out which is the dandy of two attractive Yankee doodles

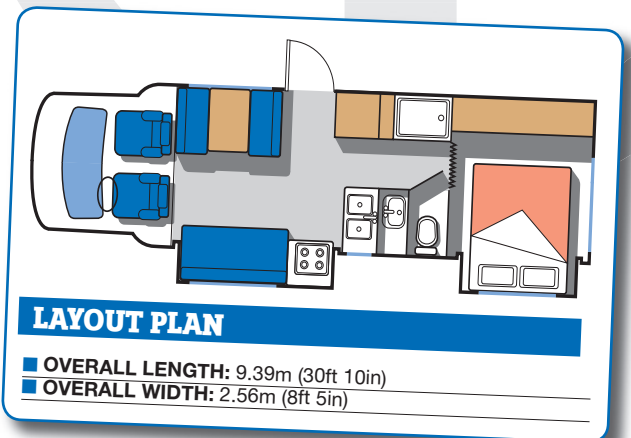


There is nothing high tech about slide-outs. They don't require any complex engineering or any electronic wizardry. They have been standard equipment on coach RVs for more than two decades and increasingly they can be found on American entry-level overcab (C-class) and low profile (B-class) coachbuilts. So, why don't we build motorcaravans so equipped?

There have been a couple of half-hearted attempts, though these lacked development and currently no European volume producer has a 'van with one in its range. It seems such a logical development of a motorhome body that it makes you wonder why it hasn't been copied. Still, Europe's tardiness is a Stateside gain and these two combatants clearly illustrate why one slide-out is pretty much essential, two is luxurious and three sybaritic.

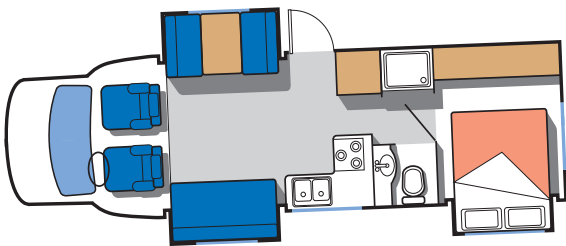
Mature reflection has led to a possible reason why European manufacturers (in general) are so reluctant to take up the idea. It may be that the average European coachbuilt motorhome body shell lacks the strength to absorb the stresses and strains put upon it when a slide-out is extended.

Lengthening anything turns into a very efficient lever. By so doing, the distorting effect of any weight on one end of it increases dramatically on the other end. RVs, with their welded and bolted metal superstructure, lend themselves to accommodating a supporting frame for the slide-out aperture. Most European coachbuilt motorcaravans, with their lightweight sandwich construction bodies, don't.



After reading this comparison test in detail, have a look at the manufacturers' specifications. It's not possible to refer to every one of the vast array of standard fixtures

R-VISION TRAIL-LITE B-PLUS



LAYOUT PLAN

■ **OVERALL LENGTH:** 8.91m (29ft 3in)
 ■ **OVERALL WIDTH:** 2.42m (7ft 11.5in)

and fittings here, so this will help to reinforce just how much motorcaravan one gets at these highly competitive prices. These two are cheaper than quite a few British and Continental coachbuilts, though they dance to a very different tune.

Please bear in mind that the retail prices were quoted 'while stocks last'. Recent currency fluctuations have proved to be in favour of UK purchasers of imported American motorhomes, though that might not always be the case. All of Freedom's quoted prices include a full base vehicle and residential conversion to satisfy current UK and European legislation.

MOTIVE POWER

Buy an RV based on an American chassis of any size and the chances are it will have twin rear-wheel drive, fully automatic transmission (using a torque converter), an overdrive top

gear ratio, cruise control, cab air-conditioning and all the toys. Petrol engines are the norm in those up to 7500kg. This frightens many European purchasers who instinctively ask for a turbo-diesel option.

However, as well as being far more civilised and heaps better at pulling a torque

converter-based gearbox, a petrol engine is not necessarily more expensive to run than a diesel option. In fact, it can be cheaper if it is converted to run on LPG (Liquified Petroleum Gas). This can be purchased at many fuel stations throughout Europe - tax advantages making these converted RVs cheaper per mile to run (in the UK) than many European diesel-powered competitors. Also, they will emit fewer pollutants than when running on unleaded petrol and significantly less than any diesel options. This is especially true when running at full chat.

The 6.0-litre Chevrolet Vortec engine (fitted to both test 'vans) is a V8 unit with 345bhp on tap. Smooth? You bet. Powerful? You bet. Quiet? You bet. Economical? Err, No. However, it's not uneconomical for its size and can be much less thirsty than Ford's - competitor - V10 Triton unit. Like everything else on the road, achieved economy - in part - depends on how the vehicle is driven, plus the

prevailing road and weather conditions. That said, expect to knock on the door of 20mpg on a long motorway run with the cruise control set at 60mph, and mid teens mpg overall. I've struggled to get better out of some similarly sized European 'vans with larger diesel engines and I know which I'd prefer to drive.

ROAD MANNERS

The Forest River tested, benefited from the 2009 series dashboard which features some cosmetic updating to the nacelle, but more importantly the driver's information computer (previously an extra-cost option) is now standard.

There's been a great hoo-ha about how good the new generation of European base vehicle chassis are to drive because they've a wider rear track than that at the front. American C-class and B-class-plus RVs (overcab coachbuilt and low line coachbuilt) have enjoyed such a set up for thirty years. Motorcaravans with chassis configured to this format usually have greater lateral stability (especially in crosswinds), less body roll on corners, and a higher rear axle-loading margin. However, they also tend to tramline in the ruts left by HGVs on motorways. Both of these motorcaravans were no different to the norm.

The Forest River, with its nine spring leaves per side and HD dampers at the rear, could probably support the Empire State Building, though the ride couldn't be described as

FOREST RIVER SUNSEEKER



1

I LIKED

- Maple cabinetwork
- Two large double beds
- Well-equipped and roomy kitchen
- Standard tow receptor

I WOULD HAVE LIKED

- Option of double-glazing

I DISLIKED

- Aesthetically challenged shape to overcab



2



3

1 Very latest cab features a driver's information computer as standard

2 Lounge features settee in a slide-out, creating a lovely spacious feeling. Cabinetwork is in maple

3 Forest River kitchen has a full-height larder and a 230V microwave

anything other than agricultural. The Trail-Lite, on the other hand, had only seven leaves each side at the rear - one of these a Helwig spring assister. The idea of this set-up is to allow greater suspension movement on light deflection (to soak up small surface imperfections), but a graduated stiffening at greater deflections to limit body roll or when heavily laden. Much to my surprise, there was a noticeable improvement in the ride over potholed roads and broken surfaces, with fewer jarring shocks being felt.

An odd omission on this brace of well-equipped motorcaravans was a reversing camera. Neither had one, though according to the spec sheet the Trail-Lite will have same before a customer drives it out of the gate.

Not really road manners, but acoustic interference: the Forest River did suffer more from wind noise at speed than the Trail-Lite. I guess it was the shape of the overcab, though it could easily have been a noisy roof vent.

Automatic transmission proved to be a great help when trying to manoeuvre in a restricted space - without a reversing camera or lookout - as it allowed the vehicles to creep very slowly without having to slip a manual clutch.

Apart from an improved ride in the Trail-Lite and a slightly lighter touch required on the brakes in the Forest River, there was little to choose between the two 'vans.

LOUNGE AND DINE

Both lounge/diners are big on beige: in fact, they are big on everything! Gone are the days when RV cabinetwork looked as though it had escaped from a horse-drawn Romany caravan. Modern RV furniture is what celebrity interior designers like to call by the (inherently contradictory) term: 'dynamically neutral.' In other words, the manufacturers have decided to try and appeal to the majority of folks, not just those in some ill-defined social class which a dopey focus group had decided were most likely to purchase.

Whilst it would be difficult to take offence at either interior, I did find myself longing for an outbreak of OTT bevelled-edge engraved glass panelling and totally inappropriate light tan shag pile carpeting, so was reassured to find that Trail-Lite had managed to sneak some leaded-light cupboard doors past the furniture police.

Seriously though, the cabinetwork was well put together in both motorhomes, each used domestic-type hinges, catches and handles. Both featured raised centre-panel hardwood doors with mortise-and-tenon joints. Forest River had lighter coloured maple timber, whereas the Trail-Lite had a richer and darker cherry wood finish.

Seating accommodation was similar in both,

R-VISION TRAIL-LITE B-PLUS

I LIKED

- Elegant low-profile overcab
- GRP clad coachwork
- Compliant suspension
- Double-glazed windows

I WOULD HAVE LIKED

- Choice of vinyl floor with removable carpets in main saloon

I DISLIKED

- Shower compartment walls (see text)

a double Pullman dinette opposite an inward-facing settee. How close you are to each other will depend on which 'van you are in. The Trail-Lite, with twin lounge slides, has a wider central aisle than the Forest River with just a single one. Whether a greater degree of separation is desirable depends on the intended use.

The table in the Forest River had (previously almost obligatory) recessed drinks can holders whereas the one in Trail-Lite sported just a high-gloss finish to its laminate top. More importantly, both manufacturers failed to provide sufficient dining space for the six or eight potential residents.

In the same vein, there weren't any rear travel seats to European standards. We aspire to three-point inertia-reel seatbelts on crash tested frames, complimented by high seat backs and padded head restraints. Americans seem happy with standard wooden dinette seats and lap belts.

The recommended place for the idiot's lantern (TV) in the Forest River is in the deeper high-level cupboard above the rearward-facing dinette seat. However, without mounting it on a multi-jointed telescopic arm, it could only be viewed by those on the settee.

Although the wider Trail-Lite lounge (with its overcab cupboards) looked more integrated than the Forest River's (with its overcab bed), we preferred the lounge in the Forest River, primarily because of its lighter coloured cabinets, vinyl floor covering and more supportive settee. But also because it would be possible (though expensive) to retrofit European style, bolted-to-the-chassis metal-framed travel seating with three-point belts.

COOK'S QUARTERS

One of the joys of owning an RV is that manufacturer's fit domestic-sized equipment. This is apparent in the kitchens. No more washing up in a sink the size of a soup bowl and thankfully, no plumbing catastrophes caused by a single baked bean blocking the outlet.

The Trail-Lite offered an industrial-sized, two-door three-way AES fridge/freezer, three-burner hob, extractor fan with task lighting, gas oven, and double sink. Forest River matched this and added a microwave oven, a natty larder cupboard with slide-out storage baskets, and a water filtration system. Further, it felt much more roomy simply because it was. It's all down to the slide-out design. The settee slide-out in the Forest River also included the cooker unit and so increased the available floor space.

Regrettably, American equipment manufacturers still don't include flame-failure devices on their hobs, though both of these RVs were equipped with LPG detectors, as well as carbon dioxide and smoke alarms.



4



5



6

4 Cruise control, cab air-con and tow/haul feature - which alters the transmission's shift patterns - are fitted

5 Twin lounge slide-outs create enough floor space to host a ball. Cabinetwork is in richer cherry

6 The Trail-Lite galley packs in a fridge/freezer, double-bowl sink, three-burner hob and oven

On Test Forest River Sunseeker 2860DS & R-Vision Trail-Lite B-plus 293 TS



7



8

7 Extra mirrors and lighter cabinetwork make this washroom superior to the Trail-Lite's

8 Forest River's shower is better built

BATHING SPACE

It was clear that both offered the same sort of equipment placed in similar locations. The nearside washrooms each contained a basin, toilet and storage cupboards. Immediately opposite (just across the central aisle), was the favoured location for the walk-in shower cubicles. However, it was in their execution where the rooms differed.

Washrooms first: Forest River specified a bigger washbasin and a loo with a ceramic bowl. In addition, it employed mirror-fronted cupboard doors and this made the space feel roomier than the washroom in the Trail-Lite.

Showers were both of similar volume, though the fully enclosed moulded walls of the Forest River's looked a class above Trail-Lite's three-quarter height wall panels that were surely an economy too far.

Both 'vans' toilets discharge into holding tanks (called the black water tank), rather than into a portable cassette. It is usual to dump this first and then rinse through with waste water from the grey (waste water from sink and washbasin etc) tank. This should not be a problem, but you'll need to find a site with a proper motorhome dump station (service point) to accomplish this easily.

HEAD-TO-HEAD DATA

FOREST RIVER SUNSEEKER

PRICE

- From: £54,999 OTR
- As tested: £54,999 OTR

BASICS (*manufacturer's figures)

- Berths: 8 (4 adults plus 4 children)
- Three-point belted seats: 2 (including driver), plus 4 with lap-only belts
- Warranty: 1 year base vehicle & conversion
- Badged as NCC EN1646 compliant: No
- Construction: Overcab coachbuilt with aluminium clad sandwich construction panels
- Length: 9.39m (30ft 10in)*
- Width: 2.56m (8ft 5in)*
- Height: 3.40m (11ft 2in)*
- Wheelbase: 5.15m (16ft 10.5in)*
- Rear overhang: 3.35m (11ft 0in)
- Maximum authorised weight: 6373kg
- Payload: 1067kg (after 100 per cent fuel, gas, fresh water)

THE VEHICLE

- Chassis: Left-hand drive Chevrolet/Workhorse chassis cab
- Engine: 6.0-litre V8 petrol (with LPG conversion) producing 345hp
- Transmission: Four-speed traditional automatic gearbox, twin rear-wheel drive
- Brakes: Discs front, drums rear, with ABS. Foot-operated parking brake
- Suspension: Front: Coil springs. Rear: Leaf springs
- Features: Walk-on roof, exterior ladder, rear steadies, tow bar, TV aerial, radio/CD player, electrically-operated windows and mirrors, central locking, engine immobiliser, driver and passenger airbags, cruise control, built-in electric-start generator

INSIDE

- Layout: Overcab double bed ahead of nearside sofa in slide-out, offside Pullman dinette, L-shaped kitchen on offside, fridge/freezer and pantry cupboard on nearside, ahead of walk-in shower cubicle, washroom with basin and toilet on offside, end bedroom with island double bed in second slide-out. UK offside caravan door located amidships
- Insulation: Floor 152mm, walls 51mm, roof 102mm
- Interior height: 2.08 (6ft 10in) minimum

KITCHEN

- Sink: Domestic-sized stainless steel double-bowl, white mixer tap, chopping board/cover
- Cooker: Magic Chef three-burner piezo-ignition gas hob and oven (no flame-failure devices), Magic Chef mains-operated 900W microwave oven
- Fridge: Dometic DM 2652 three-way AES fridge/freezer. Capacity 180 litres



WASHROOM

- Toilet: Thetford marine-style with ceramic bowl and foot pedal-operated flush, bulk 'black' waste tank
- Basin: Acrylic domestic-sized bowl with mixer tap and under-sink storage
- Shower: Separate walk-in shower with moulded walls and tray, riser rail, mixer tap, showerhead, opaque glazed door

BEDS

- Rear permanent island double
 - Length: 1.94m (6ft 4.5in)
 - Width: 1.54m (5ft 0.5in)
- Overcab double
 - Length: 2.42m (7ft 11in)
 - Width: 1.38m (4ft 6.5in)
 - Headroom: 660mm (2ft 2in)
- Dinette
 - Length: 1.70m (5ft 7in)
 - Width: 1.10m (3ft 7in)
- Sofa
 - Length: 1.70m (5ft 7in)
 - Width: 950mm (3ft 1.5in)

EQUIPMENT

- Fresh water: 166 litres (36.5 gallons)
- Waste (grey) water: 178 litres (39 gallons)
- Sewage (black) water: 102.28 litres (22.5 gallons)
- Water and space heater: Gas-fired furnace supplying hot water and blown-air heating. Output 8.8kW
- Leisure battery: 2 x 110 amp hr
- Gas: Bulk tank. Capacity 44.5 litres (app 22kg)
- Lighting: 14 luminaires, each with two 12V filament lamps
- Sockets: Mains: Eight (four switched doubles)

OPTIONAL EXTRAS

Fitted to test vehicle (included in price)

- Base: UK road lights, stainless steel wheel liners, tow bar receptor and 12N electrics, cruise control, cab air-con transmission with tow/haul feature, driver and passenger airbags, aluminium cab running boards
- Conversion: UK domestic electrics, five-metre roll-out awning, rear steadies, external ladder, full-ducted air-conditioning

Other options

- Base: LPG engine conversion included while stocks last, ordered separately (£3999)
- Conversion: None

E&OE

BEDTIME

The Forest River's eight-berth design plays Trail-Lite's six-berth capacity.

However, in both 'vans the beds made from the converted settees and dinettes were too short for most adults, though probably okay for children.

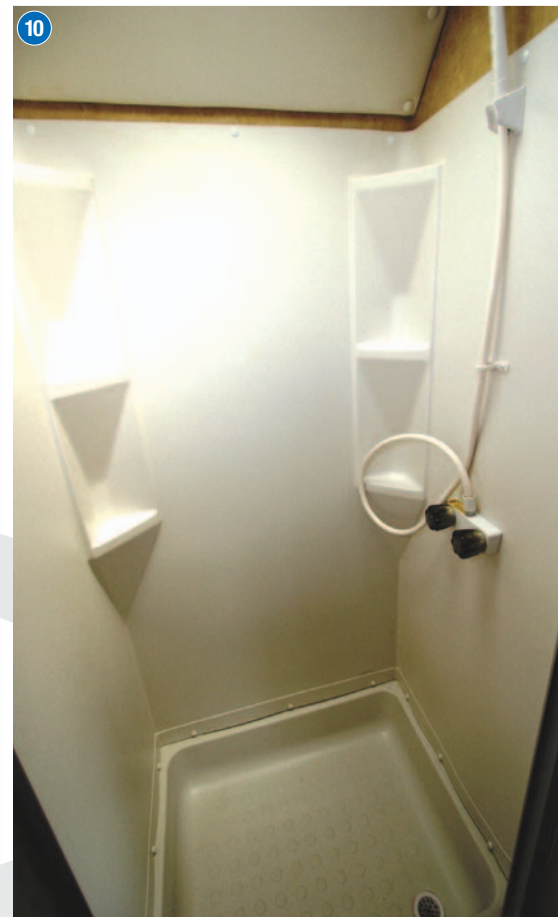
The overcab bed in the Forest River did offer an additional adult double suitable for the super-sized. Access to it wasn't too difficult, as it's much nearer the floor level than the majority of overcab beds found in European motorhomes.

Freedom Motorhomes say there are many reasons why folks move up from a

European motorhome to an RV. Two of the most frequently quoted are the presence of automatic transmission and importantly, an end bedroom.

It's easy to see the appeal of the test 'vans' boudoirs. Not only did they each have a permanent low-level island bed almost the size of Wales, the location, in a slide-out, made it possible for them to be located transversely, thereby reducing overall body length.

It was intriguing to note that, although both hanging wardrobes in the Forest River were of equal size, one was twice the size of the other in the Trail-Lite. A keen sense of self-preservation prevents me from commenting



9 Washroom is let down by a smaller washbasin

10 Low rent three-quarter height shower walls are disappointing

HEAD-TO-HEAD DATA

PRICE

- From: £59,999 OTR
- As tested: £59,999 OTR

BASICS (*manufacturers' figures)

- Berths: 6
- Three-point belted seats: 2 (incl. driver)
- Warranty: One year base vehicle and conversion
- Badged as NCC EN1646 compliant: No
- Construction: Low-line coachbuilt with GRP clad sandwich construction side walls
- Length: 8.91m (29ft 3in)
- Width: 2.42m (7ft 11.5in)
- Height: 3.25m (10ft 8in)*
- Wheelbase: 5.03m (16ft 6in)
- Rear overhang: 3.34m (10ft 11.5in)
- Maximum authorised weight: 6372kg
- Payload: 1158kg (after 75kg for driver, 100 per cent fuel, freshwater, gas)

THE VEHICLE

- Chassis: Left-hand drive Chevrolet/Workhorse chassis cab
- Engine: 6.0-litre V8 petrol (with LPG conversion) producing 345bhp
- Transmission: Four-speed traditional automatic gearbox, twin rear-wheel drive
- Brakes: Discs front, drums rear, with ABS. Foot-operated parking brake
- Suspension: Front: Coil springs. Rear: leaf springs with Helwig assister
- Features: Walk-on roof, exterior ladder, rear steadies, tow bar, TV aerial, stereo-radio/CD player, electrically-operated windows and mirrors, central locking, engine immobiliser, driver and passenger air-bags, cruise control, built-in electric-start generator

INSIDE

- Layout: Inward-facing nearside sofa in slide-out, offside Pullman dinette in slide-out, L-shaped kitchen on offside, fridge/freezer on nearside ahead of walk-in shower cubicle, washroom with basin and toilet on offside, end bedroom with island double bed in nearside slide-out. UK offside entrance door located amidships.
- Insulation: Floor 152mm, walls 51mm, roof 102mm
- Interior height: 2.08m (6ft 10in)

KITCHEN

- Sink: Domestic-sized stainless steel double bowl with satin metal finish, long-spout mixer tap, two chopping board/covers
- Cooker: Atwood Wedgewood Vision piezo-ignition three-burner hob and oven (no flame-failure devices)
- Fridge: Norcold N821 three-way AES fridge/freezer. Capacity 180 litres

R-VISION TRAIL-LITE B-PLUS



WASHROOM

- Toilet: Thetford marine-style with bulk 'black' waste tank
- Basin: Acrylic vanity unit with mixer tap
- Shower: Walk-in shower cubicle with moulded shower tray, wipe-clean ABS walls, mixer tap, moulded shelves, opaquely glazed door

BEDS

- Rear permanent island double
- Length: 1.90m (6ft 3in)
- Width: 1.50m (4ft 11in)
- Dinette
- Length: 1.80m (5ft 11in)
- Width: 1.00m (3ft 3.5in)
- Sofa
- Length: 1.42m (4ft 8in)
- Width: 1.00m (3ft 3.5in)

EQUIPMENT

- Fresh water: 129 litres (28 gallons)
- Waste (grey) water: 102 litres (22.5 gallons)
- Sewage (black) water: 102 litres (22.5 gallons)
- Water and space heater: Gas-fired furnace supplying hot water and blown-air heating. Output 8.8kW
- Leisure battery: 110 amp hr
- Gas: Bulk tank. Capacity 44.5 litres (approx 22kg)
- Lighting: 10 luminaires, each with 2 filament lamps, 3 single-bulb luminaires, 2 reading lights in bedroom
- Sockets: 230V: 12 (6 switched doubles), 12V: 2 (unswitched)

OPTIONAL EXTRAS

Fitted to test vehicle (included in price)

- Base: UK road lights, stainless steel wheel liners, cruise control, cab air-conditioning, automatic transmission with tow/haul feature, driver and passenger airbags, GRP cab running boards.
- Conversion: UK domestic electrics, five-metre roll-out awning, tinted double-glazing, external ladder, full-ducted air-conditioning
- Other options LPG engine conversion included whilst stocks last, ordered separately (£3999)

E&OE

On Test Forest River Sunseeker 2860DS & R-Vision Trail-Lite B-plus 293 TS

FOREST RIVER SUNSEEKER



11

11 Thanks to a slide-out, the Queen-sized island bed is located transversely

12 Larder features convenient slide-out baskets

13 Bedroom storage offers equality of hanging space with a brace of wardrobes

14 Towbar receptor is a standard fitting



12



13



14

on which wardrobe is likely to be his and which is likely to be hers.

Subjectively, we found the window dressing in the Forest River boudoir to be more to our taste than the Trail-Lite, as it was less 'frilly.' The slide-out in the Forest River had two end windows in it, though for the life of me I couldn't think why. With two other big windows present, one is unlikely to be short of natural light or ventilation. These additional windows would have been better placed in the settee slide-out.

Level pegging here, though obviously, the numerically advantaged motorhoming party will opt for the Forest River with its overcab double bed.

STORE ROOM

There is plenty of available storage space, so it is just as well that both motorhomes offer a vast payload - even after topping up the tanks brim full.

It could be argued that, with so much space available, it isn't necessary to use every nook and cranny as efficiently as possible. Fair enough, but there were areas that we would have liked to have seen developed further, notably under the double bed and the dinette seat squabs. Front access and some sort of slide out baskets would have worked a treat in the latter.

Further, the use of a slatted base on a sub-frame for the double bed mattress, would have allowed it to hinge upwards, assisted by gas struts. Folding bikes and other bulky items could then have been easily stored.

Sadly, none of the vast numbers of high-level lockers had any dividers or internal shelves.

In contrast - and on the plus side - there were plenty of exterior-accessed 'belly' lockers in both 'vans.

Unlike some European converters, these supply a proper spare wheel (instead of a can of tyre sealant goo) and to go with it, a jack capable of lifting the vehicles. Trail-Lite's exterior-mounted spare wheel - with hard cover - looked the part and of course, it will much easier to retrieve than having to faff about underneath, dealing with a crud encrusted cradle.

LIFE SUPPORT

Gone fishing? American RV-ers frequently disappear into big National Parks for days or weeks on end: these vehicles are designed with this in mind. Plenty of fresh and waste water capacity, together with enough gas for the furnace (heater/boiler) and fridge/freezer to last for extended breaks.

The fridges in both 'vans looked as though if they would be able to hold enough provisions to feed a third world country.

The fitted electric-start generators will satisfy current needs when wild camping, so it really should be possible to be comfortably self-contained for extended periods in either vehicle.

Here, the term 'life support' can take on a



completely different meaning. I doubt it will come as a surprise to learn that such vehicles are frequently the motorhome of choice for full-timers. At under sixty grand for a 'des res' that can be sited wherever the mood suggests, these could represent the housing bargain of the century.

A disadvantage of this length of vehicle is just that: its length. These 'vans are too long to use as a car, unless owners wish to limit themselves to visiting American-style out-of-town shopping malls. As a result, most who full-time in RVs such as these tow a car, which they use for everyday transport and/or for exploration in remote areas. The Forest River with its built in tow receptor and 12N electrical wiring, gained points here.

Incidentally, the bar and vehicle offered a 1590kg maximum trailer weight, though (according to the bump) when the same bar is fitted to the same chassis, but with a Trail-Lite body fitted the limit is over 1000kg higher. I have no idea why.

The following may be worth noting if, like me, you have a disturbing tendency to drive down narrow roads where overhanging tree branches feature - a scenario where it is impossible to prevent branches brushing the top. Both motorcaravans have multi-layered roofs using a variety of materials providing strength and a high level of insulation. However, each uses a different material for the top layer (often referred to in RV brochures as the capping or crown). Rubber is used on the Forest River, vinyl on the Trail-Lite. Although rubber is prone to 'chalking' deterioration, it is more resistant to tearing than vinyl and is usually easier to repair.

CONCLUSION

I'm a big fan of RVs and so was enchanted by these fine examples. The Trail-Lite had a more elegant exterior, though the Forest River featured a more appealing and better thought-out interior.

In the Trail-Lite's defence, it had better be made clear that the interior was very good but just not as inspired as the Forest River's. It wasn't a case of good versus bad, but good versus better.

Chassis-wise, both are identical, so that just leaves fixtures and fittings. At the end of the day it wasn't just the Trail-Lite's extra slide-out which tipped the scales in its favour, but the included upgrade to double-glazed windows against the Forest River's single-glazed examples.

If double-glazing could have been specified for the Forest River, then this 'van would have been our favourite.

It should be emphasised that both motorhomes feature a grand base vehicle, fabulous accommodation and strong value for money. ■

R-VISION TRAIL-LITE B-PLUS



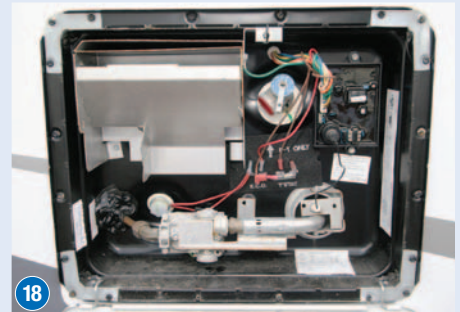
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17



18

15 Better boudoirs are important to RV purchasers. This one's a cracker

16 Overcab cupboards are useful and decorative

17 Unequal storage provision sees 'his' wardrobe half the size of 'hers'

18 Heating furnace is easy to service through an external hatch



BOTH VEHICLES LOANED FOR EVALUATION BY:

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 Meteor Business Park,
 Staverton,
 Gloucester GL2 9QL
 (tel: 01452 714424;
 web site:
 www.freedom-motorhomes.co.uk)