

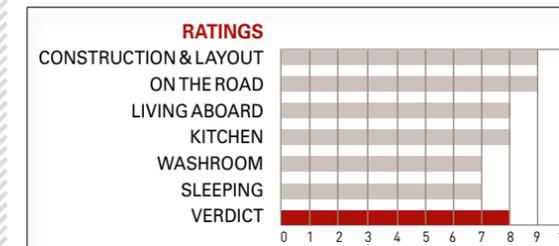
High Fifer

George Hinton is highly impressed by this Scots-bred go-anywhere camper



Attractive rear lounge feels spacious

TECHNICAL



RRP/as tested	£47,000/£48,090 OTR
Base vehicle	Citroën Relay L2H2 130
Engine	2,198cc 4-cyl transverse
Power	128bhp @ 3,500rpm
Torque	252lb ft (320Nm) @ 2,000rpm
Transmission	Six-speed manual, FWD
Fuel/tank/econ	Diesel/19.8gal (90 litres)/27.2mpg
Overall length	17ft 9in (5.41m)
Overall width	7ft 5in (2.27m) excl mirrors
Overall height	8ft 10in (2.65m)
Max internal height	6ft 2in (1.88m)
MRO	2,925kg (57.6cwt)
MTPLM	3,500kg (68.9cwt)
User payload	575kg (11.3cwt)
Berths	2
NCC approved	No
Caravan Club insurance	The Club's Motorhome Insurance is tailored to the needs of members using our 25 years of know-how. We guarantee to beat your renewal premium by at least £25.*

Figures from manufacturer's literature. *Premium Saving Guarantee. Subject to proof of existing renewal, including cover and price (eg a copy of your renewal notice), when cover is on a like-for-like basis. Please note, terms and conditions, eg excess(es), may vary from your current insurer. Courtesy car is subject to availability. Subject to terms and conditions and the insurer's acceptance of the Risk. The Club's Motorhome Insurance is arranged for The Club by Devitt Insurance Services Limited, Insurance Brokers. The Caravan Club and Devitt Insurance Services Limited are authorised and regulated by the Financial Conduct Authority. The current average premium paid by members under The Caravan Club's Motorhome Insurance scheme is £253.

"There is ample storage and it is so user-friendly, it made a fortnight's tour an absolute joy"

Adjacent to the settees, on the offside is the fridge and nearside, a chest of drawers, both with woodgrain laminate tops. Detachable two-inch-thick cushions are provided which provide perfectly adequate padding at night.

Ahead of the fridge is a practical shower/washroom, while the kitchen unit occupies an unconventional position, rearward-facing behind the passenger seat. Unusually, the cab seats form no part of the living area, which measures just 9ft 9in x 5ft 11in.

main control panel over the side door. No worries about turning the gas off for travel/refuelling – it's done for you. As gas is used only for cooking, most users top-up with Autogas once a season. Naturally, there is a proper spare wheel.

A 65-litre (14.3gal) insulated under-floor water tank has its lockable filler on the nearside, while the 45-litre (10gal) waste tank has its directable drain just ahead of the side step. Space heating is by diesel/electric-fired Webasto under half the offside settee. The other seat base is 95% storage – the odd 5% is occupied by the Sargent battery charger/distribution unit.

There are steps up to the cab and the rear seating, where the raised floor creates a 7in-high storage area measuring 4ft x 2ft that swallowed our levelling ramps, golf umbrellas, hiking poles and folding chairs, with access from the rear and internal access from a floor

ON THE ROAD

The Sevel van needs no introduction, this one having high specification with a 128bhp engine, metallic paint, air con, cruise control, DAB radio/CD player with MP3 socket and Bluetooth for your phone, Smartnav and Tracker.

The colour reversing camera, backed by reversing proximity sensors, is also much-appreciated standard equipment.

I sometimes selected third instead of first from standstill with the otherwise good six-speed manual gearbox. Sixth is a fine motorway gear, pulling just 2,500 revs at 70mph, which is really quiet. Automatic gears are available, but require the Fiat version of the van, with a consequent ordering delay.

Ride quality is surprisingly smooth, while the power steering is well weighted. Brakes too are excellent.

LIVING ABOARD

An under-floor 15-litre LPG tank is managed electronically and automatically from the

Kitchen is unusually behind the cab passenger seat



East Neuk Campervans (ENC) is a family business in Fife's fishing village of Anstruther, with 20 years' trading experience and a cabinet full of awards from The Caravan Club's Motor Caravan Design & Drive competition behind it.

We undertook a two-week review of its best-selling Touring M, based on the medium-wheelbase 18ft (5.5m) Sevel panel van, in this instance wearing Citroën Relay badges, powered by the excellent Peugeot/Ford 2.2-litre turbodiesel engine. There are hardly any options – this is a complete campervan, complemented by larger and smaller versions.

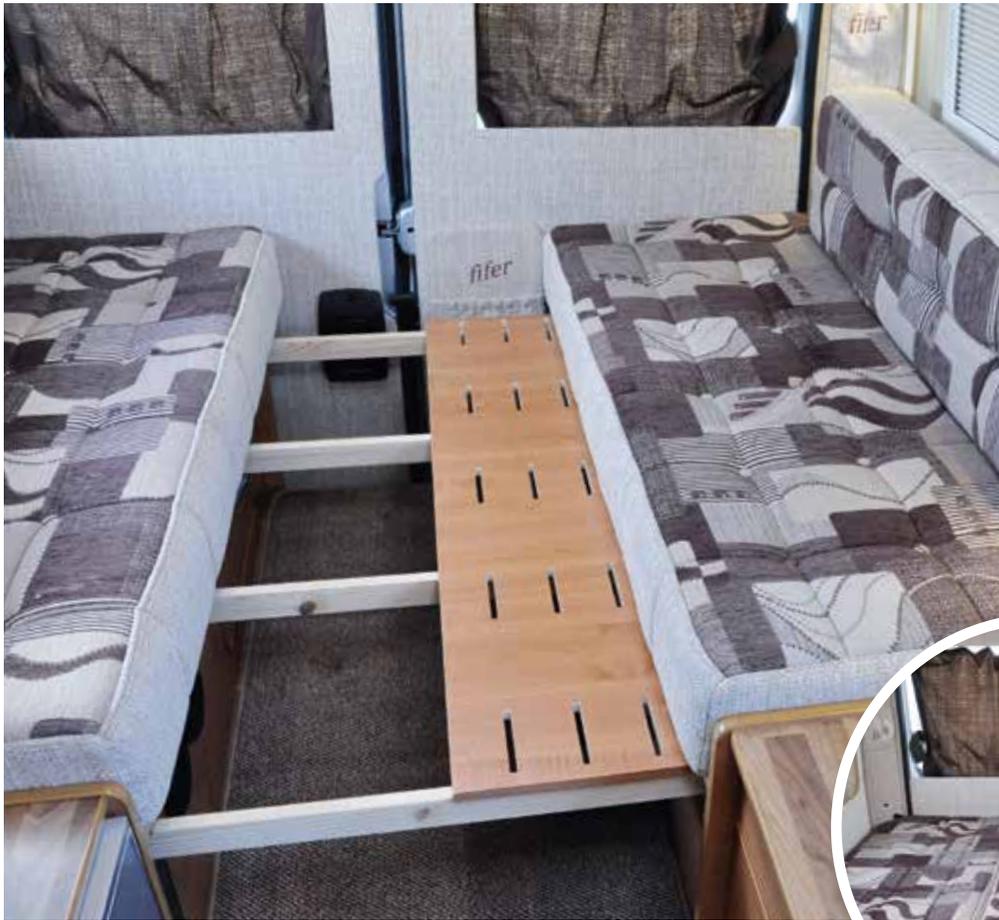
CONSTRUCTION AND LAYOUT

The body is insulated throughout before the floor and furniture are installed in a really clever layout. Four-foot rear settees make a transverse double bed at night.

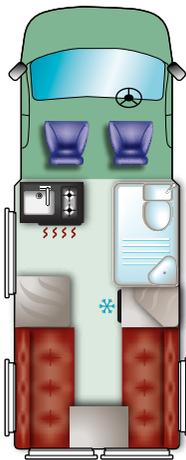


Simple, effective kitchen with fold-out shelf





Above and right: when made up, the double bed measures 4ft 4in x 5ft 11in



hatch. This still leaves 5ft 8in headroom (6ft under the Mini Heki), elsewhere boasting 6ft 3in.

Rear roof lockers are designed so doors cannot clash, and there is an additional large shallow locker above the cab for spare cushions and more. Moulded window surrounds have handy troughs for phones and spectacles at bedtime.

The 22in square (570mm) pedestal dining table top stows behind the kitchen, its leg tube clipping into the nearside seat's front access flap. Like all its type, it is not totally rigid, and the square corners seem a bit vulnerable. On the plus side, it is easily rotated for access at meal times. If you want to eat outdoors, there's a standard fold-out table flap on the side of the kitchen unit, for use with the side door open, complemented by the optional Fiamma F65 awning.

For entertainment, there are rear speakers with a separate radio/CD player, while the optional Avtex TV/DVD player fits inside the wardrobe door. Lighting is excellent, with both ceiling and side LEDs on dimmer controls.

Power is via a massive 230Ah battery located under the kitchen floor, and a roof-mounted solar charging panel. There are mains sockets under the suspended wardrobe and on the bed base (five in total).

KITCHEN

Although the kitchen is just 29½in wide, it features a SMEV combination stainless steel sink and three-ring hob, which works brilliantly. An extension flap on the right-hand end provides admirable workspace, with a cut-out to allow use of the end-mounted mains socket.

The spacious Isotherm 85-litre compressor fridge and the drawer unit opposite offer additional laminate work-surfaces, with another 230V socket on the drawers' side.

The kitchen leaves only a tightish 13in gap through which to access the cab (you must also duck slightly under the cab roof), but there is little need to do this once on site. The flush glass hob/sink top protects the back of the passenger seat while cooking.

There's a big full-depth cupboard below the oven/grill, with a narrow shelved one to its left, which swallowed all our tea and coffee-making and breakfast kit with room to spare.

WASHROOM

Fully-moulded in GRP, this has a Dometic ceramic toilet and a diddy 9in diameter custom-moulded corner sink that does all it needs.

Floor space for the non-slip shower tray is 21in x 24in, giving space to turn, with a nylon curtain protecting door and toilet. The tap spout becomes the shower spray and there is plenty of pressure, although the temperature did tend to tail off a little during showers.

One large roof locker takes two big washbags and there are two towel rails built into the door, with a third chrome rail at ceiling height on the outside wall.

A five-way rooflight provides daylight and ventilation, while at night the bright LED downlighter also has a dimmer, blue night setting.

The only mirror is inside the washroom door, with a ledge beneath just wide enough for a wristwatch, spectacles and toothpaste tube.



SLEEPING

The settees can be used as single beds – the lengths are 6ft 1in offshore and 6ft 5in nearside, by just 2ft wide. The only

other action required is to consign the backrest cushions to the cab area. The cushions are spring-interior and consequently quite firm.

To make the double bed, four wooden bearers are dropped into slots in the top of the seat lockers; the gap being bridged by ventilated ply panels hinged from underneath the bases. The backrest cushions provide the necessary infill. Finished size is 4ft 4in x 5ft 11in.

The windows have flyscreens and blinds, except the rear doors, which have curtains and internal insulating screens. The cab is closed off by a curtain across its back. At night, Touring M's interior is really cosy.

VERDICT

Height barriers excepted, you can take and park a Fifer absolutely anywhere. There is ample storage and it is so user-friendly, it made a fortnight's tour an absolute joy.

ENC is commissioning a new factory on the same site, but is determined to keep it a family business, so there will not be dealers elsewhere. If you want one, new or used, Anstruther will be worth the trip. Are the awards justified? 100%!

VEHICLE SUPPLIED FOR TEST BY:

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