

DEVON DELIGHT

Devon Camargue on 2.8TD Renault Master

Camargue is built in County Durham by a firm called Devon on a French base vehicle. Confused? Jonathan Lloyd explains all as he tests this new short wheelbase high top camper



Camargue is built on the short wheelbase Renault Master, offering a good degree of 'park-ability'.

Let's commence by clearing up any misunderstandings. This Camargue has its origins in County Durham, not southern France, although the equine graphics are clearly inspired by the French area's wild and beautiful indigenous horses. We've already met Camargue's bigger sibling, the Devon Monte Carlo, which is built on the long wheelbase Renault Master (see MMM December 1999).

At the time of writing, it is only Devon who are converting the short wheelbase Master in the UK, and one has to ask why? My response is that I haven't a clue. Perhaps because the Ducato/Boxer is omnipresent, and manufacturers are reluctant to tool up for alternative offerings? Well, that's their loss, and Devon's gain. These are grand underpinnings on which to build a motorcaravan. Master takes some of the best features of the Sevel chassis and develops them further. In short wheelbase format it's a highly manoeuvrable and compact package. Add a well thought out, robustly constructed, conversion and the result is a delightful Devon.

Concept

Devon are usually pretty clear about what they want to achieve with any given model. They identify the target market, list their potential

DEVON CAMARGUE ON 2.8TD RENAULT MASTER



▲ Nostalgia pervaded my reunion with TV's Mister Ed!

▶ General view forward. Both cab seats swivel through 180 degrees to face the rear seats (though the driver's does require a bit of to-ing and fro-ing).

▼ Somebody got their badges muddled here! Note the heated rear window, high-level brake light, and plenty of black moulded rear protection.



General view rearward. Kitchen on left, wardrobe and shower room opposite.

purchasers' requirements, and build a conversion to suit. It's not advanced atomic physics, so why is it that many motorcaravan manufacturers don't actually follow this simple logical sequence? Instead they build what they think might appeal to the customer, and then try to persuade them to purchase.

The Camargue was designed to appeal to couples who wish for a level of driveability (and park-ability) that usually only a short wheelbase panel van can provide. These folk don't want additional berths, twee little cocktail cabinets, and more frills than the Moulin Rouge dancers. Their priority is a rugged and practical three-seasons living module, that's going to do 'exactly what it says on the tin'. My prophecy is that Camarguites are likely to be highly experienced motorcaravanners with a penchant for La Regie.

A good number of purchasers of the Devon Discovery (that's the Ford-based Camargue equivalent) were downsizing from a coachbuilt, and yet not wanting to make many (if any) sacrifices on comfort.

So, have Devon succeeded in meeting the design brief? Judge for yourself, but we reckon the jury won't be out very long before returning a favourable verdict!

Coachwork

It's an all-steel body that looks better put together than Renault's main rival. I think it is better put together, but I'm not a qualified engineer so can't state it as fact.

Shame about the colour of the demonstrator. One of the biggest advantages in choosing a van conversion over a coachbuilt is the potential for having the coachwork finished in something other than 'Mr Whippy White'! Renault offers a range of attractive colours, so one can be quite adventurous.

Shape-wise, it's about as attractive as any slab-sided van can be without compromising the load volume. The higher roofline has integrated well with the original cab design, aided and abetted by continuing the strike angle of the windscreen for the overcab. Full height for the rear barn doors and the side sliding door earned full marks for aiding access and egress.

A chic downward sweep to the bottom edges of the cab and rear offside

door windows hint at French design flair. All Masters have black low-level side rubbing strakes and black moulded bumpers.

Devon has added green and black 'squiggle' graphics on the middle side panels, and their Devon legend in orange block lettering. The squiggles work well at disguising the vehicle's commercial origins. However, the piece-de resistance is the Camargue legend, complete with a monochrome representation of one of the Camargue's wild horses.

Regular readers may be aware of my inappropriate sense of humour, but I couldn't help thinking the result looked like telly's *Mister Ed* of a few years ago! I'm not knocking it; it's great to see something different, even though I failed to get Mister Ed out of my mind for the entire duration of the test.

Another embellishment that amused me was the LH35TD badge on the back door, indicating that this was a long wheelbase high roof van, when in fact it should have been badged SM35TD (short wheelbase medium roof). Wishful thinking perhaps?

Layout

Camargue's similarity to the Discovery has already been mentioned. Both cab seats swivel to meet two face-forward rear seats. Between the offside pair is the dining table, and between the nearside pair is the sliding door. Moving rearwards, the wardrobe and washroom are on the nearside, opposite is the kitchen. The central aisle allows movement at all times. The dining table sits on a raised portion of the floor, but more about that later.

Catering

The rear kitchen is linear in design, and features a split-level worktop. Looking at base units, the one nearest the seat is home to a cupboard containing the Truma gas/230V water heater. Above that, the fridge is mounted. The fridge has been crowned with a good-size work surface. Not so generously sized is the fridge itself - a one cubic foot capacity (31 litres) is hardly generous.

At a slightly lower level is the worktop containing the two-burner hob and grill, sink, and monobloc mixer tap. The hob and sink is manufactured from stainless steel. There was a useful amount of dumping surface to the right of the sink, and plenty of storage below it. The undersink flap opens to



Well-equipped kitchen has plenty of storage and worktop. Three-way fridge is only just big enough, though.

reveal dedicated crockery storage.

A spectacularly badly positioned double 230V mains socket surfaces on the rear-facing end panel. The back door had to be opened before a plug could be inserted. I would specify that this socket is repositioned on the wall above the fridge. Apart from being more accessible, there would have been room nearby for an electric kettle, coffee maker, or television.

Above the fridge, the wall is home to a plate rack and a couple of mug hooks. This sort of rack is not a new idea, though it is a further example of how practical the kitchen storage is. Two high-level lockers equipped with fiddle rails complete the tour of the galley.

Chef has to make do without a window in the sidewall, though there is an opening rooflight nearby. When cooking (as opposed to just heating up pre-prepared nosh), the atmosphere did get a tad 'fugacious'. Opening the adjacent rear door soon effected a cure.

The Truma Ultrastore boiler quickly provided lashings of hot water. It'll run on gas or 230V electricity, or both if one is really in a hurry! Sixteen watts



There is more storage available at eye level. All cupboard and locker doors have push-button catches and look solidly built.



Lightweight dining table was very stable in use. Note the raised floor, and see how the plain wine-coloured curtains highlight the same colour in the seat fabric.

of artificial light gave ample illumination at night, with no annoyingly gloomy corners.

Lounging and dining

The swivelled cab seats and face-forward rear seats formed a pleasant lounge area with an unobstructed centre aisle and wrap-around windows.

Statistically, I'm of above average height, but I still found the squab of the nearside face-forward seat so high that my hooves didn't touch the floor. This became uncomfortable for extended sitting. Those lounging on the offside seats have the problem efficiently addressed by the inclusion of a raised false floor. This cannot really be repeated on the nearside without sacrificing standing room. My suggestion was to lower the seat squab and use an additional cushion to make it up to the same height as the cab seat for bed making.

The lightweight dining table fitted in a channel mounted on the offside wall, and was kept upright by a folding leg. The resulting surface was plenty



When lounging, I turned the passenger seat inwards and put my feet up on the driver's seat. Shoes off, naturally!

DEVON CAMARGUE ON 2.8TD RENAULT MASTER



big enough for two to dine in comfort, and it was at just the right height. If one camper would prefer the table to be lower, then 'shorty' can sit in the swivelled driver's seat and alter its height to suit.

Safe, secure, and unobtrusive dedicated storage for the table is available between the offside face-forward seat and the wall. An additional length of channelling attached to the inside of the nearside rear door will (with the door opened) enable the table to be used for al fresco dining.

Devon has fitted an additional window forward on each side. These are tinted, double-glazed, made out of acrylic, and fitted with cassette blinds

and flyscreens. They are both top-hung, so can be opened to provide ventilation on site when it is raining, but cannot be opened when on the move.

Diesel from the vehicle's fuel tank feeds the Eberspächer space heater. The single vent blown-air output is thermostatically controlled, and the burner unit will fire up as and when required. Manufacturer's consumption figures are 0.28 litres/hr of diesel for the burner and 34 watts of 12V juice for the fan to achieve the maximum rated output of 2.2kW. This would (I guess) only ever be used during the initial warm-up-from-stone-cold



Shower room is remarkably spacious considering the size of 'van'.



Removal of the cassette was accomplished through an access door in the aisle wall of the shower room.

MMM LIVE-IN TEST REPORT



Bed making required neither effort nor agility. Just open the underseat drawer, hinge over the baseboard, and open it out to meet the front seat. Then fold flat the backrest board.



Finally, cushion shuffle. There isn't an option to fill-in the aisle and make a large double bed.



Camargue has a place for everything. Chairs and bedding went above the cab...



... while there was a large drawer under the nearside rear seat, with a magazine/map pocket alongside.

period. A more typical consumption for maintaining a given temperature would be around 0.1-litres of diesel for 850 watts of warmth.

If the Camargue were ours, a heating upgrade to include two additional outlet vents (one in the shower room and one for the cab) would be high up on our list of preferred extras.

Illumination for night-time reading was distributed courtesy of two fluorescent units and one halogen spot lamp. Power for that illumination came via a 75 amp hr leisure battery (maintained by an alternator split charge, and a mains charger when on 230V hook-up).

Shower room

No compromises here. The 'van itself might be a tiddler, but the shower room is definitely full-size. Thetford provided the loo - it's a bench-style cassette



model. Removal of the cassette was accomplished through an access door in the aisle wall of the shower room. The vanity sink comes equipped with a mixer tap with removable faucet that doubles up as a showerhead. There was plenty of space to put down cosmetics adjacent to the sink whilst titivating. The large illuminated mirror was too low for me to use whilst standing and shaving. It was OK if I sat side-saddle on the loo.

The undersink cupboard would have held all the toiletries my partner and I would have packed, whatever the duration of our trip. In contrast, our adult daughter seems to take the entire contents of a high street chemist and perfumery with her, and would want more storage.

Showering was easily accomplished, and I created a changing room at the rear by opening the shower room door to meet up with the kitchen (thus separating the rear third of the interior). I stepped into this area after showering to dry myself and dress - perfect. The shower tray had only a single outlet, but quite a steep fall, so drained well even when the 'van wasn't quite level.

Bed making

It's Hobson's choice here - two singles only, with no option to sleep as a double. Both beds are made by sliding out the rear seat boxes and folding over the back and seat to mate up with the swivelled (and lowered) cab seats. It's not difficult, and the resulting beds were quite flat, ridge free, and plenty big enough for most folk. With the centre aisle remaining unobstructed, nocturnal visits to the loo should be free from stubbed toes and bashed elbows.

Capacious storage

It would be difficult to find fault with the available storage. There's plenty of it, and what's more, it's varied and easily accessed. A good example is the overcab storage area. It is full-width, so outdoor chairs can be stored up here. Also noteworthy are the rear passenger underseat drawers, that glide out on their runners, and will hold plenty of essentials.

The spaces under the cab seats haven't been wasted either. Driver sits above the jack, wheel brace and toolkit, whereas the passenger sits above whatever valuables have been placed in the underseat safe.

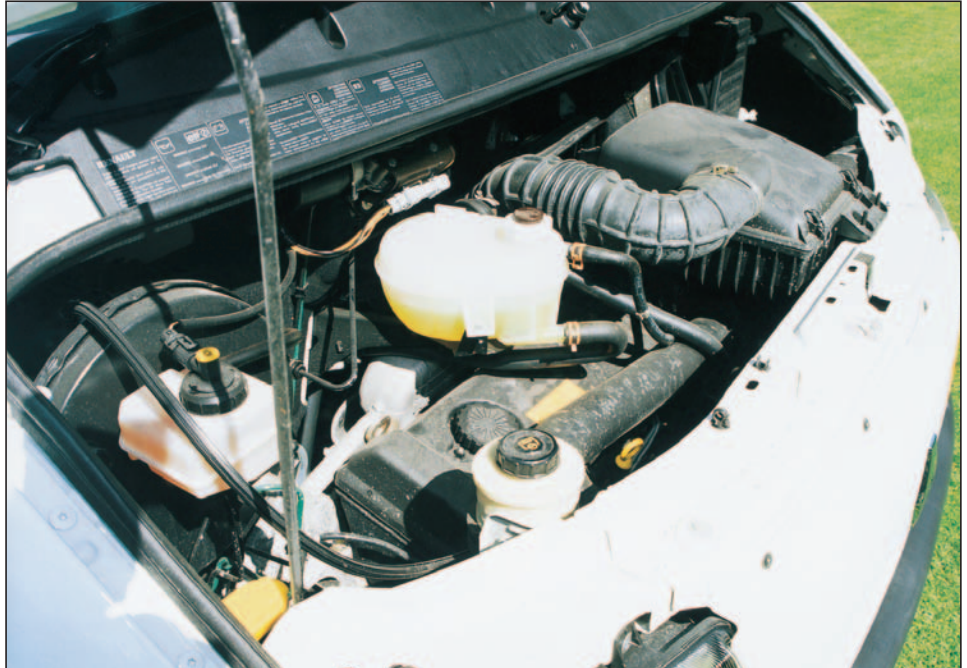
A raised floor section for the dinette also provides a large area of storage. Access is via a drop-down flap in the edge facing the centre aisle.

The gas compartment is located in the bottom of the wardrobe. It has top access, cylinder restraints, and all the recommended seals and vents. It's bigger than many in van conversions, allowing the use of two 3.9kg/4.5kg cylinders. These are much cheaper to refill than the smaller

DEVON CAMARGUE ON 2.8TD RENAULT MASTER



Beneath the wardrobe is the gas cylinder locker.



In the test vehicle, the driving force was provided by a 2.8TD Sofim unit, although we hear this is to be superseded by Renault's own 133bhp 2.5TD engine.

Campingaz alternatives, which many motorcaravanners are forced to use because of storage limitations.

Fresh water and waste water are both stored in uninsulated underfloor tanks. These will need to be lagged for winter camping, but are perfectly OK for three-season jaunts.

Fabrics and finishes

All the woodwork is constructed out of tough 15mm plywood with an attractive Trentino Apple finish. Our 'van had the traditional Devon square-edged cabinetwork, but my spies tell me that they will soon be offering radiused cupboard and locker doors as a more contemporary alternative.

Wall covering was in dual-face grey corded material. The floor in the demonstrator had been fitted with a grey cord carpet, which we found pretty tough, but perhaps not quite as practical as a vinyl floor covering plus bound-edge removable carpets.

'Something for everyone' is the motto of Devon's soft furnishing department. Make your choice from the wide variety of patterns, shades and types of material available.

Unlined curtains with matching tiebacks were supplied for the side and rear windows. The three cab windows have internal insulated screens.

Va va voom

Normally associated with, and applied to, Renault's Clio range of 'Sloane Square Slingshots', this endearing description of performance was just as

appropriate for this 2.8-litre mile-eating light commercial vehicle.

The driving force was provided by the renowned 2.8-litre four-cylinder direct-injection turbocharged and intercooled Sofim engine, though in slightly less powerful form than the, now superseded, 2.8iTD Fiat. As in the Ducato, it's mounted transversely and drives the front wheels through a five-speed manual gearbox. Unlike the Ducato, Master doesn't use Fiat's excellent fascia-mounted gearshift. The supplied floor-mounted gearshift was very good, though not quite as slick as the Fiat's. The real downside was that, along with the centrally-mounted handbrake, it got in the way when traversing from cab to caravan.

With a recorded 30-50mph time of just 5.9 seconds, this motorcaravan could really cover some press-on miles. It was as quick at accelerating, and as relaxed at high speeds, as most family saloon cars I've driven. However, a vibration could be felt when the engine was under load. This specific trait has never manifested itself in similarly-powered Fiats, so perhaps it was Renault's engine mountings, or just a problem with this particular example.

Possessing deep pockets and short arms enabled me to properly appreciate the easily-achieved mpg figure of over 31. Seriously, though, if it returned such a figure under test conditions, when it is being driven for performance, I guess it has the potential to return 35 mpg or more when gently touring.

As I write, engine choice for the Master is limited to the 2.2-litre dCi common-rail 90bhp diesel engine or the 2.8-litre direct-injection turbo-diesel 115bhp motor (though the latter is due to be replaced by a common-rail 2.5dCi 133bhp Renault unit). On paper, the 2.2-litre dCi engine looks



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▼ Yours truly. Whilst sitting in the nearside rear seat, my hooves were a good couple of inches off the floor. Although this is a two-berth motorcaravan, forward-facing rear seats have three-point restraints.



▲ All controls fell neatly to hand. The radio/cassette can be operated remotely via a stalk on the steering column. Driver's seat is adjustable for height, rake and reach.



Renault's blue dials include a rev counter.

Supplied toolkit looked more comprehensive than most. I wondered if the socket/screwdriver set was actually part of the standard kit.

nothing short of remarkable, achieving the same torque as the 2.8TD. I've not taken one on a meaningful test drive, but the rumour mill has it marked down as very civilised. We shall see.

The Master has all-round disc brakes, plus responsive rack and pinion steering, and the suspension set-up was perfect for a motorcaravan. At all times the front-wheel drive Camargue remained perfectly poised and surefooted.

Supportive cab seats are re-trimmed Renault offerings, with loads of adjustment for height, rake, and reach. Drivers enjoyed a good view out, helped by the steering wheel being at quite a flat angle and the eye-line being lower than in the Ducato.

'Our' Master had the facelift fascia - full circular dials instead of sectors. This itself has now received a further minor facelift! Details were not available as to what the changes to the changes will be, but I hope they don't alter the mph annotation on the speedometer dial. Marked and labelled at 30, 50, and 70mph, it was easy to read at a glance. The white-on-blue instruments become red-on-blue at night. However, the red kph figures were impossible to read, night or day, so watch out for the gendarmes when on tour.

The driver has a useful moulded door bin. Not to put a matching one on the passenger door seemed a bit parsimonious, though Renault has included a net atlas/map holder and a document clip. Renault probably put the money saved on the absent door bin towards paying for the standard-fit stereo radio/cassette player avec la difference. The difference was that this entertainment system was equipped with a remote control mounted on a steering column stalk. Full marks here, easy to use and a positive contributor to driver safety. On site, the radio switched off after 20 minutes. However, if you catch it and press the power button after the audible 'I'm shutting down' blip, then it remains on ad infinitum.

An increasing number of motorcaravanners use their 'van as a tug, and I confidently predict that a 2.8-litre Camargue would provide relaxed towing of your boat, touring caravan, or motorbike/luggage trailer.

As this is a two-berth motorcaravan, Devon is under no pressure to build in additional dedicated travel seats for rear passengers. However, they have done so, equipping them with full three-point belts (mounted to the chassis via steel brackets) and padded headrests. However, I was concerned to see that the seat boxes were made out of plywood and not out of sheet metal, nor did they have any sort of metal anti-submarining frame. The response to my concerns was that 'wood could be as strong as metal'. This is true in certain cases - consider the chassis used on Morgan cars. Nonetheless, Devon will be offering metal seat boxes on production Camargues.

Masters arrive with remote-control central locking, an engine immobiliser, and heated rear windows. Electrically operated cab windows and those important airbags remain extra cost options.

Wheel changing

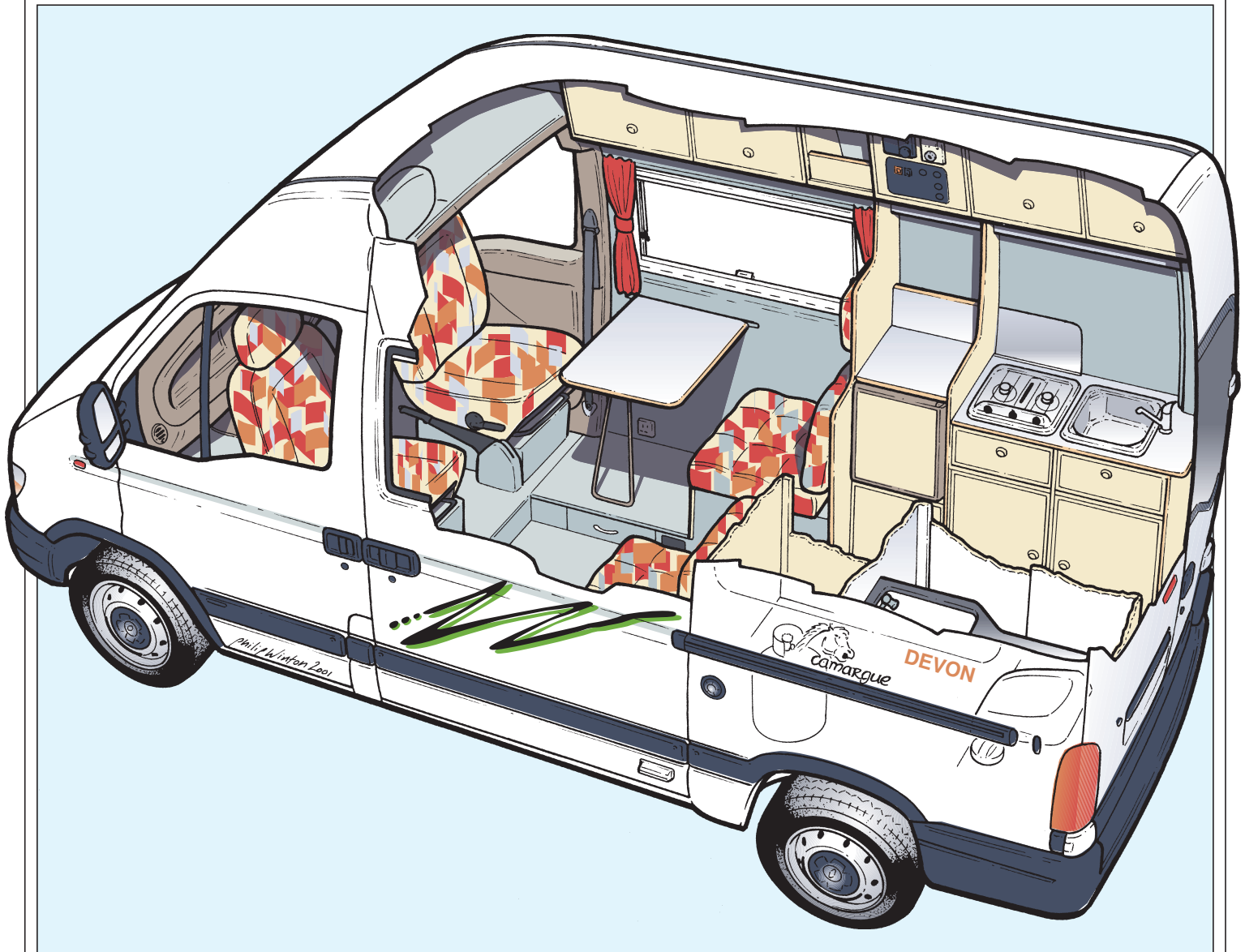
Without a big coachbuilt body to get in the way, it was predicted that this operation would be speedily and easily completed, and it was! The supplied toolkit seemed to be much more comprehensive than most that are provided by vehicle manufacturers. Perhaps the socket/wrench/screwdriver set was a supplying dealer or converter addition? Renault's own wheel wrench was a disappointingly loose fit on the wheel bolts and jack. Part of the standard toolkit was a towing eye that screws into a front mounting.

Final thoughts

It's grand that Devon Motorcaravans offer the widest range of base vehicles of any British converter, so you can have what you think is the most appropriate underpinnings for your motorcaravan.

This conversion (in common with every Devon I've ever tested) was practical in use, and the furniture felt as though it was going to last for decades. The short wheelbase Renault Master proved to be a fine van, and a desirable alternative to the ubiquitous Ducato/Boxer. Camargue, as a package, was highly manoeuvrable and perfectly suited to being pressed into service as an only vehicle.

DEVON CAMARGUE ON 2.8TD RENAULT MASTER



I liked:

- Compactness (16ft length)
- Overall ambience
- Choice of fabrics/furniture finishes
- Durable cabinetwork
- Positive-locking cupboard and locker catches
- Spacious shower room
- Lightweight table
- Safe
- Eberspächer diesel-fired space heater
- Mister Ed graphics
- Choice of exterior colours
- Fire extinguisher as standard
- A 'different' base vehicle that was equally at home covering press-on miles or meandering down country lanes
- Fuel economy

- Comfortable driving position
- Steering column stalk control for stereo radio/cassette
- Value for money

I would have liked:

- Vinyl floor covering and removable over-carpets/rubber mats
- A sliding window on nearside
- A handbook for the conversion
- Lower face-forward rear nearside passenger seat squab

I disliked:

- Lack of metal frame to rear seats (to be included in production models)
- Giving it back!



SPECIFICATION

The vehicle

Base vehicle & engine type: Renault Master T33 short wheelbase medium roof panel van with four-cylinder 2.8-litre direct-injection turbocharged and intercooled diesel engine mounted transversely

Output: 84Kw (115bhp) @ 3600rpm

Max torque: 260Nm (192 lb/ft) @ 1800rpm

Compression ratio: 19:1

Gearbox & drive: Five-speed all-synchromesh manual gearbox. Front-wheel drive

Brakes: Hydraulically-operated dual-circuit with load-apportioning valve. Front and rear ventilated discs. Handbrake (parking) operates on rear wheels

Steering: Power-assisted rack and pinion

Suspension: Front - independent double wishbone system using coil springs with internal telescopic shock absorbers. Rear - tubular axle hung on steel leaf springs, with telescopic dampers and rubber bump stops

Tyres fitted: Michelin Agilis 81 215/65 R16C 7-ply radial

Spare wheel position: In underfloor cradle immediately forward of rear bumper

Fuel tank capacity/type of fuel: 70 litres (15.4gal) diesel

Instruments: Speedometer, odometer, trip, tachometer, engine coolant temperature, fuel level, digital clock

Warning lamps: In instrument binnacle: ignition on/low charge, engine oil level, handbrake applied, front pads worn/low hydraulic fluid level, low fuel level, direction indicators, pre-heater plugs/fuel injection fault, headlamps on, main beam selected, high engine coolant temperature, service due, immobiliser activated, stop (malfunction warning). In switches: heated rear windows, four-way hazard flashers

Windscreen wiper controls: Stalk on right-hand side of steering column, down for intermittent/slow/fast wipe, pull and hold for electric screen wash, pull for three wipes

Immobiliser/alarm: Renault engine immobiliser using key code electronics. No alarm

Other features: Re-trimmed cab seats adjustable for height, rake, and reach, and mounted on swivel plates; height-adjustable seat belts; remote central locking; three-speed fan-assisted multi-vent heating and ventilation system; courtesy lights with time delay; map reading light; stereo radio/cassette player with steering column stalk control; two grab handles; moulded bin on driver's door; map pocket; document clip; cigar lighter and ashtray; glovebox; full-width storage shelf above cab; interior rear-view mirror; exterior mirrors with separate wide-angle lenses; remote headlamp beam height adjustment

Performance & economy

Achieved 30 - 50 mph acceleration time: 5.9 seconds (3rd gear)

Fuel consumption during test: 8.96 litres/100km (31.5 mpg)

The caravan

Body type & construction: All-steel high top panel van

Insulation: Body double-skinned in ply; 20mm GRP wool in roof;

double floor has internal layer of WBP ply and heavy-duty carpet

Conversion NCC approved: No, but approval has been applied for

Warranty: One-year Devon warranty. At time of writing new base vehicle warranty has been extended to three years

Number of keys required: One for everything Renault, one for safe, one for fresh water filler

Windows & doors: Two cab doors, two full-height rear barn doors, full-height sliding nearside door located immediately behind cab. Cab and rear doors single-glazed glass, side windows Seitz tinted double-glazed acrylic top-hung

Additional ventilation: Two four-way rooflights with flyscreens (one over kitchen and one in shower room), fixed low-level ventilator in sliding door

Blinds/curtains: Internal insulated screens for cab windows; rear doors curtains only; side windows have cassette blinds/flyscreens and curtains

230V AC system: Hook-up; Protek consumer unit with two MCBs and RCD; one switched double and one switched single 13A sockets; leisure battery charger

12V DC system: Leisure battery, leisure battery charger, feed to fridge

Capacity of caravan battery: 75 amp hr

Lighting: All 12V. Lounge - one 16W fluorescent and one 8W fluorescent and one 10W halogen spot lamp. Kitchen - one 16W fluorescent. Shower room - one 16W fluorescent and one 8W fluorescent mirror downlighter

Cooking facilities: Smev electronic ignition, stainless steel two-burner hob and grill

Extractor fan/cooker hood: None fitted

Refrigerator: Electrolux RM123E electronic ignition three-way fridge, capacity 31 litres

Sink & drainer: Stainless steel rectangular-bowl sink, no drainer

Water system: Pumped hot and cold water to kitchen and shower room, Fiamma SuperFlo Pro pump

Hot water: Truma Ultrastore boiler, gas/230V operation, 10 litres capacity

Fresh water tank: Located underfloor, 50 litres (11 gallons) capacity

Fresh water level gauge: None fitted

Waste water tank: Located underfloor, 31.8 litres (7 gallons) capacity

Waste water level gauge: None fitted

Space heating: Eberspächer Airtronic D2 diesel-powered and thermostatically-controlled blown-air distribution through one outlet, output 2.2kW (max)

Gas locker: Located in bottom of wardrobe, metal-lined, sealed from interior, vented to exterior, cylinder restraints, capacity two 3.9kg propane or equivalent

Shower compartment: Nearside rear, Thetford bench-style C2 Cassette toilet, vanity sink, shower tray, mixer taps with removable faucet/shower head, double-door shelved cupboard, large illuminated mirror

Seating: Two swivel cab seats, two face-forward rear seats

Table(s)/storage: Lightweight table with folding leg locates in channel on offside interior wall. Dedicated storage on exterior side of offside seat

Berths: Two (single beds only)

Rear restraints: Two three-point seat belts, padded head restraints

Wardrobe: Immediately behind nearside rear seat, side-to-side hanging rail, large overhead shelf

Flooring: Cord carpet

Additional features: Cab seat box safe, 950g dry powder fire extinguisher

Dimensions

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

Overall length: 4.89m (16ft 0.5in)*

Overall width (excl mirrors): 2.00m (6ft 7in)*

Overall width (incl mirrors): 2.36m (7ft 9in)

Overall height: 2.60m (8ft 6.5in)*

Length of wheelbase: 3.08m (10ft 1in)*

Length of rear overhang: 960mm (3ft 2in)* - 31 per cent of wheelbase

Turning circle (kerb to kerb): 11.85m (38ft 10.5in)*

Driver's max leg length: 1.08m (3ft 6.5in)

Step-up height to caravan: 470mm (1ft 6.5in) side and rear

Door aperture: 1.10m W x 1.79m H (3ft 7in W x 5ft 10.5in H)

Interior length from dash: 3.50m (11ft 5in)

Interior length behind cab: 2.70m (8ft 10in)

Interior width at waist height: 1.78m (5ft 10in)

Interior height: 1.88m (6ft 2in)

Work surface height: 925mm/1050mm (3ft 0.5in/3ft 5in)

Table dimensions: 600mm x 650mm (1ft 11.5in x 2ft 1.5in)

Bed dimensions:

(1) Offside single

mattress length: 1830mm (6ft 0in)

mattress width: 585mm (1ft 11in)

mattress depth: 120mm (5in)

(2) Nearside single

mattress length: 1880mm (6ft 2in)

mattress width: 585mm (1ft 11in)

mattress depth: 120mm (5in)

Shower compartment: 850mm x 855mm x 1875mm H max (2ft 9.5in x 2ft 10in x 6ft 2in H)

Wardrobe: 410mm W x 625mm D x 1095mm drop from rail (1ft 4in W x 2ft 0.5in D x 3ft 7in drop)

Gas locker: 480mm x 410mm x 360mm H (1ft 7in x 1ft 4in x 1ft 2in H)

Gas locker door aperture: 465mm x 365mm (1ft 6in x 1ft 2in)

Max authorised weight: 3300kg

Unladen mass: 2400kg*

Load capacity: 900kg*

Price (all prices include VAT)

Standard model: 2.2dCi engine £24 983 ex works

As tested: 2.8TD engine £25 676 ex works

On the road charges: £750 (approx)

Optional extras

Base vehicle options: Driver's airbag (£258), driver and passenger airbags (£517), alarm system (£282), electrically-operated/heated mirrors and windows (£275)

Caravan options: All standard accessories (bike racks etc) can be fitted at extra cost

Devon Camargue kindly supplied for evaluation by:

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