

BÜRSTNER AVIANO



DETHLEFFS ESPRIT



# NATURAL BERTHING

*A pair of stylish German A-class motorhomes provides very versatile, desirable sleeping arrangements*

Words & pictures by Dave Hurrell



Many mainstream A-class motorhomes hail from Germany and this month's test sees two of them, squarely pitched in the mid-range and mid-sized category. Both Dethleffs and Bürstner produce large ranges of coachbuilts that cover the gamut of types - from compact low profiles to reasonably gargantuan



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overcabs and A-class models. Some of the most appealing - to me at least - are the not too big and not too flash.

However, we're not talking cheap (the poor exchange rate makes its presence felt), although at well under the magic £100k, both are in the sub-house price territory that some big German motorhomes can easily exceed.

Being German, they're both well screwed together and well equipped - UK specification, in this context, means that motorhomes are often imported, as 'standard' with the kind of extras that UK dealers know buyers here want. This has advantages, not least that well equipped new vehicles in stock can be had at short notice (while some folks have stories of 'vans ordered from the factory

being delivered late enough to ruin a season's camping). Another plus point when buying from stock is that it's possible to inspect and test-drive the actual motorhome you will - if you're happy with it - end up buying.

Although both come from the same country, these Dethleffs and Bürstner models

**LAYOUT PLAN**

- OVERALL LENGTH: 7.56m (24ft 9.5in)
- OVERALL WIDTH: 2.30m (7ft 6.5in)



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exhibit very different characters. Bürstner's styling is classy and curvy, while Dethleffs' is more aggressive, angular and, in my view, a touch retro. Is one style better? I don't think so: beauty is in the eye of the beholder, but my personal preference is for Bürstner's slinkier approach. Both look good though, and both test vehicles were dressed in upgraded exterior paint schemes - again, the Bürstner's champagne tone looking more modern than the Dethleffs' toffee-coloured flanks.

Fans of pastel paints may be pleased to discover that Dethleffs also offers other muted hues - including a blue, and a green that might take more courage to order. As a fan of the colourful, I've enough of that courage, but sadly, not the pile of twenties to back it up.

Step inside and you discover equally classy interiors that mix wood tones with sprinklings of cream and silver. Dark wood block-style flooring looks lovely in the Dethleffs, while the Bürstner goes for a more unusual tile-effect

base layer. Furniture shapes mirror the external approach, but in a more subtle way - Dethleffs' cabinets exhibiting a tad more traditional.

To the accommodation, and it's the single beds that are the 'hook' of these motorhomes. Both offer a pair, and with the expected drop-down double bed up front they provide very versatile 'bed and breakfast' opportunities for host of folks. Those that need or want fixed singles will buy either of these motorhomes, but the beds on offer will mean that friends, non-partner family members or mum, dad and sprogs should be able to put both motorhomes to good use. This can be very important: buy either and you'll want to make the most of that debit card-melting amount of cash you've parted with.

Before we get to the meat of this test, it's worth mentioning that Emmbee Motorhomes (provider of the Bürstner) and Lowdham Leisureworld (lender of the Dethleffs) were enthusiastic and helpful - and I am very grateful, considering that the weather was truly awful!

### MOTIVE POWER

There are few surprises lurking under both these A-class motorhomes, as both hide Fiat's doughty Ducato beneath their fully-coachbuilt bodies. Adopt the motorhome anorak's first position - kneeling down and peering underneath - and you discover that both also benefit from an Al-Ko rear chassis. This means

**LAYOUT PLAN**

- OVERALL LENGTH: 7.39m (24ft 3in)
- OVERALL WIDTH: 2.33m (7ft 8in)

both 'vans are lower, their rear axles are wider than standard and they have road-hugging independent rear suspension. This is better than the standard Fiat item's leaf spring-equipped rear axle, and means improved ride comfort.

Under-bonnet delights include six-speed gearboxes, while the Dethleffs was fitted with the optional 3.0-litre 157bhp motor. The Bürstner 'made do' with just 130 horses from its 2,300cc lump.

Cab accommodations include a pair of airbags and air-conditioning in both - the latter being nearly essential given the amount of motorhomer-heating sunshine that's sure to penetrate those big cab windows, even on a just-warm day. The cab seats are all Aguti captain's items with built-in belts that

1 An otherwise well-equipped driving department has no cab door as standard

2 Nearside cab door is a welcome sight in the Dethleffs' cab



**BÜRSTNER AVIANO**



3 The view forward looks past the shower compartment to kitchen and lounge

4 The Bürstner's modern interior is, enhanced by leather upholstery

5 Classic Euro lounge features an adjustable table and two travel seats. There's space for four to dine from a not-too-big table

are comfy and convenient in an A-class 'van that's wide at the front: some have top seatbelt mountings on those 'far-away' side walls that can be a pain. As both these motorhomes feature Continental handing, with the caravan door on our offside, it's the Dethleffs that scores the first points - its nearside cab door gives important direct access to the kerbside when parked. Bürstner buyers will pay extra to get a passenger-side portal, but it'll be money well spent - having to step out into the traffic could be a life-limiting experience.

**ROAD MANNERS**

If you are familiar with the Ducato's talents, you'll know that it's comfy to drive, with light controls, good brakes and excellent handling.

Here, though, things are different because both converters add to the cab environment as the driver and passenger surroundings are part-built by Dethleffs and Bürstner.

Cab floor and dash remain the same, but dash top, windscreen and side windows are all additions. The best A-class cabs are nice places to be, and also different enough to inculcate that 'holiday' feeling into their residents. Considering the time of year and the truly awful weather, I was very glad to discover that both cabs did indeed make me wish I was heading for Dover: tunnel or ferry, I cared not!

As for conversion noise, well both 'vans produced an acceptable level of din from the rear while travelling. The Bürstner, however, produced a metallic rattle (could have been the oven) that the Dethleffs did not. Bear in mind that both 'vans were carrying only my weight - and considerable though it is, both should be quieter once loaded with fuel, gas, water, gear and more people. Importantly, the drop-down beds and indeed the front ends, lacked the kind of squeaky-creaky din that can pain your ears in less salubrious A-class motorhomes.

When it comes to performance it's information rather than competition that's important. This is because the Dethleffs optional range-topping 3.0-litre motor is one of the best derv-drinkers around. Not just plenty of power, but plenty of torque make driving both exhilarating and relaxing: a slightly slippery road surface saw wheel-spinning take-offs, while all those Newton-metres on tap mean you need fewer gear-changes to make good progress. Bear in mind also, that

**BÜRSTNER AVIANO**

**I LIKED**

- External styling
- Al-Ko chassis
- Leather upholstery
- Drop-down bed access steps
- Sink with drainer
- Selection of drawers
- Semi-ensuite washroom
- Large garage
- Dual-fuel heating

**I WOULD HAVE LIKED**

- A spare wheel
- All LED lighting
- More payload

**I DISLIKED**

- Magnetic strip on shower doors
- Surface-mounted washbasin

**DETHLEFFS ESPRIT**

**I LIKED**

- Furniture design
- 157 horsepower engine
- Low-set oven
- Easy-access single beds
- Dual-fuel heating
- All-LED lighting
- Good-looking control panel
- Good payload
- Clever sliding washbasin

**I WOULD HAVE LIKED**

- Darker-coloured upholstery
- A spare wheel

**I DISLIKED**

- Hob/sink's glass lids
- Lack of sink with drainer

if you want to opt for automatic transmission (ComfortMatic) it only comes with the big engine. Meanwhile, the Bürstner's standard-fit 130 horsepower motor performed with aplomb, and was pokey enough to make good progress. So, would I order my choice of these two with the big motor? 'Spoiling the ship for a ha'p'orth of tar' comes to mind, with not a hint of 'brum-brum' factor affecting my judgment here - oh no, of course not...

**LOUNGE AND DINE**

Swivel four cab seats and a pair of lounges are created - both very similar.

The dregs of the automotive information are imparted here, as the cab seats are better at providing lounging than they are at being driving department devices: both are wide and rather unsupportive - quite firm too - so work better when you're kicked back on site with a glass of red. L-shaped sofas provide a pair of fully-belted travel seats, once you've removed the forward squab sections, which allow foot-room for the outside passenger.

Back to that glass of red, and in the Dethleffs you may want to change it to white... Red wine, tomato ketchup, gravy, chicken Madras - all may need to be banned from the Dethleffs lounge-diner; the cream-coloured cloth looks lovely of course, but thankfully, darker-coloured upholstery options are available. The tested Bürstner had cream upholstery too, but in optional leather, which should be easier to wipe clean.

Enough of the verbiage, what's the difference between these two lounges? Very little is the answer: tables are similar (sliding this way and that) and seating - apart from the best-seats-in-the-house cab chairs - very much in the typically-upright, Euro lounge vein.

It's the Dethleffs that inches ahead here, with a wider side seat, but that's about it. Expect around five folks to gather comfortably in here, four to dine and a couple to habitually use the cab seats for relaxing.

**COOK'S QUARTERS**

Ovens and worktops are usually the hot topics when talking about Continental motorhome kitchens and here it's pretty much so here.

Ovens first, and both 'vans come so equipped (probably included as UK specification standard items) - the Bürstner's

**DETHLEFFS ESPRIT**



6 Forward from the bedroom, the kitchen stands aft of the lounge

7 Good-looking furniture is more retro than its rival's, upholstery very much not for red wine enthusiasts

8 Another versatile Euro lounge, but with a larger side seat. Dining facilities match those of its rival



BÜRSTNER AVIANO



HEAD-TO-HEAD DATA

BÜRSTNER AVIANO I728G

PRICES (VAT @ 20 per cent)

- From: £66,560 OTR
- As tested: £71,154 OTR

BASICS (\*manufacturer's figures)

- Berths: 4
- Three-point belted seats: 4 (incl. driver)
- Warranty: Base vehicle and conversion 2 years, water ingress 5 years
- Badged as NCC EN1646 compliant: No
- Construction: Alloy clad sandwich construction coachbuilt with GRP/plastic mouldings
- Length: 7.56m (24ft 9.5in)\*
- Width: 2.30m (7ft 6.5in)\*
- Height: 2.75m (9ft 0.5in)\*
- Wheelbase: 3.03m (13ft 2.5in)\*
- Rear overhang: 2.46m (8ft 1in)
- Gross vehicle weight: 3,500kg
- Payload: 350kg (after allowance for driver weight, 90 per cent fuel, water, gas)

THE VEHICLE

- Chassis: Fiat Ducato Al-Ko chassis cowl
- Engine: 2.3-litre turbo-diesel producing 130bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Suspension: Front: independent on coil springs. Rear: independent on torsion bar
- Features: Adjustable steering column, captain's seats with built-in belts, electric mirrors, driver and passenger airbags, cruise control, radio/CD/MP3 player, traction control, air-con, driver's side locker and cup/bottle holders, passenger's side shelf unit, dash trim. No spare wheel

INSIDE

- Layout: Swivel cab seats and drop-down double bed, L-shaped lounge, side seat, L-shaped kitchen, shower, offside washroom, twin single beds over rear garage. Caravan entrance on UK offside
- Insulation: Floor 50mm, walls/roof 38mm
- Interior height: 1.93m (6ft 4in)

KITCHEN

- Sink: Stainless steel unit with spilt glass lid, drainer, chromed plastic mixer tap
- Cooker: Stainless steel three-burner hob, hinged glass lid, no ignition. Oven/grill unit, with electronic ignition, and as part of TEC Tower
- Fridge: Three-way fridge/freezer with

automatic energy selection (AES), and as part of TEC Tower. Capacity 150 litres

WASHROOM

- Toilet: Dometic CT type, with ceramic bowl, electric flushing, wheeled cassette
- Basin: Surface-mounted plastic bowl with chromed swan-neck mixer tap
- Shower: Separate compartment with twin rigid doors, single drain, locker, shelf, roof vent. Shower head's riser converts into hanging rail for wet clothes/towels

BEDS

- Drop-down A-class double
- Length: 1.95m (6ft 5in)
- Width: 1.42m (4ft 8in)
- Headroom: 730mm (2ft 5in)
- Rear singles
- Length: 1.97m (6ft 5.5in)
- Width: 770mm (2ft 6.5in)
- Headroom: 770mm (2ft 6.5in)

EQUIPMENT

- Fresh water tank: Inboard, 120 litres (26.3 gallons)
- Waste water tank: Underslung insulated, 90 litres (19.8 gallons)
- Water and space heater: Truma Combi boiler with blown-air, gas-mains operation
- Leisure battery: 90 amp hr
- Gas: 2 x 11kg cylinders
- Lighting: Cab: 2 eyeball halogen downlighters. Drop-down bed: 2 LED downlighters, Lounge: LED ceiling lamp, LED strip under locker and in doorway grab handle, 2 halogen downlighters. Kitchen: 3 halogen downlighters. Washroom: 4 halogen downlighters
- Sockets: 230V: 3 (2 in lounge, 1 in kitchen). 12V: 1 (in lounge)

OPTIONAL EXTRAS

Fitted to test vehicle

- Base: Design Pack - alloy wheels, Champagne paintwork (£1,800), cab air-conditioning (£1,070), passenger airbag (£272), front fog lamps (£213)
- Conversion: Design Pack - caravan door with window and flyscreen (price as above), Strada leather upholstery (£1,239)

Other options available

- The list of options is extensive, some are standard on UK specification vehicles, contact dealer for full details

is above the fridge, and thankfully not too high, its centre being at about my (five-foot nine) eye-line. The Dethleffs goes one better with a low-level device (installed below the sink) that's also bigger. Both have a grill, so Continental touring can always include the homesickness-curing smell of burning toast. Seriously though, the opportunity to have a casserole or even a roast dinner is welcome for us Brits - especially when enjoying bracing winter touring.

Sinks: and Bürstner scores big-time, with a proper drainer that's rare in Continental 'vans.

The hobs are chalk and cheese: Bürstner's three burners are housed in a standard unit, while the Dethleffs goes down the 'wow, look at that' route. The gourmet centre is a flashy combination hob/sink unit with divided glass lids to add versatility. There's no drainer here, but a drain hole in the hob partly makes up for the lack. The lids are a good idea (allowing different combinations that can provide worktop), but seem fragile, while edges close to lit hob burners could be catastrophic: having experienced an exploding glass lid, I say this from bitter experience. The Bürstner's sink has a - more sensible - divided lid too, and all these surfaces are important as they provide the only work surface in both kitchens.

As is almost obligatory these days, both are equipped with big fridge/freezers that also automatically select the correct energy source.

I've a bit of a drawer fetish (for all the right reasons) when it comes to kitchen storage, so the Bürstner wins the day for me, with a three-to-one score. The Bürstner's big curvy cupboard is home to a twin recycling-bin, a nice idea, but a bit of a space robber - very much a square peg in a round hole. The Dethleffs has a cupboard and slide-out larder below, while its three cupboards above look very stylish, and are better than the Bürstner's rather boring lockers.

BATHING SPACE

Thanks to the fact that the Bürstner has the garage that the Dethleffs does not, it's aft where these two motorhomes differ the greatest. The Bürstner's washroom is either side of the aisle and forward of the bedroom, while the Dethleffs sites its ablutions across the rear.

The Bürstner bathing space is semi-ensuite, thanks to the fact that the door of the room containing the basin and loo swings - and latches - across the aisle. This creates a washroom/changing area that includes the bedroom - the

wardrobe is beneath the nearside bed, so it's spot-on. The washbasin is the fashionable surface-mounted type - big enough, but providing another form-over-function moment.

Dometic provides the toilet, and it features an easy-clean, ceramic-lined bowl. However, located in the corner, it proved awkward to sit on - the bowl doesn't swivel easily (like its Thetford rivals), but I believe it adjusts. This one needed to be turned to face out of the corner (at about 45 degrees) to be comfortable. Storage in here is good, with big cupboards, above and below, offering loads of space. Across the aisle, the separate shower is not huge, but adequate. Cleverly, the showerhead's riser rail swings up to become a hanging rail for wet towels or clothes. Twin clear plastic doors look good, but knocking them when showering could see them swing outwards (they're only held together by a magnetic strip) with a flooded floor the result.

The Dethleffs' washroom is entered via a door in the centre and looks, at first sight, conventional. There's a wardrobe and the separate shower is similar to its rival's. The loo is Thetford's C250, and its bowl does swivel. However, sitting down saw my right shoulder digging into the side of the adjacent washbasin. I discovered a metal knob that - when twisted - allows the washbasin to slide towards the shower, creating much-needed space for comfortable 'enthronement.' Although it's well equipped and cleverly designed, there's not too much storage (just a cupboard under the basin) or room to move in here. If you're large of frame, the Dethleffs' washroom could be a deal breaker.

BED TIME

Starting up front, both drop-down double beds are easy to deploy. Twisting the backrest control knobs on the cab seats see them

9 Drop-down double bed is big, comfy and easy to deploy

10 Highlight of the kitchen is a sink with drainer. Recycling rubbish bins, although welcome, dominate cupboard space

11 Washroom facilities can be enclosed to create an ensuite

12 The washroom is tight on space, but the basin slides sideways to leave more room around the loo

13 A great low-level oven, but a less-than-clever sink/hob setup

14 Another super drop-down bed, but no clever access ladder

HEAD-TO-HEAD DATA

DETHLEFFS ESPRIT

PRICES (VAT @ 20 per cent)

- From: £65,351 OTR
- As tested: £70,777 OTR

BASICS (\*manufacturer's figures)

- Berths: 4
- Three-point belted seats: 4 (incl. driver)
- Warranty: Base vehicle and conversion 3 years, water ingress 6 years
- Badged as NCC EN1646 compliant: No
- Construction: Alloy clad sandwich construction coachbuilt with GRP/plastic mouldings
- Length: 7.39m (24ft 3in)\*
- Width: 2.33m (7ft 8in)\*
- Height: 2.83m (9ft 3.5in)\*
- Wheelbase: 4.10m (13ft 5.5in)
- Rear overhang: 2.36m (7ft 9in)
- Gross vehicle weight: 4,000kg
- Payload: 726kg (after allowance for weight of driver @ 75kg, 90 per cent fuel, 100 per cent fresh water, 1 x 11kg gas cylinder, hook-up lead)

THE VEHICLE

- Chassis: Fiat Ducato Al-Ko chassis cowl
- Engine: 3.0-litre turbo-diesel producing 157bhp
- Transmission: Six-speed manual gearbox, front-wheel drive
- Suspension: Front: independent on coil springs. Rear: independent on torsion bar
- Features: Driver/passenger airbags, cab air-con, traction control, cruise control, electric mirrors, nearside cab door with electric window, radio/CD player, driver's side storage locker, captain's seats with built-in belts. No spare wheel

INSIDE

- Layout: Swivel cab seats and drop-down double bed, L-shaped lounge, side seat, centre kitchen, twin single beds, washroom across the rear. Caravan entrance on UK offside
- Insulation: Floor 41mm, walls/roof 34mm
- Interior height: 1.97m (6ft 5.5in) max

KITCHEN

- Sink: Gourmet Centre - stainless steel bowl with glass lid, swan-neck mixer tap, no separate drainer
- Cooker: Gourmet Centre - three-burner draining hob, divided glass lid, oven/grill, all with push-button ignition

Fridge: Three-way fridge/freezer, auto energy selection (AES). Capacity 175 litres

WASHROOM

- Toilet: Thetford C250 swivel-bowl, electric flush, wheeled cassette
- Basin: D-shaped plastic bowl (basin unit slides towards shower to create space around toilet) with chromed mixer tap
- Shower: Separate cubicle with rigid bi-fold door, twin-outlet tray, mixer/riser rail/shower head

BEDS

- A-class transverse double
- Length: 1.96m (7ft 0in)
- Width: 1.49m (4ft 10.5in) max
- Headroom: 800mm (2ft 7.5in) max
- Rear singles
- Length: Offside: 2.05m (6ft 8.5in), nearside: 1.94m (6ft 4.5in)
- Width: Offside: 770mm (2ft 6.5in), nearside: 800mm (2ft 7.5in)

EQUIPMENT

- Fresh water tank: Inboard, 125 litres (27.5 gallons)
- Waste water tank: Underslung, insulated 93 litres (20.5 gallons)
- Water and space heating: Truma combi boiler with blown-air, gas-mains operation
- Leisure battery: 95 amp hr
- Gas: 2 x 11kg cylinders
- Lighting: All LEDs. A-class bed: 2 downlighters. Cab: 2 downlighters, strip lamp in locker lid. Lounge: 3 reading lamps, 6 downlighters, over-locker mood lights. Kitchen: 4 downlighters. Bedroom: 4 reading lamps, over-locker mood lights. Washroom: 3 downlighters. Auto-illumination to wardrobe, awning lamp
- Sockets: 230V: 2 (in lounge, kitchen). 12V: 2 (in TV locker)

OPTIONAL EXTRAS

Fitted to test vehicle

- Base: 3.0-litre engine on 4,000kg GVW chassis (£3,253), external paint colour (£955), alloy wheels (£744),
- Conversion: LED lighting upgrade (£174), alternative furniture (£113), Deco Pack - scatter cushions and bed covers (£187)

Other options available

Extensive options list, some are standard on UK vehicles, contact dealer for details



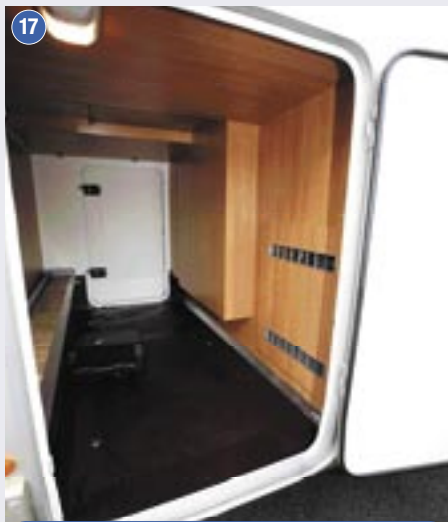
**BÜRSTNER AVIANO**



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15 Single beds are well-sized and served by an excellent set of stairs  
16 An infill converts singles to double, but access is then difficult  
17 A deal-maker for some, the garage is a good 'un

folded down out of the way, while controls on the bed bases - a twist-handle in the Dethleffs, push-button in the Bürstner - allow the beds to descend. Getting aboard both (using a side seat as a hop-up) is easy. However, in the test 'vans, only Bürstner provided an access ladder, and a very clever one too: more a mini set of folding stairs with wide platform treads surfaced with carpet-like material. A small detail, but the best - ultimately foot-friendly - bed access ladder I've seen to date. The Bürstner also features a neat, drop-down, privacy blind that's superior to Dethleffs' rather sad-looking pair of curtains. Both beds are roomy and very comfortable.

Aft, and the single beds are arranged very differently. The Dethleffs is the more conventional with a good-sized bed either side of the aisle. One is shorter than the other, but both are full-sized and of reasonable width - the shorter is actually the wider. Sadly there are no padded headboards or reading lights at the heads - something that should, however, be easy to remedy. Again, a rather sad-looking curtain (very much an afterthought, methinks) provides privacy from the rest of the interior.

Once the washroom door is swung across the aisle, the Bürstner singles benefit from the separate bedroom/ensuite that has a starring role in this 'van. As there's a garage present, it's not so easy to gain these high-up sleeping spaces. However, open a door, low down between the two beds and a very strong set of folding steps emerges to do duty as the staircase. It's heavy alright with big, strong treads and metal frames, but gas struts control its descent, removing the chance of a crashing, toe-crushing incident. The beds are a similar size to Dethleffs' and both the same. There's a locker, shelf and surface between the two that's useful, but - unlike the Dethleffs - this stops you gazing lovingly into your partner's eyes. Headboards (with storage pockets) and reading lamps complete the scene very successfully, but bars that protect the side windows from bodies and bedding make operating the blinds a tad tricky. Finally, there's an infill cushion that, along with a slide-out support, turns the two singles into a big double bed. However, this makes the use of the access steps impossible, so take a short stepladder along if you plan on using this facility.

**STORE ROOM**

The most important storage space in this twin test is the Bürstner's garage, as this could be the deal-maker for those wanting to take bulky items on holiday.

The garage is unsurprising but, of course, extremely useful: capacious, and with a door on either side, it's an excellent example of the type.

The Dethleffs' bulk storage provision is divided, but still good: a big space under each single bed is accessed through the top (the offside has an external locker door), while at the rear, there's a full width, ski-swallowing space with external locker door.

Both 'vans offer drawers, lockers and wardrobe space enough for two people, four residents would need to travel light. Payload in the Dethleffs is good: thanks to its (optional) chassis upgrade (4,000kg GVW), the Bürstner (in 3,500kg GVW form) lacks enough carrying capacity to realistically accommodate four people and their gear: maybe one would need to think in terms of a similar chassis upgrade.

**LIFE SUPPORT**

The Dethleffs' retro-look control panel is a lovely item that wouldn't be out of place on an upmarket yacht. All LED lighting, here, includes a stylish curved awning light that frames the top of the caravan door, while the lamps and concealed mood lighting inside are equally impressive. The Bürstner has lovely lighting too - if only it was all LED (some power-sapping halogens are still present).

Truma's dual-fuel combi boiler provides heat and hot water in both 'vans. Gas isolation in the Bürstner is remotely operated via a control in the kitchen. As is usual with Continentals, water tanks are capacious.

**CONCLUSION**

Personal taste aside, both 'vans are equally attractive and well made and equipped. Prices are close too, so it'll be the desire or need for a garage that tips the balance in favour of the Bürstner. Meanwhile, the Dethleffs should appeal to folks wanting easy-access single beds in a 'van that still provides an excellent range of facilities. What would I buy? Well, awkward as ever, I'd want the Bürstner's external styling and Dethleffs' furniture design - that lovely, marine-style control panel is an absolute must! ■

**DETHLEFFS ESPRIT**



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18 Dethleffs' single beds are jump-in easy to access  
19 There's storage under both single beds  
20 External flaps lead to an under-bed store and a full-width space under the rear



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**VEHICLES LOANED FOR EVALUATION BY:**  
Bürstner Aviano I728G:  
Emm Bee Motorhomes, Pretty Wood,  
Bury New Road, Bury, Manchester  
BL9 7HX  
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**VEHICLES LOANED FOR EVALUATION BY:**  
Dethleffs Esprit I7010:  
Lowdham Leisureworld, Lowdham Road,  
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Web: www.lowdhams.com