



Not far down the south coast of NSW from Sydney there's an interesting company that does a very good professional conversion of small buses, mid-sized coaches and vans of all sizes into what some perceive as their real role in life: a campervan or motorhome.

Adventure Motorhomes is a family run business, operated by Mick and Debbie Briggs. The pair measure the output of their conversion business in terms of quality rather than quantity. Mick and Debbie also operate slightly differently, in that they leave the sourcing of the vehicle to the prospective owner. That might sound unusual, but it is more economical for the customer, as they are not paying Adventure Motorhomes the extra amount for the time consuming task of finding a suitable second-hand vehicle.

SPRINTING AHEAD

When MHG paid a visit to the Oak Flats premises of Adventure Motorhomes (AM), there was a very nice looking Mercedes Sprinter van that had just been completed. A

313 CDI model, it was a good prospect for a conversion being a blank van with not too many kilometres on the clock. One of the advantages in having a used Sprinter is it does not look too different from the current model.

Up front in the driver's cab, not too many changes have been made to the original Mercedes build. The only real changes have been to make the front seat swivel around and clamp a satellite dish to the roof above the passenger's head. Mick Briggs assured MHG that it was there because the customer wanted it inside and it was very firmly clamped to the ceiling. Occupants just need to take care when standing up from the swivelled seat.

On the road, the Mercedes Sprinter handled, well, like a Mercedes. The five-speed gearbox was smooth and the 2.2L turbodiesel handled things to the manner born. Being just over 21ft (7m) in length, the Sprinter is a very easy van to manoeuvre.

From the outside, there are a few clues that this is a motorhome conversion – the Dometic hopper windows, the Fiamma F45 awning, the roof-mounted Dometic air-conditioner, the

GME TV antenna and the roof-mounted solar panel. Of course there is also the gas cylinder locker at the nearside rear and the Thetford cassette door and fridge vents on the offside.

STEPPING INSIDE

With a few exceptions, the AM Sprinter interior layout is not unlike quite a few other Sprinter motorhomes. In the rear are two sideways-facing lounges which double as single beds. Mid-nearside and offside is the kitchen area whilst behind the driver's seat is the bathroom cubicle.

All the excellent-looking cabinet work is made from Tasmanian oak, piano hinges are used on all doors, the walls are lined with the interestingly named 'Reziliance Pearl Breeze', the upholstery a pleasant 'heath mint' colour and the bench/table

Above left: Swivel seats make it easy to access the rear from the cab.

Above: The kitchen is split into two sides. **Below left:** There's room for a flatscreen TV on top of the cabinet.





THE PROFESSIONALS

ADVENTURE MOTORHOMES PROVES ITS MANTRA OF
QUALITY OVER QUANTITY WITH THIS MERCEDES
SPRINTER CONVERSION.



IN THE REAR ARE TWO SIDEWAYS-FACING LOUNGES WHICH DOUBLE AS SINGLE BEDS

Left, top to bottom: A satellite dish is mounted above the passenger seat; large pantry with wire shelves; under-seat battery storage; gas cylinder locker on the nearside rear. **Above:** The rear single high density foam beds double as day lounges.

There's no shortage of lights or powerpoints, with an Ellipse style fluorescent light under each overhead locker plus two halogen reading lights that are set at a height that's not too hard to reach when in bed. Powerpoints are located at the end of each bench plus a third on the seat base at the rear of the van.

Under-seat storage is easily accessible by hinged and strutted ply timber hatches. Part of the offside seat area is taken by two 100ah deep cycle batteries, battery charger and hot water heater. Overhead lockers on either side provide additional storage.

The kitchen area is split on two sides, with the nearside having a benchtop containing a two-burner Cramer cooktop with a separate grill underneath and a stainless steel sink and drainer. Storage above and below consists of two overhead lockers, a cutlery drawer, one large cupboard with wire basket drawers and two small cupboards. A fluorescent light sits above the sink and the rangehood halogens light the cooktop.

On the opposite side of the aisle are the 100L three-way fridge, microwave oven plus

some shelf space with enough room for a flatscreen TV. Not quite in the kitchen area but on the other side of the bathroom is a full height slide-out pantry which should have enough room for most groceries that could conceivably be carried.

As might be expected in a motorhome this size, the bathroom is quite compact. You can though, have a shower, use the Thetford loo, hang your towel and keep a few items in the mirrored bathroom cabinet without too much of a problem. The bathroom is lined with a tile look-alike material called Ceramilite.

That's just about everything that can be squeezed into this motorhome, except for the wardrobe that sits directly behind the driver's seat. It has a high level and low level rail.

SUMMING UP

There's no doubt that this Adventure Motorhomes conversion is a very professional looking job indeed. The fit and finish is second to none and the Tasmanian oak timberwork is a delight to behold. All the internal space with this layout has been used with care and it's a motorhome that should give the owners quite a few years of happy travel.

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tops are Laminex with rolled edges.

One of the slight disadvantages of a Sprinter (or any similar van) is that its internal width doesn't really always allow a double bed across the van that will suit taller persons, so a fore and aft bed(s) have to be installed.

In this case the two single high density foam beds (6ft 2in x 2ft 2in/1.62m x 0.66m) also double as comfortable daytime lounges.

For dining, the 31in x 19in (790mm x 480mm) table sits on a swivel arm that is bolted to the nearside seat: it's a table for two!