



Words and pics Carlisle Rogers



Low rider

One of the most accessible trailers on the market, the Daintree offers an innovative sleeping solution.

They say there are more than 1000 ways to skin a cat. Conversely, most camper trailer manufacturers stick to a handful of engineered designs. What makes the Adventure Daintree really stand out from the crowd isn't its list of features, though impressive, but the ultra-low bed. Now some of ye wee kippers may be agile enough to leap, clamber and climb into rooftop tents

and the average box trailer's 1.5m high beds, but Adventure has introduced an alternative.

Rather than the ubiquitous bed base on top of the trailer, the Adventure engineers opted for a completely different approach. This bed base is more like the ultimate swag, stowed away from dust, moisture and weather in general in the very heart of the trailer body where most box trailers

would have a large luggage space. This effectively frees the top half of the trailer for more convenient uses. It also makes for a bed that you can fall into, instead of out of.

As mentioned, the top half of this trailer is completely devoted to storage and the kitchen. As such it is well suited to über-quick picnic stops: Just pull over, unlatch the kitchen hatch and you're ready. An overhead 'Ezi-Awn' rollout

Opposite: Adventure's unique camper can go anywhere you can. **This page** clockwise from right: A huge kitchen with integrated awning; pulling the bed box out; the low bed base and offside storage bin.



awning provides quick and easy shade from the sun or rain. With its own integrated legs, the awning takes only a few minutes to set up, and you've got yourself a handy base camp without worrying about the bed and tent.

Of course, when the tent is up, the kitchen is right outside the front door and under the spacious awning. The Daintree's kitchen is relatively basic, being the range's entry level model. The eager cook has 2.3m of bench space to revel in, unsullied by the two-burner Coleman gas stove which is suspended via a swing-out arm and plumbed to a 9kg gas bottle. A hand water pump is attached to the metal-protected 59L water tank (a second tank and water level indicators are optional), and there are two 240V

outlets for those occasions when mains power is available. Two lift-up panels expose smaller storage spaces below the kitchen bench.

When the sun drops and bedtime approaches, the Adventure Daintree can have you snoozing in 10 minutes, and not entangled in a protracted brouhaha with an aluminium ladder.

To do this you drop the rear spare tyre holder and open the tailgate. The bed box and legs slide out easily, the legs dropping down to support the folded box.

Swivel it 90 degrees and open it up to expose the canvas folded above the mattress and bed base. Uniquely designed tent cross-members 'fold' in the middle to accommodate the folding design of the bed, so a few quick adjustments of three steel cables

holding as many sliding collars needs to be affected before erecting the tent (and vice-versa to bring it down).

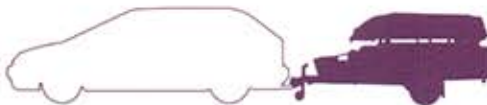
Peg down the unfolded tent floor, add a couple of lateral braces and Bob's your uncle. Four ultra-fine mesh windows and one door provide good ventilation while keeping out any unwanted visitors.

A panel of canvas ensures rain doesn't leak between the rollout awning and the tent.

Beneath all that canvas is a king sized mattress, which is downright opulent in the bush, especially if you've ever spent a few nights in a crusty swag on ragged ground. As the canvas stows on the mattress, it's handy to carry a sheet of plastic in case you're packing up in the rain.

On the trailer's offside a large hatch





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opens to reveal a massive pine-lined storage compartment (you could probably stow two adults in here, it's that big).

The heart of the 12V system is in here as well, a 100ah fully sealed battery and charger. There are three 12V sockets available in addition to the mains sockets.

Plenty of 12V lighting is onboard as well. The storage area has two bright lights to make it easy to find whatever you need when the sun is down, and the kitchen has two adjustable lamps installed in the lid, facing down to evenly illuminate the entire bench space.

Beneath all of that good living is a chassis constructed of 70mm x 50mm x 3mm RHS steel, with drawbar rails using 4mm steel for extra strength where it matters.

The main trailer body is Zincannealed sheet metal, which is pre-drilled and powder-coated.

It makes contact with the road via 15in rims fitted with 31in tyres, and nine leaf eye-to-eye suspension with rebound helpers diminish the affect of corrugations and other road imperfections on the trailer's performance.

Provision is installed for shock absorbers as well. Mechanical override drum brakes are installed, which, while they aren't the ultimate answer in offroad braking systems, provide a

good alternative to an electric braking system. This makes the Adventure towable by a multitude of vehicles.

SUMMING UP

At \$17,990 the Daintree isn't the cheapest entry level trailer, but what it lacks in advanced features it makes up in unique innovations you can't buy from other manufacturers.

These include the low bed, quick setup and amount of waist-level usable storage space.

There are no long drawers to manhandle around: everything is right there.

The Adventure trailer definitely wins when it comes to 'accessibility', and it has enough requisite features even on the entry level model to warrant serious attention from buyers.

And, of course, as the chassis, running gear and box are basically the same throughout the range, one can upgrade any part of the trailer at any time.

At 1260kg ATM, this trailer is light enough for most 4WDs, and the reported towball weight of only 65kg is paltry – further opening up options for possible tow vehicles.

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Clockwise from below: Daintree Kitchen in roadside mode; 12V lighting is standard; sprawling king sized mattress; the swing-away Coleman two-burner stove.

