



7<sup>th</sup> March 2012

Hi everyone.....

Great News - It is so good to finally have the 27FLB in stock..... I am now a happy little inventor / designer!!!

I have had customers visiting to see the new 27FLB already!

The overwhelming response from every client who takes their first step into the Adventura is "wwwwoooooooooooooowwwwwww!!!!!!

Everybody is shocked how "spacious" the interior is, with high ceilings and light fresh colors.

Many have commented that it feels like a luxury unit, instead of the normal crowded poky caravan.





Before I started the planning for the 27FLB, I went to all the local car yards to measure the distance between the back of the cab and the rear axle. This was to ensure that there was adequate clearance and a good turning circle.

Yesterday I “borrowed” a Mazda BT 50 twin cab from Ryan at Lismore Mazda (<http://lismoremazda.com.au>), to confirm that my design was accurate. *“Yes that was a plug for them”*.

As you can see from the photo below, there is good distance between the back of the cabin and the front of the RV. The Pin in this photo is set above the rear axle.

For some, the concept of a fifth wheeler is a little hard to understand. Just briefly, I’ll try to explain. The weight is pushing down on the axle of the Ute, holding the vehicle on the road. If this was a caravan, the weight would be pushing down on the tow ball. Pushing down on a tow ball has a see-saw affect of lifting the front wheels and causing swaying as you drive. Due to the weight being centred over the axle, fifth wheelers are much more stable and safer on the road.





The aerodynamics of the Nose Cap allows it to work well with Australian Ute's.

I personally collected the 27FLB from the Brisbane dock and towed it back to Lismore. To test the independent air bag suspension, I purposely lined up every bump and pothole that I could find. I am thrilled to say that the suspension on the RV was smooth at all times. After towing American RVs for many years, this was a very impressive and refreshing change.



Another tow vehicle that is being much talked about, is the Toyota Land Cruiser Double Cab Chassis.





According to specifications, this vehicle appears to have approx 800kg more combined carrying & towing capability. The Cruiser has a 4.5 litre V8 engine, with a maximum torque of 430 Nm.

I am considering offering the 27FLB in two weight ranges. For the people with a larger vehicle like a twin cab Land Cruiser etc, I could offer the loaded weight of 4,000kg. This would allow you to carry approx another 500kg of cargo.

Feedback from any of you that have a larger vehicle like this would be helpful.

### **You couldn't wipe to smiles off their faces!**

It was not just the cold beer that put the smiles on the faces of Frank and Margaret. They did deserve it after flying all the way up from Adelaide to see the new 27FLB. Frank and Margaret have ordered a new 27FLB, and can't wait for it to arrive.

They do look like they have found their new home!!!!



*Frank & Margaret - Adelaide*



*A few words from Frank and Margaret*

*“We had a preview of the Adventura 27FLB 5th wheeler at Lismore on the 2nd and 3rd of March and we loved it. The concept is a totally new one, the floor being one level no steps to climb into bed, enough leg room even for a 6’.6” person, 7ft level height all through. The reclining chairs are comfort plus.*

*The finished Adventura is first class and extremely well designed and constructed; congratulations must go to Garry and his team. To be able to produce the first one and get the result that has been achieved is fantastic. Air bag suspension and no wood in the construction make it a very advanced unit. Ample storage even for your canoe, we are so looking forward to getting our Adventura, hopefully in June.*

*We are convinced that: - “anything worthwhile is worth waiting for”.*

*Testimonial provided very graciously by Frank & Margaret, Adelaide.*