

Cub Campers, having been around for 40 years, is something of an old hand in the camper trailer business. Not only does it have plenty of experience in the Australian market, but it exports to Canada and the US as well.

Cub's model line-up is extensive – everything from lightweight on-road models, to more rugged and well equipped offroad models – but still it has introduced a few new things for 2007, one of them being the Kamparoo Brumby.

The Brumby is pitched at the 'serious offroad' market and it has been built that way. But, to keep the price down, it doesn't come with all bells and whistles fitted, thus giving it a wider market appeal.

Like all Cub campers, the Brumby is built on a hot dipped galvanised chassis and 6in x 2in (150mm x 50mm) drawbar. Using a monocoque construction



Clockwise from opposite: The Brumby is built on a hot dipped galvanised chassis; storage abounds on the drawbar; this camper trailer comes with all the essentials; setting up is a matter of undoing the roof clips and winding the handle of the Ezy-Wind system.

technique, the zincalume body panels are welded in the corners and to the chassis. As it is a rear-fold camper, about two thirds of the rear wall is part of the hard floor/top rather than the structure of the trailer itself.

The new camper is painted a gold colour, which gives it a rather distinctive look. Checkerplate alloy is used for the trailer top/floor, front storage boxes and a narrow 'skirt' around





coil springs, trailing arms and shock absorbers. A Cub feature is the flexible bearing bushes, which Cub claims will reduce wear on the bushes, whereas conventionally the shackle pin rubs on the bush. Also underneath the Brumby is the water tank, mounted forward of the wheels and protected by galvanised sheeting.

Things are quite busy on the drawbar. There's two 4.5kg gas cylinders, two jerry can holders, a number of storage boxes of different sizes, and a steel-framed mesh stoneguard. Tray truck owners might like to check their turning clearance with the latter – we

Clockwise from left: The bed should suit the tallest of people; the bed lifts on gas struts; the Brumby is pitched at the 'serious offroad' market; large screened windows provide good ventilation.



“WITH ITS ADJUSTABLE LEGS, THE ROOF RACK ALSO DOUBLES AS A FLOOR FRAME”

the lower edge of the trailer.

We think the rear tail lights, which sit proud of the trailer and are therefore vulnerable in any sort of rear end contact, could be either recessed or otherwise protected.

On the trailer top, with its adjustable legs, the roof rack also doubles as a floor frame.

Underneath the Brumby is where the serious business happens. Being an offroad trailer, the suspension is Cub's independent setup. There's

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had to be careful with ours.

There is also another attachment, which is a feature unique to Cub – the Ezy-Wind system. Looking a little like a similar attachment found on boat trailers, the Ezy-Wind strap hooks on to the front of the trailer top/floor and, when the Brumby is fully opened, makes the job of closing it up easier, although those used to the conventional method might find the winch a little fiddly.

ON THE LEVEL

Being a rear-fold camper, setting up the Brumby for a quick overnight stop takes barely a minute. Select a piece of ground that is reasonably level, unclip the four latches holding the top down, disengage

Clockwise from right: The kitchen box is fitted to a slide-out; the independent coil suspension is to Cub's own design; water tank is protected by galvanised sheeting.



the winder, and lift the top over, which now becomes the floor. After the floor has been made level, the internal hood bows can be extended and press studs attached all around the trailer and floor. Attaching the awning does, of course, take a little longer. It is 6ft (1.82m) wide and 17ft (5.2m) long, thus covering the kitchen area off to the side, towards the front of the Brumby.

The larger of the two storage boxes on the front drawbar contains the stainless steel kitchen box, which slides out once the bin door is opened and the latch is released.

Built into the kitchen box is a stainless steel sink with a hand pump for water, but the cooktop is not fixed, being a two-burner Companion fold-up unit. It's small enough to fit in one of the two kitchen storage compartments, but

in some ways we'd have settled for a fixed unit – they're less fiddly to set up.

At the front of the trailer body, a good size drawer can be used for a few kitchen items.

On the other side of the trailer, matching locker doors give access to more storage space.

Inside the Brumby, the canvas area has large screened windows, along with doors on either side. Both have an flyscreen insert in the top half.

Up front, the 6ft 9in x 4ft 6in (2m x 1.4m) foam mattress sits on a ply timber base. An option is for an innerspring mattress. The base of the bed lifts up, assisted by gas struts, to provide access to the storage area underneath.

There is no lighting fitted to the trailer, but a pair of bed reading lights would be convenient. Wired for 240V and 12V,

the Brumby has sockets of both voltages inside and outside the trailer, although, curiously, a 12V battery is an option. Charging, if fitted, is via an Anderson plug on the tow vehicle.

SUMMING UP

Built for the rough road, with all the essentials engineered in, the Brumby looks a little basic when compared to some of its rear-fold contemporaries.

But the price tag of \$18,490 (plus on-road and delivery costs) means a more affordable rig for many camping enthusiasts, especially those who already have much of their own gear and are set to hit the road.

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