

WOW Factor

The XTrk is Ultimate Campers' biggest seller, and for good reason.

It seemed a little odd to be writing about an Ultimate camper. There aren't many people in the camper trailer world who don't know about these unique black and white rigs. They've been around for 16 years yet they're stylish enough for people in town to stop and stare, and they can still handle pretty much any road you can throw at them. Yet there I was, a camper trailer reviewer, hooking up to an Ultimate for the very first time. And if it was a first for me, then there must surely be many others out there who want to know more about Ultimate's products.

Ultimate is an iconic name in the Australian camper trailer scene and it goes without saying it's enjoyed no small amount of success. At Ultimate's

Moruya (NSW) factory we saw Elite number 1049 under construction and XTrk number 139 being completed for delivery the next morning. Yes, every Ultimate is numbered and the factory knows where each one is located, so it can keep in touch with the owners. Those owners also enjoy annual get-togethers and a growing line of branded products to complement the campers.

The XTrk was introduced in 2009 and is a lower cost version of the Elite. It now represents about 60% of company sales and follows the same construction and design principles, but without some of the luxuries found on the top-tier model.

It's based on the same DuraGal chassis, from which hangs the same independent trailing arm suspension with Lovells long-

travel coils, Koni adjustable shocks and electric brakes.

The single member 100x100mm drawbar features a Treg coupling and

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a ball weight of just 35kg when empty. This means that if you're caught on an impassable track or you need to fit into a tight campsite you can simply lift the nose

and manoeuvre the camper around easily.

There's no stone guard as the trailer's Raptor-coated aerodynamic nose — which assists with fuel consumption — deflects stones away so they do not threaten your rear window.

The body shape is based on an inverted boat and is made from a composite of fibreglass, Kevlar, and carbon fibre. There is a single lift-up door to access the 1400L of storage in the nose cone. The roof rails match any of the options in the range from Rhino Racks.

The interior is built using marine grade components, with plenty of storage space in the two cupboards. Under the lounge seats is more storage, and there is an indoor/ outdoor table for meals that also converts the lounge into an extra bed.



★ RATING	
OFFROAD ABILITY	★★★★
BUSHABILITY	★★★
SET UP	★★★★
ELECTRICS/LIGHTING	★★★★
VALUE FOR MONEY	★★★
COMFORTS	★★★★

The kitchen is inside and features two pantries, a stainless steel sink with electric pump, and a two-burner metho stove, which means there's no need for gas.

The XTrk comes with a fridge slide as standard. It's behind a door so customers can use their existing fridge, but Ultimate reports that these trailers generally leave the factory with a Waeco 80L upright.

The king size bed is topped with a mattress in three parts, which travel on

the lounge. This can mean remaking the bed each time you set up, an obvious hassle, so Ultimate suggests individual fitted sheets for each mattress section.

Set up is simple: drop the two stabilizer legs and crank the jockey wheel up to give them a grip on the ground; lower the fold-down rear steps; open the door; undo three clips and flip the top over. The latter can be done one-handed, with the gas strut taking the load. Inside, insert the two

spreader bars in each end hoop and push down and then up — they then pop up to give you your formed tent. Finally, secure the storm flap around the outside.

The tent has a permanent tropical roof and awnings over both end windows. To brace the awnings simply insert the plastic spars into the side saddles — they then stand up easily. Set up can be completed by a single person in just minutes, with no ropes or pegs.



The kitchen is inside, along with a dinette that converts to a bed.

“You can simply lift the nose and manoeuvre the camper around easily”



This camper has a paltry unladen ball weight of 35kg, making it supremely easy to manhandle.

For \$3000 Ultimate also offers a family pack, comprising a large rear awning, a full length front awning, choice of an underbed lounge or a sleeping room that attaches below the lid of the opened trailer, a ground mat and bumper skirt.

The electrical system comprises an 80Ah calcium cranking battery and 4A charger, but optional dual calcium batteries or deep cycle batteries with a 15A charger and solar are also available.

Are there any negatives? Only that the flip-over nature of the bed means there's no storage alongside the bed, and that having to make the bed up each night if you're moving can be a hassle. Roadside stops for a coffee requires a separate small gas stove in one of the four side storage bays, but then you will still require access to the fridge if you need milk, etc. But if that's as bad as it gets, then it's okay in my book.



Setting up the camper can be done by one person in a matter of minutes.



The king size bed mattress comes in three parts — unless you fit custom sheets, you'll need to re-make the bed at each stop.

SUMMING UP

Ultimates are tough. We ran ours over plenty of very dusty tracks and it stayed perfectly clean inside, while through a howling mini-hurricane and pouring rain at night it remained dry and stable. Companies don't develop a reputation like Ultimate's without turning out a product that is capable and well finished. At a base price of \$37,000, or \$40,000 with the family pack, the XTrk is a good buy. ■

Ultimate Camper Trailers
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SPECIFICATIONS

Ultimate Campers XTRK

Tare: 740kg
ATM: 1200kg
Suspension: Independent coil
Brakes: Electric drum
Coupling: Treg
Price (as shown): \$42,000 (drive-away NSW)



There's a spirit level so you can sleep straight.



The kids' room attaches to the opened lid.