



DISCOVER  
NEW GROUND  
IN TOTAL COMFORT  
WITH THE ULTIMATE  
XPLOR.

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# INTREPID EXPLORER



**CLOCKWISE FROM ABOVE:** The Xplor is a stylish and capable offroad camper; It's got just about all the creature comforts you could imagine; Dinette lounge is plush, with storage underneath; Nose cone storage is massive.

One look at Ultimate's Xplor and the company's marine origins are immediately apparent. Aesthetically very different from most camper trailers, this sleek fibreglass transformer was a curious sight cruising along the Princes Highway behind CTA's Pajero, its aerodynamic lines and carefully crafted lightweight construction making for a comfortable cruise as we pressed up the NSW coast from Moruya to Kiama.

Ultimate is an all-Australian company that has been building campers on the NSW South Coast for almost 20 years. Despite the ever-present financial temptation to use imported components, Ultimate continues to make everything in-house at its Moruya factory — a fact that becomes apparent as you notice the level of quality of every component aboard the good ship Xplor.



**“Despite being a luxury camper, the Xplor weighs a manageable 840kg tare”**

## CONSTRUCTION

Like all Ultimate campers, the Xplor is constructed of marine-grade composite materials, consisting of fibreglass with carbon fibre strips for added strength. Despite being a luxury camper, the Xplor weighs a manageable 840kg tare, making it suitable for a broad range of tow vehicles. Ultimate claims the Xplor is as offroad as the car that tows it. If that car happens to be a large 4WD, like the Pajero GLX, you've got a healthy payload at your disposal.

A Y-shaped chassis constructed from high-tensile Duragal steel makes the Xplor exceptionally strong and gives it its unique, aerodynamic pod shape. This sits atop independent trailing arm suspension with Lovell long-travel coil springs and Koni hydraulic shock absorbers.

With a line-up of offroad artillery like that, and 570mm of ground clearance, you can be







**CLOCKWISE FROM ABOVE:** King-size bed is comfortable and spacious; An optional external kitchen is ideal for outdoor chefs; Kitchen is practical, with an abundance of drawers and cupboards;

## HITS & MISSES

### I LIKED

- > Unique marine styling — very cool
- > Huge sealed nose storage compartment
- > Short person-friendly set-up
- > Lightweight but tough
- > Guaranteed water- and dust-proof
- > Huge bed
- > Fully Australian-made

### I WOULD HAVE LIKED

- > Stability legs under bed
- > Outdoor kitchen as standard

confident this thing will follow you to the ends of the earth. The company claims that when submerged a metre deep in water, the Xplore can actually float. This doesn't surprise me in the slightest given its marine styling. In fact I'm surprised it doesn't come with oars.

The Xplore comes with 16in brushed steel rims and all-terrain tyres as standard, and is hitched up with a Treg 360-degree offroad coupling. There's a whopping 1340L lockable storage compartment at the nose, accessible via large, fully sealed upward-opening doors on either side and inclusive of two jerries in holders and a mount for annexe poles.

The 110L water tank has an electric pump as standard, but for on-board hot water you'll need to upgrade to either a Companion or Sinergex system for an additional \$2000. Alternatively, choose a Companion Aqua Cube portable system for \$329.

As standard you get dual 100Ah AGM deep-cycle batteries, a Redarc 25A DC-DC charger and a Ctek 15A charger, serving six 12V outlets found throughout the camper. There are also two levels of solar upgrades available.

### SETTING UP

I get to see a lot of campers as editor of CTA, and I'll make no secret of the fact the Xplore is almost certainly the one I'd choose to own. The reason being, I can put it up on my own. I'm 5ft 4in (163cm) tall and basically always rely on the

taller people around me to help set up campers.

From the top of the stairway I was able to easily raise the gas-strut-assisted fold-over roof to its upright position and gently guide it over by holding onto the internal tent supports under the canvas. Had I struggled with this I could have opted for plan B, which entails standing on the ground and pushing the roof to its upright position using a purpose-built extendable pole that clips securely into place. From there, you walk forward in an arc to get in front of the roof before guiding it down towards you.

It's then simply a matter of clipping on the four internal support poles to raise the roof and inserting the three sections of the mattress to construct the king-size bed. These ride on the dinette lounge during travel. Unfortunately this system means there is little scope for an innerspring. The quality of the Dunlop high-density foam seems very good and the bed is certainly comfortable, not to mention luxuriously big — and well ventilated thanks to large windows along three sides, opened internally as with all the windows. My only gripe is that it's quite bouncy. While I don't doubt Ultimate's claim the bed is strong enough to carry 800kg — it certainly seems very strong — my preference would be for a couple of supporting legs underneath to keep it stable.

There are "mini awnings" on both long sides of the camper, which are erected very easily and quickly by inserting flexible lightweight poles into

brackets attached to the camper. While these serve to fend off the elements and allow you to leave the window/door open in the rain, they do not provide protected outdoor living space and as such I would be optioning up to the canvas awning and walls kit.

The whole process of erecting the camper took two of us just 15 minutes, but I reckon after you'd done it half-a-dozen times you'd knock it over in five.

### LAYOUT

The horseshoe-shaped dinette lounge is stylish and plush, with storage hatches beneath and a removable table that locks into a receiver on the marine-carpeted floor. There is an optional tripod base for outdoor use of the table to save on cargo.

The kitchen is a civilised affair, with a plumbed stainless steel sink next to an inbuilt chopping board, which lifts to expose a storage hatch, and a two-burner Smev stove with a flip-top cover.



**“The Xplore is laden with niceities to get you way off the beaten track and let you stay there”**



## CTA RATING

1. FIT FOR INTENDED PURPOSE  
★★★★★★★★★★★★
2. INNOVATION  
★★★★★★★★★★★★
3. SELF-SUFFICIENCY  
★★★★★★★★★★★★
4. QUALITY OF FINISH  
★★★★★★★★★★★★
5. BUILD QUALITY  
★★★★★★★★★★★★
6. OFFROAD-ABILITY  
★★★★★★★★★★★★
7. COMFORTS  
★★★★★★★★★★★★
8. EASE OF USE  
★★★★★★★★★★★★
9. VALUE FOR MONEY  
★★★★★★★★★★★★
10. X-FACTOR  
★★★★★★★★★★★★





**ABOVE LEFT:** Setting up the camper is quick and easy — and short people-friendly.  
**ABOVE RIGHT:** Despite our best efforts, not a drop of water made its way into the Xplor's lockable nose cone.



## CTA SPECS

### ULTIMATE XPLOR

#### > TRAILER

**Tare** 840kg  
**ATM** 1300kg  
**Suspension** Independent trailing arm  
**Brakes** Electric drum  
**Coupling** Treg 360-degree  
**Chassis** Duragal steel  
**Body** Composite fibreglass  
**Wheel/tyre** 16in brushed steel  
**Style** In a class of its own!

#### > DIMENSIONS

**Box size** 2000mm  
**Length** 4200mm

#### > ACCESSORIES

**Gas cylinders** 4kg + options  
**Water** 110L + double jerries  
**Cooktop** Smev two-burner gas  
**Kitchen** Composite galley with drawers, storage, lounge and table  
**Battery** 2 x 100Ah deep-cycle plus options (including solar)

#### > PRICE AS SHOWN

\$49,950 plus on-road costs

#### > SUPPLIED BY

Ultimate Campers, 39-41 Shelley Road, Moruya, NSW, 2537  
[www.ultimateoffroadcampers.com.au](http://www.ultimateoffroadcampers.com.au)

The latter is serviced by a 4kg gas bottle housed in its own externally accessed compartment on the front passenger side corner, where it is also accessible from the outdoor kitchen. There is provision for two gas bottles here, but you'll get one as standard.

The fridge/freezer is a 118L Waeco, and you'll have loads of room to prepare its contents for dinner on the beautifully finished white benchtop, which is upgradable to a slick black if you fancy stepping up the glamour. Storage abounds, with cupboards and drawers aplenty, including an extra-large drawer for pots and pans. The interior is lit by an LED strip light over the kitchen; bedside lamps are an optional extra. There's also an external floodlight above the stairs as standard.

The external kitchen is a new option for Ultimate following customer feedback requesting capacity

for al fresco cooking. The stainless steel external kitchen clips onto the outside of the camper, and it has a splashback, a chopping board and a sink, but you'll need to supply the cooktop.

## THE WRAP

I've said it before and I'll say it again: I love this camper. Not only is it a breath of fresh air for a shorty like me to single-handedly erect a camper with ease, but the thing is also laden with niceties to get you way off the beaten track and let you stay there in comfort.

With a starting price at just under 50 grand the Xplor is at the top end of the market, but for the cash you'll get a capable and luxurious Australian-made offroad rig. The peace of mind that comes with owning a tried-and-true product from a strong, customer-focused Aussie manufacturer cannot be quantified. **CTA**

