
Caravan Salon: Cool caravan studies from Bürstner and LMC

Von Michael Kirchberger

Caravans are having a hard time at the Caravan Salon. While even expensive motorhomes are selling like hotcakes, caravans once again had to cope with a drop in sales in the first half of the year. Although a 1.1 percent drop in sales is no great drama, caravans were already second choice for many last year.

This could change if it becomes the focus of new developments and innovations again. Bürstner is currently showing how this could work in Düsseldorf and is presenting the Talis caravan study. The trailer, which is around six meters long, is an eye-catcher with its slim, tapered body at the front. The large flap at the front conceals a storage space, while the shape of the caravan tapers again at the rear to minimize braking turbulence. There is another large storage space at the rear.

Inside, the interior is based on the basic features of van life, as appreciated by campervan fans. In the rear, for example, there is a double bed that allows you to sleep lengthways thanks to a fold-out alcove. The sleeping area then has the princely dimensions of 1.70 by 2.00 meters. Bürstner already uses the bellows for this in the semi-integrated Lyseo Gallery motorhome, where it also serves as a sleeping extension above the front of the vehicle.

The furniture in the interior can be used flexibly. The kitchen worktop with two induction hobs can be removed and attached to the outer wall. Covered by an awning, it can also be used for cooking outdoors in less than ideal weather conditions. The dinette bench can also be unlocked in a few simple steps and moved outside, where it serves as comfortable seating. Both pieces of furniture are very easy to carry thanks to their consistent lightweight construction. In any case, the Talis is a lightweight and weighs no more than 900 kilograms. This makes it the ideal trailer for electric cars. Bürstner will decide on series production after the response at the Caravan Salon.

The Action Caravan from LMC is not quite as elaborate, but no less striking. Although it has a very conventional design, numerous add-on parts and accessories from the off-road scene make it an eye-catcher. The manufacturer does not want to reveal what the interior looks like and protects the interior from prying eyes by placing the caravan on a platform a good two meters high.

However, the Action Caravan is not suitable for off-road use; it is intended exclusively for use on the road or at the campsite. After all, many of the SUVs on our roads would also only have two instead of four driven wheels and are still very popular with the public, LMC explains the configuration. (aum)

Images for article



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