

# Jerba Tiree

**IAIN GEDDES** tests this campervan in the idyllic surroundings of Scotland's east coast

**VOLKSWAGEN** Transporter camping conversions seem to have become their own class of vehicle. Granted, technically it's a motorised caravan but when you're out in one you're touring in a 'Dub' and it's as if you're suddenly part of an informal club with smiles and waves.

The colour of the Jerba Tiree also raised eyebrows with a near Marmite effect of love it or hate it. Personally, I like the idea of such a bold colour with the benefit that it's really hard to lose in a car park.

As Jerba is based in Scotland it's a perfect springboard for a wild camping tour, since the practice is legal within certain parameters. I was therefore privileged to try this with the Tiree, travelling up the east coast to the Black Isle.

## FOOD PREPARATION

The kitchen is basic, with a two-way electric fridge-freezer, sink with running cold water and an optional Wallas diesel hob that doubles up as a space heater. This was my first experience of the Wallas hob and once you're used to the warm-up time it's a good bit of kit. Due to this choice of equipment there's no need for bottled gas.



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### SLEEPING AND SEATING

The lower bed is a classic-style rock and roll bed. It is a comfortable seat, properly belted for two travelling, and folds down to an adjustable double. Up in the roof there's another retractable double that'll accommodate up to 150kg. The quality of the roof and its design is among the best in the industry. In particular, the high specification fabric and the fact it can be removed easily for cleaning or repair is unusual.



The T3ree as tested is part of Jerba's small hire fleet hence the seat covers fitted while in use. The cab seats swivel to allow for four to sit around a table that packs away behind the driver's seat.

### STORAGE

There's a cupboard or cubby-hole in every conceivable space and for such a small vehicle we found there's plenty of room to stash stuff. Though there's no washroom, under the passenger seat there's a door for a low profile Porta-Potti or similar to be put away and the boot still has a useful amount of room with yet another cupboard. The cycle rack is one of the many options offered.

The fit and finish is to a high standard. Jerba doesn't use fit-out kits, it manufactures its own furniture in-house.



### DRIVING AND DYNAMICS

This latest version of the Transporter, the T6, is equipped with a capable yet frugal two-litre turbo diesel engine married to a five-speed transmission. Though the power output may seem low at 102bhp, it was never found wanting in the most severe roads I came across and it seemed to me to be much quieter than many van conversions. Engine noise was not as harsh and raspy as some, the gear shift was smooth and the ride comfortable. Its short wheel base and mere two-metre height (with the roof down) made it nimble and easy to park too.

As Jerba is an official VW converter its able to order chassis with features as fitted to a VW's own California conversion, such as a sophisticated leisure battery charging system that even uses energy recovery from braking for additional charging.



### at a glance

**Price as tested** £50,342

**Prices start at** £44,445

**Club Care insurance** £587

**Base vehicle** Volkswagen T6

**Engine as tested**

2-litre turbo diesel, 102bhp,  
five-speed manual gearbox

**Emissions category** Euro 6

**Length x width x height**

4.9m x 2.2m x 2m

**Berths** Four travel/four sleeping

**Mass in Running Order** 2,361kg

**Maximum Authorised Mass**

3,000kg

**CI licence required** No

**User payload** 639kg

**Warranty** Three years base  
vehicle; two years conversion

**Converter** Jerba

**Tel** 01620 890374

**Web**

[www.jerbacampervans.co.uk](http://www.jerbacampervans.co.uk)

### verdict

The lack of a washroom may put some off however it is a fantastic vehicle for touring, built to a high standard. 

