

Jerba Sanna – the Scots' way

FACT FILE

BASED ON Volkswagen T5 SE LWB

PRICES FROM £40,485

PRICE AS TESTED £46,965

EXTRAS FITTED 138bhp engine (£1,800), rear parking sensors (£234), cruise control (£222), cab air-con (£1,008), Thatcham Category 1 alarm (£204), metallic paint (£612), Webasto heating plus 150Ah leisure battery upgrade (£1,175), colour-coding for elevating roof (£95), roof bed (£525), folding chairs with tailgate attachment (£60), RIB seat upgrades (£545)

TYPE APPROVAL European Whole Vehicle

DIMENSIONS 5.30m L, 1.90m W, 2.00m H

BERTHS/TRAVEL SEATS 4/4

BED SIZES Downstairs singles 1.95m x 0.60m or double 1.95m x 1.20m, optional roof bed 1.95m x 1.10m

MAXIMUM WEIGHT 3,000kg (see text)

PAYLOAD 703kg

ENGINE 2.0-litre, 138bhp

PRICE AS TESTED
£46,965



Swivel loo hides under a flip-up cover



RIB seats make single beds or a double

UNDERPINNING every Jerba camper is a sheer determination to do things right. Hence its accreditation as an authorised converter for VW, as well as the way it takes extra steps to keep its products at the front of the field.

Its conversion work here includes a mix of Reimo elevating roof and RIB rear single seats which, already Type Approved on mainland Europe, have since been re-tested by Jerba in situ, and that includes the head restraints. It's all in a floorplan that includes a plumbed-in toilet. And the latest Sanna overcomes a past criticism that the rear seats are too close together.

Here, extra fittings mean the back seats can either slide together or apart, as you wish – also allowing you to create either two single beds or a double, with a class-leading 6ft 4in length. Front locker door

access to both RIB seats is, again, something others don't usually offer (certainly not as standard).

Sanna is well established, but it doesn't mean there haven't been other improvements. Recent updates, as shown here, include fully enclosing the rear toilet (so it's 'disguised'). There's useful open shelving adjacent to the loo, plus there's a grab handle overhead, but that's to help access if you want to get in or out of the Sanna via the tailgate.

The toilet itself is a Thetford swivel-bowl model, installed without cutting any holes in the VW. The kitchen design also puts the sink directly opposite the toilet, for immediate hand washing etc. You can't help wondering, though, if

cleaning around the back of that toilet isn't going to prove a bit yucky... could it be a reason to go for a bench model?

The location of the





-  **FOR** • Quality work with a genuine commitment to safety
-  **AGAINST** • Long journeys to Jerba (for some folk)



Twin tables cater for four diners

ALSO AVAILABLE

Last time around we half-joked about Jerba's 'shipping forecast' names – including Cromarty and Tiree, as well as Taransay and Jura.

There's a generous variety of short and long-wheelbase models here, with elevating roofs (front or rear-hinged) or high-tops. It's all exclusively VW apart from the Spirit, which uses the long-wheelbase Mercedes Vito.

Jerba will also convert on customers' pre-owned T5s, as well as offering a 'try before you buy' service.

MORE INFORMATION

www.jerbacampervans.co.uk



The two-burner hob is rather too close to the nearside back seat; note outdoor chairs stored on tailgate

sink, however, does leave a generous expanse of worktop between it and the hob, although a detail that Jerba is still looking at here (and will resolve, we're sure) is the proximity of the hob to the rear seat, as well as the curtain here. It wouldn't be an issue except that the Smev hob only comes with one type of splashguard, offering protection to its left. As we say, and bearing in mind the sheer diligence with which Jerba produces its vehicles, this will surely be resolved.

That whole kitchen worktop is also higher than many others offer – making it all the more convenient for the chef. It certainly allows features such as the two deep drawers, another recent update that will surely be very welcome. There's also a Vitrifrigo

51-litre compressor fridge with freezer.

In the lounge, there's a four seat/two table arrangement that provides flexibility in offering two single dinettes or bringing both tables together. The nearside table has both a side-fixing rail and pedestal leg.

There's plenty more to give the Sanna a unique edge. For example, the use of recycled plastic bottles for sidewall insulation. Also, there are outdoor chairs that stow on the tailgate's interior. The wardrobe includes a rail and removable shelf, thus solving the usual dilemma of which is best. Then the rear offside window here is blanked off by board and trim, just for a bit of extra insulation. And there's a USB socket,

plus Jerba's signature exterior flap hiding the mains hook-up point.

Next step for Jerba? It surely has to be to move away from the carpet trim. We can accept sticking with lined curtains for the side and rear windows ... it's often preferable to rattle-prone blinds that are just too flimsy, or stick-on insulation panels. The offside window would be better for the rear traveller if it was openable. And the table tripod is easy to access when the seat is moved inwards, almost impossible to retrieve when the seat is out.

Yes, it's pernickety, but Jerba has reached that stage where it really is only a matter of some minor touches that would make a 4-star camper into a top grader.

WHICH
motorhome says ★★★★★

Sanna represents an incredibly determined effort by Jerba to do things 'right', from the base vehicle up. Long (pun intended) may it continue.

