



# Precision unparalleled

Vista RV's Crossover justifies its price tag with exceptional engineering and build quality.

If ever you become despondent about the lack of Aussie ingenuity in design, or the seeming lack of high-quality local manufacturing that is actually Aussie-owned, then come this way. Here we have a top-shelf camper trailer that is not only cleverly designed but also has beautiful fit and finish.

This is not to say that the Vista RV Crossover is perfect – it certainly has its flaws, like anything – but it is hard not to be impressed with this rig overall.

The Vista RV Crossover was previewed in issue 14 of CTA – even before it was given the Crossover model name – so we wanted to follow up with an inspection of the final, finished product.

The price of this top-end camper is \$49,900, but you can go higher than that with a solar panel and regulator option for \$1490, battery upgrade (to 160Ah) for \$390, and an annexe (including walls) for \$1950. There's a standard awning, though, and the standard 100Ah deep cycle battery with 15A three-stage smart charger will suit many customers just fine.

The Crossover comes with most items you'd expect for this money, although an internal toilet/shower is not on the list – not that too many camper trailer buyers want these items, even at the top of the market.



The Vista RV has been designed with less of a brick-like exterior than it could have been, done in the interests of less drag and better fuel economy. It has a distinctive look, and while many campers look utilitarian and generic, the Crossover has a unique appeal. You won't mistake it for anything else.

## RIDING HIGH

The Crossover was designed to provide the nimbleness and reduced weight of a camper trailer but offer more caravan-like convenience and shelter.

The sidewalls are fibreglass-faced, vacuum-formed composite while the roof is fibreglass. Each end – front and rear – is capped in laser-cut, formed and powder-coated sheet steel, which is attached with rivets. This serves as the basis of stone protection at the front but also allows fitment of accessories at the front and rear.

Looking at the exterior detail, you first notice the remarkable quality of fit and finish, which also flows onto the interior fittings. There are very few loose ends. Most campers have rough edges here and there that are seemingly inevitable

with hand-built processes, but the only one I could find here was by peering underneath and finding a bead of sealant to discourage moisture entering the composite sidewall. There are many so-called luxury cars and 4WDs that do not have the alignment of panels and quality of material that this rig does.

The suspension is one of the better designs used in trailers, and guaranteed to be more sophisticated than almost any 4WD towing it. Two asymmetric lateral links attach the coil spring bases and are located with two unequal-length

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longitudinal control arms. The lateral links extend almost the width of the body, which gives far greater ride and stability than shorter links, and the longitudinal links are designed to keep the

hub movement to a vertical plane. This suspension setup also gives an impressive wheel travel of a claimed 330mm.

Electric brakes are fitted with offroad magnets, and the 16x8in steel rims come with 265/70R16 Cooper ST tyres as standard.

The enclosed boxed-section chassis is given lateral support by large tube sections and the whole chassis unit is hot-dip galvanised after assembly. Two integral recovery points are fitted at the rear of the chassis. Four jerry-can holders are fitted (with neat and clever jagged





locating strips) but jerry cans are not standard.

The Crossover's 1100kg Tare and 350kg payload are very competitive with other top-end campers.

### CONSIDERED DESIGN

In a top-end camper trailer like this, you might expect a kitchen inside, but when Vista RV did the research they found that there were many more customers who would prefer not to have cooking smells in their bedding – an unfortunate side-effect of an internal cooker.

There was also the issue of the danger of cooking inside, although for some a small portable one-burner cooker may be an option.

Cold food preparation can be done inside, though, with the sink and fridge and a bench area at the tail of the camper.

Setting up the camper takes as long as it would to read this paragraph – barely more than a minute. You simply (and optionally) unhitch the vehicle and apply the parking brake, get the stabilising feet out of the side locker and secure to the rear, unlatch the two securing latches for the pop-top, open the side door, step into the camper and push up the pop-top roof. That's it – no mucking around with heavy and awkward fold-out bases, and although the canvas needs to be pulled in as the pop-top is almost sealed while packing up, the operation is far simpler and quicker than folding away most L-shape canvas camper trailer tops.

### SUMMING UP

A \$50k camper trailer is very much towards the top end of the market, but



It doesn't take long to appreciate the Crossover's many clever touches and high standards of fit and finish. The suspension (above right) is one of the most solidly engineered on the market. The internal sink, bench and fridge are a welcome feature (right), while the 'lounge' (below right) is almost caravan-like.

if you want one of the best you can buy, then the VistaRV Crossover appears to have the innovation, quality and features to sit prominently on your new camper short-list.

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For more information, visit [www.vistarv.com.au](http://www.vistarv.com.au)

