

# CAMPER TRAILER

## GT CAMPERS

**There's a new entrant into the ute camper and camper trailer market. The GT HiLux and GT Camper concept is the brainchild of technical journalist, Glenn Torrens.**



When Glenn Torrens set about designing his new camper range he decided to base the module on Australia's top-selling 4WD vehicle, the HiLux. That allowed him to design a module that could be fitted to a cab/chassis, making it a rigid-vehicle camper and also a module that could mount on a trailer chassis, making it a camper trailer.

The GT HiLux consists of a modified and camper-equipped tub that can be mounted on a current-shape HiLux short-cab/chassis. A smaller Camper can be fitted to a dual-cab HiLux. The GT Camper Trailer uses a HiLux tub as its principal body member, mounted on a galvanised, leaf-spring chassis.



The GT HiLux and Camper modules both feature a strong, vacuum-formed composite hard-deck, on top of which is a compact, fold-over tent, fitted with a double bed.

Beneath the hard deck and accessed through the tub tailgate is a removable, roll-out kitchen, with two-burner LPG stove, LED lighting, sink and fresh water tap.



In the case of the GT Camper Trailer and short-cab ute GT HiLux, there's a powder-coated lockable fridge cabinet in front of the tub, with slide, 12V power sockets, storage shelf and tie downs. On either side are lockable pannier boxes and underneath is a 75-litre water tank. The dual-cab GT HiLux comes with the hard deck, tent, kitchen and water tank, but no fridge module.

The GT HiLux modules can be installed on 2005-2011 HiLux short-cab or dual-cab chassis and colour-matched to the vehicle cab. GT Camper Trailers come standard in white finish, but can be colour coded to match the towing vehicle if desired.

The GT HiLux camping modules installed on your cab/chassis have a RRP of \$13,990 for short-cabs and \$7990 for dual cabs. The GT Camper Trailer starts at \$18,500, registered, ready to run ex Newcastle NSW.

## On and Off-road

We've been playing with the GT range since prototype days and some of our comments have influenced minor design changes.

We've found the standard GT Camper Trailer easy to tow on moderately rough trails, but for serious off-road work there's a severe-terrain off-road version, fitted with mining-company-specification springs and rebound leaves.



The GT Camper Trailer and GT HiLux camping modules work well, with quick tent and bed erection and very little site footprint needed, in contrast to most campers.

We reckon a family with a couple of small kids would be well catered for by having a GT HiLux dual cab ute, hauling a GT Camper Trailer: kids in one tent; grown-ups in the other!





For more information on GT Campers visit [www.gtcampers.com.au](http://www.gtcampers.com.au)