

**MOTORHOMES**



**WE LOVE:**  
 The large rear locker - just watch the payload

**At a glance**

**Prices from**

£56,995

**Berths**

Four

**Travel seats**

Four

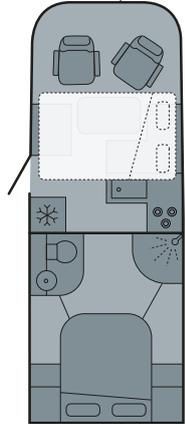
**Length x width x height** 7.38m x 2.5m x 2.89m

**Maximum Authorised Mass** 3,500kg

**User payload** 320kg

**For more information**

[marquisleisure.co.uk](http://marquisleisure.co.uk)



Watch Candy's review at [myccc.co.uk/videos](http://myccc.co.uk/videos) or in the magazine app

# Benimar Tessoro 494

**Candy Evans** looks back on three months with our long-term test motorhome from Marquis Leisure

Our Benimar Tessoro long-term test unit has a layout that's been very popular this year.

No fewer than five out of the six coachbuilt motorhomes we've reviewed in 2019 have also had it. A large room at the rear is dedicated to a comfortable fixed bed with access from both sides, the washroom is split across the tourer with a shower on one side and the toilet on the other and the living space (including kitchen) is towards the front.

The motorhome is fairly compact at less than 7.5m long and this layout has worked well for those who've travelled as a couple.

As a family holiday unit there are downsides, with the drop-down bed over the living space being one. At night it crosses the entrance door so you need to duck underneath to go out. Nevertheless, our Richard Satterthwaite, who used the motorhome on a trip to Devon, says: "My son Ben discovered the USB ports on the top of the lights and also the detachable LED strip in

the drop-down bed, which he found useful for day and night-time gaming on his tablet." So it wasn't all bad news for the youngsters.

Marquis has added some useful features to the basic Tessoro, including a combined grill and oven and solar panel. These extras all add up in weight terms though, with the spare wheel - for example - adding nearly 30kg. This has caused some issues as we weighed the unit and discovered it had an on-the-road payload of about 210kg. If you were to carry three adults onboard at 75kg each (the driver is already accounted for) then you would be overloaded, without adding any of their personal kit.

Storage space is good though, and several users have commented on the practicality of the space around the kitchen area. There's also a large garage that takes a couple of bikes (payload permitting).

Drivers enjoyed the performance of the Ford on

the road, with its 170bhp uprated engine. It was comfortable and easy to drive, once you had mastered the handbrake with a handle that drops down, even when engaged, to make access easier for the driver.

Elsewhere we appreciated the entrance that's on the correct side for UK roads - a bit unusual for Continental-built motorhomes - and the light furnishings gave an immediate holiday feel inside.

**Verdict**

Our general view, however, after testing this for a while is

that it would be better suited as a two-berth rather than four. In this case you could lose the door-blocking drop-down bed and gain a decent bit of payload at the same time while keeping the best bits of the 494, such as the luxurious rear bedroom.

- ▲ The washroom is split across the van with the toilet on the nearside and shower on the driver's side; the L-shaped kitchen features a large fridge freezer next to the entry door
- ▼ The rear bedroom is the star of the Tessoro



PHOTOGRAPHY BY MATTHEW SMITH