

# Benimar

## Mileo 264

Even higher spec marks out the 2018 Benimar range, with UK-handed layouts, available exclusively from Marquis



**S**UCH has been the success of the Benimar range of low-profile motorhomes in the UK that, in three short years, the Spanish brand has shot up the motorhoming hit parade to a top three position. You can thank all-inclusive pricing for that, with a no-nonsense policy of high spec without a confusing array of options and packs.

The Mileo models (on Fiat) also boast habitation doors on the UK side (unlike most European imports) and a level of equipment (including features such as microwave ovens) that beats the opposition. It's all down to the buying power of Britain's biggest dealer group,

Marquis Leisure, which also now happens to be part of the same ginormous French Trigano empire as the Iberian manufacturer. With 12 outlets now around England, Marquis offers more representation on its own than many other European brands can offer with a selection of dealers.

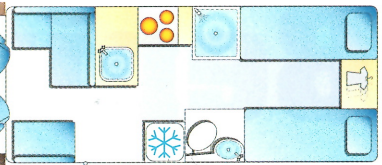
So, you won't have to travel far to see a Mileo (or its Ford-based sister range, Tessoro, now also with UK-handed layouts for 2018). And when you see a new-season model you



won't spot a great deal of change. Why mess with such a winning formula?

What you do get on the 2018 edition is rear speakers, cab reading lights and a USB port, a new rear spoiler and tail-lights, a Trackstar Leisure CAT6 security tracking system with a





**WHO IS BENIMAR?**

This Spanish brand developed a strong following in Britain in the late 1990s and early 2000s based on great value for money (particularly with its Europe and Europe Top models). It then disappeared from the scene here, before being reintroduced by Marquis in 2014. The Mileo range came first, followed by an expanded choice of layouts, then overcab versions and finally the Tessoros on Ford.

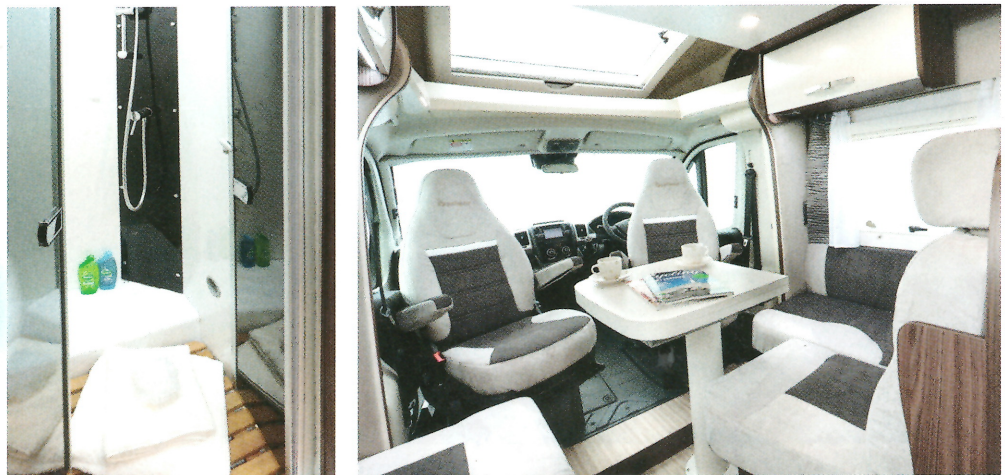
Benimar is, today, owned by Trigano, which acquired retailers, Marquis (and its sister company, Auto-Sleepers), at the start of 2017. Other Trigano brands include Auto-Trail, Chausson, Mobilvetta and Roller Team.

**FACT FILE**

<b>BASE VEHICLE</b>	Fiat Ducato
<b>PRICE FROM</b>	£55,995
<b>BERTHS</b>	4
<b>TRAVEL SEATS</b>	4
<b>LENGTH</b>	7.35m
<b>WIDTH</b>	2.30m
<b>HEIGHT</b>	2.89m
<b>GROSS WEIGHT</b>	3,500kg/3,650kg
<b>PAYLOAD</b>	280kg/430kg

**BUY A BENIMAR FROM...**

The Benimar brand is exclusive to Marquis, with its 12 branches around England – from Golden Cross (Sussex), Poole and Plymouth in the south to Preston and County Durham in the north. The UK Benimar line-up has been developed hand-in-hand with Marquis and includes eight Mileo low-profiles, five Mileo overcab coachbuilts (all on Fiat) and five Ford Transit-based Tessoro low-profiles.



year's subscription (which should knock a few quid off your insurance), a new entrance light, iNet-ready heating (so you can adjust it from your smartphone), plus new kitchen lighting and an extractor hood.

As with the whole range, this Mileo 264 is now fully NCC approved, while the fixed single bed layout is becoming a favourite here as well as on the Continent. Payload is on the slim side on a 3,500kg chassis but a 3,650kg upgrade sorts that out (if you have the right licence) at no extra cost and you can even go to a 4,400kg chassis for an additional £1,750.

The only other option you're likely to need to consider is the Comfort-Matic gearbox – at £1,900 extra.

All Mileos come with a 150bhp engine as standard, as well as cab air-conditioning, cruise control, a DAB radio with CD player, reversing camera monitor and sat-nav, plus ESP and a hill assist system. The Benimar body has 99% wood-free construction and exterior features include barbecue and shower points and a solar panel.

Rather than the usual high twin beds over a massive garage, the 264 has low single beds

for easy access, perhaps aiming the model at an older clientele. There's still plenty of storage beneath the beds, though, and the ablutions are split – shower one side, toilet and basin opposite – as is increasingly becoming the norm (even Swift is now adopting this continental approach in its 2018 Bessacarrs). The wardrobe sits betwixt the beds, so you won't be able to stare lovingly into your partner's eyes unless you put the kids in this main bedroom and adopt the drop-down double (over the forward lounge) for the parental quarters.