

TVAN EVOLUTION

making better best



Arguably the most significant change is the interior dynamics, with alterations to make the most of the available space. The walls have been pushed out, close to the full width of the guards. The pod has increased in height at the towbar end to provide additional head space for sleeping. And access to the bed has improved after repositioning the horizontal overhead beam. In fact, Track tells us that the interior storage has been increased by 23% with this new design. The additional dimensions accommodate a full queen size mattress without the bed extension, giving a more integrated feel.

As a testament to the changes, Anita who suffers from claustrophobia was able to sleep with her head at the drawbar end, a feat we have never achieved despite four years of Tvan ownership. The larger windows throw in more light, aiding the feeling of additional space. The whole interior has a European quality feel to it, with the new charcoal panelling matching the carpet, and the smart looking switch panel controlling the lights and other accessories, lifted from the Topaz. The optional interior lining is a winner, extending over the bed head and side panels, adding an extra degree of comfort, warmth and luxury to an already appealing interior.



"Anita who suffers from claustrophobia was able to sleep with her head at the drawbar end"

The 2 x 1.8m tent has an additional floor to ceiling windows next to the door on each side and a new flow through vent in the canvas, under the hatch opening. With the inclusion of a low current draw fan, the additional ventilation should improve comfort in the warmer climes.

Words and Pics by Mike & Anita Pavey

We were delighted when Track Trailer threw us the keys of their new baby, with an invitation to put it through its paces, with whatever we could throw at it. No chaperone, no rules, and no limitations. With that in mind we set off trekking into the Wonnangatta Valley, deep in the Victorian high country.

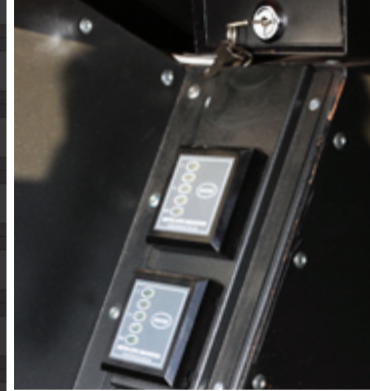
The Murrnaji picks up on styling cues from big brother Topaz, with a cream on charcoal colour scheme and flush fitting, tinted Perspex windows. The charcoal coloured lower panels and rear decking are flanked with orange highlights. The bodywork uses Track's unique exoskeletal framework and tri-wafer-composite wall system, which adds strength while providing excellent insulation properties.

On the outside, the kitchen is unchanged. Our trailer was fitted with the optional enclosed panniers behind the wheel arches, each with compression locks, availing them for a multitude of purposes. On the near side, the small storage area near the hand pump has now been enclosed. Two manual water pumps are located here fed by separate tanks, one also powered by a 12v pump – I found myself using this regularly over the weekend. A second 12v pump supplies water to the kitchen.

The side storage hatches are now larger and extend to the wheel arch with dual compression locks on each door. The far side hatch swallowed our Coleman chairs, a small rollup table, poles, levelling ramps, chocks, pegs, feet, and additional canvas. We usually store the chairs on the bed in our Tvan, so were pleased with the relocation – one less thing to move off the bed each day when touring.

The battery boxes have migrated to the rear of the trailer, fitted beneath the floor, without sacrificing clearance. Two lockable personal storage boxes are fitted – the first a small, concealed unit for jewellery and money, fitted under the bed; the second, located in the floor between the battery boxes suitable for larger items, such as a camera or camcorder.

A long drawbar is fitted, increasing vehicle compatibility and with the



option of a front storage boot that sits on the A-frame, clean storage is increased. The boot will include pole storage, a vented fridge space, and additional storage for jerry cans, or a generator, porta potty or a portable showering unit. Despite adding some draw bar weight, the front boot is a great alternative, freeing up space in the camper, so you can jump straight into bed at the end of the day, without clambering over a mountain of boxes. Even without the boot, there is still space for six jerry cans in total, four across the A-frame and one per side, behind the wheel arches.

In its latest incarnation, the Tvan Murrnji has added a few kilos, coming in at 990kg dry without the boot, including the twin water tanks. Thankfully this has not impacted its off road prowess. This was put to the test exiting the Wonnangatta Valley via the Zeka Spur, renowned for its challenging steep and bumpy climbs, erosion mounds, rock ledges and switchbacks. The Murrnji faithfully tracked behind the Patrol, the long travel MC2 suspension massaging out the bumps and controlling the pitching of the van up the severely rutted incline.

Overall, it's hard not to be impressed by the Murrnji with its sexy new look, upgraded interior, improved storage and the swag of small changes, brought about through years of owners' feedback on the Track Trailer forum. Importantly, the DNA hasn't changed, and with the collaboration of the MC2 suspension, the Tvan Murrnji still provides unrivalled performance as a go anywhere, comfortable, off-road touring camper of choice.

The queue starts here!

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