



## LIGHTWEIGHTS POUND FOR POUND



# ANSFOLD

### Towing

A welcome change comes with trailing a folding caravan like the Ansfold, since no towing mirrors are necessary and the view over the trailer's top from the car's inside rearview mirror is expansive. We found that, chiefly because of its low gravity centre and shallow body when folded, the Ansfold sat obediently and serenely behind the Capri at speeds as high as 95mph. Folded, its body measures 8ft 11in long x 5ft 5in wide x 3ft 8½in high (overall). Wheels take 5.20-10 tyres.

The only time the trailer caused us to doubt its road performance was when reversing. Because of the short drawbar—1ft 11½in and about a foot shorter than the average on tourers—it is easy to nudge the

trailer body's front with the car's rear bumper, even when the angle at the coupling is far less acute than 70 deg. Since our test, the drawbar has been lengthened by a good 6in.

### Petrol consumption

Fuel return from the Volvo dropped a mere 14.85 per cent with the Ansfold being trailed.

### Styling and construction

Successor to the long-running Portafold folder, produced by Plastics (Fareham), the Ansfold gets its name from ANS Moulding Supply Co, the firm set up last October at the old Portafold premises to make it. Its styling is pleasanter than the Portafold's, having rounder contours and smoother lines, particularly on the

roof and end walls. Four folding walls and a detachable roof stand or sit, as the case may be, on a floor section incorporating integral seat lockers, foldaway kitchen unit and table. All body sections, including rear stable doot and seat lockers, are moulded from resin-bonded glass fibre finished white. Top half of door has fixed glazing. There's an opening window in each side wall and at the front.

Erected, the unit swells to 8ft 11in long x 6ft 2in wide x 7ft 2in high (overall) and gives 6ft 1in headroom. It's quite possible for one person to complete assembly in about a minute provided he or she has had some practice and is more than 5ft 6in tall. Chassis is made specially for ANS by a local firm and coupling is Bradley's ungainly Doublelock. Leg winders are to each side rather than the more conventional end-wall positions. Ex-works weight checked out at 7cwt 8lb; MGW is 10cwt.

Interior walls are lined above waist level with quilted, padded green pvc. There's no lining or insulation below waist level or in the roof. Test model was a pre-production prototype and shoddy finish in places will no doubt be rectified for the future.

### Accommodation and equipment

Interior differs in many ways to that of the Portafold. Seat lockers which run along offside, across front and along half of nearside

yield much storage space and, together with table, act as base for a 6ft 0½in x 4ft front double bed, above which is a stretcher bunk. A child could sleep on the remaining offside seat bases. There are seven 3¼in-thick squab cushions, giving ample room for daytime seating. Table, 24in square and with three screw-in legs, however, is really only big enough for two meals. Soft furnishings comprise brown and gold flecked upholstery covers; orange, yellow and green striped curtains; orangey-brown nylon carpet along centre aisle.

Kitchen unit, supported by awkward, folding legs of thick wire, drops into a purpose-built well when not in use. A ply structure, it contains a Lytham Explorer cooker with two burners and grill, and one-piece stainless steel sink/drainer with removable top for attaching to edge of drainer for use as worktop. Both the design and finish of this unit are to be improved, says ANS. Only plumbing is a sink waste pipe. No lighting is supplied and there is no sign of built-in ventilation.

**Maker:** ANS Moulding Supply Co Ltd, Broadcut, Wallington, Fareham, Hants.

*Below and bottom right: second stage in erecting the Ansfold and the fully-assembled unit, showing rear stable door. Below left: ample seating inside but the table is only big enough for two to eat at. Centre: foldaway kitchen is in line for improvement*

