

## **Sankey Based Overland Trailer – £7,000 ono.**

With great sadness I have decided to sell my Sankey Based Overland Trailer to fund another project. I have put a lot of time, effort, blood sweat and some tears into getting it just right and hopefully will be appreciated by the new owner.

I have had some great trips (mostly with people from the forum) in it. This is a home built trailer on a Military Narrow Track Sankey Trailer so please bare in mind that it is home built and I consider myself competent but I am by no means a professional in this kind of work and don't claim to be.

**Please note: Some items pictured/ fitted to the trailer are not included, as I require them for my next project. Please read the description carefully and any questions please ask.**

So after seeing a lot of guys on here making their own trailers I thought 'that looks fun' and started out on the long journey of making my own. A full build thread can be found here; where each detail/ part of the build was documented (please have a read):

[www.disco3.co.uk](http://www.disco3.co.uk)

I have hundreds of photos of the build and I have put as many as I can in the description below but if you require any more then please just ask. Also if I have missed anything you think is relevant please let me know.

### **Chassis:**

The trailer chassis is a Sankey Narrow Track which was completely stripped back, serviced and repainted prior to anything being built on it. The front drawbar has been professionally extended and lowered to enable more usable space but also allow it to sit level on a D3 fixed tow bar, this was all carried out by a local professional certified welder. The old NATO hitch has been removed and replaced with a Bradley 50mm ball hitch (brakes and everything still in good working order). The NATO hitch and drop could easily be modified/ raised back to original by the new owner to suit relatively easily.

The drive train is standard and being the narrow track is drum braked. The suspension has been upgraded with the aid of helper springs between the chassis and the axle. The bump stops from the original axle have been removed and springs inserted.

To enable the larger, wider D3 wheels a set of Raptor Engineering Aluminium adapters have been fitted to convert it to the Discovery 3 stud pattern. PLEASE NOTE: I will be removing the D3 wheels as I want to keep them for my Disco. So when the new owner comes to collect they will need to either 1. bring at least two D3 wheels OR 2. I can put on a set of defender steel wheels and I WILL KEEP the D3 adapters.

The trailer tows really nicely and with the extended draw bar it now reverses lovely too.

Above the axle is a built in water tank (approx 30Ltrs?? sorry I cannot remember exactly but more than enough) mounted to the chassis. This positioning allows the centre of gravity to be kept as low as possible, when full, and keeps the weight over the wheels. Extremely handy having an on-board water supply.

At the rear mounted to the rear cross member is a 50mm tow ball. This was used to mount a rear bike rack (not included). This can easily be removed and something else to suit attached.

Included in the sale is a complete (minus the brake shoes) narrow track axle and a box of spares from the rebuild.

### **Body:**

The main body is constructed from 25mm 2mm Box section steel which is extremely strong but still keeping it as light as possible. The steel frame (before cladding inside and out) could easily be lifted by two people on and off the chassis. The frame is held onto the chassis by approx. 8 bolts and can easily be lifted off if required. The frame is insulated all the way around with 25mm insulation and then clad on the outside with 0.75mm Coloured PVC coated steel sheets. This provides an excellent durable final finish (no painting required) as well as a good solid outer skin. The internal partitions have then been clad in 5mm primed Plywood, leaving a clean crisp blank canvas.

The roof has been specifically designed and reinforced to take a custom roof rack system to enable the mounting of the Tuff Trek 1.8m Roof tent. This is the largest single ladder roof tent provided by Tuff Trek and fits perfectly on the roof of this trailer as it covers the whole length of the body maximizing the space, more about the tent and awning later.

On the outside of the body there is a 16amp 240v charging socket, water tank filling point and a quick release gas connection for a BBQ/ heater. Spare wheel rack at the front and a ladder on the rear to aid in access to the roof tent for deployment. There is also a 25ltr Jerry can holder and a plastic water jerry can will be provided. The trailer is also lit up by 4 LED flood lights surrounding the trailer providing adequate lighting around the whole trailer.

### **Electrics:**

**PLEASE NOTE: due to my next project I will be keeping both the Ctek chargers and one of the two leisure batteries but all wiring will be left in place for easy fitting of replacements.**

The system has been designed so that every eventuality is hopefully covered and is housed in a separate electrical locker in the driver's side forward most compartment. The system is 12v DC and runs off of a single 110ah leisure battery (wiring is for two but I am keeping one) which provides more than enough off the grid power. If this is not enough then there is an 80watt solar panel fitted on the front slope that can be adjusted to face the sun and keeps the batteries topped up.

The 12v system is fully controlled by a marine 12v fused distribution panel. This allows each compartment to be switched on and off independently. Each major compartment has LED strip lighting mounted on the ceilings and is wired internally through the steel frame.

There is also a 12v supply to the roof tent via a water proof IP rated socket mounted on the roof. This is a 5 pin connector (currently 3 pins spare) and the spare pins were going to be used for controlling the heating system from the roof tent (sadly I have not had the opportunity to complete this install).

With my current set up I am using a Ctek 12v DC – DC charger which is a solar controller as well as a DC charge controller for a supply from the towing vehicle (great to keep the batteries topped up on

long drives). For 240v charging of the batteries when available it is set up to use a Ctek MX25 charger which is plugged into its own 240v socket and then connected to the batteries via a 50amp Anderson connector. The 240v charging system and the DC-DC charging systems are completely isolated from one another by a battery selector isolating switch (preventing you from using both charging circuits at the same time). **PLEASE NOTE: due to my next project I will be keeping the Ctek chargers and one of the two leisure batteries but all wiring will be left in place for easy fitting of replacements.**

There are several USB sockets and 12v power sockets around the trailer as well as 240v sockets which are powered directly from the 240v fuse box when plugged into 240v supply. An inverter or generator could easily be added to this setup to allow for ultimate independence (but not fitted).

### **Layout:**

There are 7 lockable compartments into the body each designed to be easily accessible from the awning or lower annex of the tent. These all use the same key and I have multiple keys so you can always keep one handy. The 7 lockers comprise of:

1. Large kitchen area on the passenger side
2. Fridge slide built for a Waeco 50ltr fridge (fridge not included)
3. Electrical locker
4. Storage (built to take really useful boxes)
5. Dressing/ storage compartment
6. Gas locker, housing water heater (fully operational) and Propex 1200 gas heating (partially fitted not connected and not been tested)
7. Main rear storage, housing battery locker (built to hold really useful storage boxes)

### **1. Kitchen:**

This is the social side of the trailer. Fitted with a SMEV combination hob and sink. If you are looking I am sure you know the excellent quality of these products. Underneath the sink is the 12v water pump (accessed by easily removing the sink unit). The pump is isolated from the 12v switch board but is automatically primed and activated by pressure release when the tap is turned on. Hot water is supplied by an on demand boiler housed in the gas locker.

There is plenty of storage for cutlery, pots and pans as well as dry goods and crockery. The work top is an oak effect kitchen work top and the flip down extra work area has a heat resistant stainless steel side for hot pans. The shelving above the worktops has not yet been finished so you can finish it to suit your needs.

240v sockets provide power as required for kettles & toasters and 12v USB sockets allow you to charge all your devices when needed.

## **2. Fridge Locker:**

Forward of the kitchen space and easy to reach is the fridge compartment which has a built in slide designed to take a 50ltr Waeco fridge (not included). However this compartment could be easily redesigned/ configured to suit your fridge/ needs. The fridge compartment has a 12v power supply as well as a 240v supply and LED lighting.

## **3. Electrical Locker:**

This houses the marine 12v fused distribution panel, charging isolation switch and chargers (not included). Behind the front panel is all the electrical feeds from various compartments of the trailer. The wiring will be left but the chargers (Ctek MX25 and DC-DC units) will be removed. Solar panel will be left for the new owner.

## **4. Storage:**

This storage area was designed to be accessible from the lower annex of the roof tent to house clothes and items that would be needed on the 'living side' of the trailer. It was designed to also take the lower annex for the roof tent while in transit. It can accommodate 2x 30ltr and 4x 15ltr really useful boxes (not included).

## **5. Dressing Compartment:**

This was designed for SWMBO to have for make-up etc etc. There is a 240v socket and 12v supply to this locker for powering all the 'essentials'. The lower door folds down to create a table space for use when in the lower annex. This compartment could be turned into anything you wanted.

## **6. Gas locker:**

This locker houses a 9kg Gas bottle (not included) which feeds a controllable gas manifold distributing and isolating the various gas consumers. There is a feed to the gas cooker in the kitchen & BBQ external outlet, a feed to the on demand gas water heater, a feed for the Propex gas central heating (in place but not connected) and a spare feed. The compartment is fitted with an LED light strip.

## **7. Main Rear Storage Locker:**

This area houses the battery locker which is designed to accommodate 2x 110ah leisure batteries. The main power isolation switch is also in this locker. This compartment can hold 4x 30ltr really useful boxes and other items. The compartment is fitted with an LED light strip.

## **Tent and Awning:**

### **- Tent:**

Tuff Trek 1.8m wide folding roof tent, see the link for full spec:

<http://tuff-trek.com/soft-top-tents.html>

This is approx. 2 years old and is an excellent piece of kit worth over £1400 on its own which I have owned from new. The mattress has always had a protector on it and the whole tent looks brand new with only light use (about 6 weekend trips). The tent fits this trailer perfectly and maximises the space available. Simple, easy to set up and without the lower annex can be erected in minutes. Always put away dry and the trailer is always stored inside so always looked after.

The lower annex is also in great condition and adds a considerable amount of great usable indoor space. The annex has had one professional modification, done by my local canvas shop, where an extra door has been added so you can move from the awning into the lower annex without having to go outside, great for those rainy days (which we sadly get a lot of).

There is a 12v light inside the tent and is powered from the water proof IP rated 12v socket mounted to the top of the trailer. I was also going to add a USB socket for charging phones but never got round to it but can easily be done. The same socket was also going to allow control of the central heating for the tent but again not got round to.

### **- 270°, foxwing style, 2.5m Awning:**

Again this is a great piece of kit from Tuff Trek, approx. 3 years old and over £600.

<http://tuff-trek.com/awning-systems.html>

This matches the roof tent and complements the trailer perfectly. The awning is simple and easy to erect but two people is defiantly preferred. The awning does have some slight staining on the roof where it was not fully dry once before putting away but this does not effect it in any way.

The awning comes with 6 side panels that simply Velcro in place and then zip together. To fit the trailer profile I had an additional piece made by my local canvas shop and extra zips added to two of the panels to allow everything to be zipped neatly together.

Both the awning and annex could do with waterproofing again as do all canvas products after time. Included in the sale is a new 5ltr tin of Fabsil which should do both.

### **Summary, so what is included:**

- Trailer (note two choices outlined above for wheels)
- 1.8m Roof Tent - <http://tuff-trek.com/soft-top-tents.html>
- 270° 2.5m Awning including side panels - <http://tuff-trek.com/awning-systems.html>
- Spare Wheel Carrier
- Spare Narrow Track Axle (& some spares)
- 1x 110ah Leisure Battery
- 80watt Solar Panel
- Water Tank (30ltr??)
- Water Tank Sensor (Never Fitted, imported from Australia)
- Water Heater - Ecotemp L5 <https://www.eccotemp.com/eccotemp-l5-portable-tankless-water-heater/>
- Propex 1600 Compact Gas Heater (never tested or fitted so no guarantees) - <https://www.propexheatsource.co.uk/pdf/compact>
- SMEV 9222 Combination 2 ring gas burner and sink (new about 6 months ago)
- Water pump

And I am sure there are many other things I have not mentioned.

So in conclusion this is a full set up and will require only a few items to be added back on to get you going and needs to be seen to be appreciated. I would say this is 99% complete as there are always things you want to change when you build something like this. There are some small little jobs that you may want to do to finish it off perfectly and suit your own needs but it is a solid piece of kit.

The trailer is completely sold as seen and no warranty or guarantee is given or implied. I have described everything to the best of my knowledge and I have been as honest as I can be. Please remember this is built by me and not bought off the shelf.

Full transfer of funds to be made by agreed method before trailer is taken away. Viewing is most welcome by appointment, please no time wasters. A lot of time, effort and expense went into the construction of this beautiful trailer and I know I won't get all my investment back but please no silly offers, if you are looking you know what something like this is worth.

Asking price: £6,000