



HEAD IN THE CLOUDS

Carlight Cirrus CK on Mercedes Vito 108D

Jonathan Lloyd evaluates the prototype of a compact camper from a company better known for luxury touring caravans

Carlight - don't they make posh caravans for posh folk? I must have been asked that question at least a dozen times during my 'ownership' of the Cirrus. The answer by the way is 'no'. The company makes hand-built caravans for discerning purchasers, regardless of class, colour, or creed. Apparently they will even make them for journalists! Carlight are renowned for the quality of their woodwork, and for the durability of the product.

Carlight describe themselves (on the cover of one of their brochures) as 'The makers of the most prestigious caravans in the world'. Does the same level of desirability apply to their latest motorcaravan? In short, is it as good as the hype suggests?

A new concept

Previously, the overwhelming majority of Carlight motorcaravans were large luxurious jobs, satisfying those purchasers seeking out more of a rolling gin palace than a compact camper.

Lately, however, Carlight have recognised that there are purchasers who wish for this level of craftsmanship in a compact dual-purpose vehicle. The Cirrus is aimed squarely at those who place a high priority on mobility. If there is a road, the Vito is trim enough to fit down it. It is also hoped that Cirrus will appeal as a 'tug' for touring caravans. Especially, I would have thought, those looking for a replacement for their gas-guzzling four-wheel

drive (oh so 'nineties) pretend Jeeps.

The Cirrus can be used for days out or weekends away, as well as normal solo and towing duties. Anything a car can do, a motorcaravan like the Cirrus can do better. A Carlight motorcaravan towing a Carlight caravan would be a serious piece of one-upmanship. Almost as good as L-plates on a Rolls Royce!

Although quite a few readers will use their Cirrus as a tug, I will be assessing it purely as a solo motorcaravan, for reasons that will become crystal clear later.

Readers should be aware that the demo vehicle tested was a prototype and that, as such, suffered from some glitches that should be overcome on production examples.

Vitoculture

The Spanish-built Vito has all the right ingredients for successful conversion to a compact motorcaravan. Mercedes opted for a transverse mounted engine and front-wheel drive and this was one of their early efforts at 'paying homage to' (copying?) the Sevel's superb fascia gearchange. Mercedes got it right from day one, gear changing is easy and effortless, though perhaps a gnat's whisker notchier than the rival Fiat Scudo's shift. Particularly pleasing was the hemispherical lower moulding around the lever, instead of the more commonly used gaiter. The teardrop-shaped dashboard extension

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Carlight's trademark is to cut the cabinet fronts out of one piece of veneer, so the grain matches across the full frontage.

on which the gear lever is mounted was found to be a bit intrusive.

The majority of Cirrus miles are going to be covered using it as a car, and as such it should excel. The one-piece tailgate with full-width rear window, demisting element, and wash/wipe, will significantly improve the driving experience in the winter months.

Entry-level power for the Cirrus is now a 2.2-litre turbocharged common-rail diesel engine. There are another two, more powerful, intercooled turbodiesel engines and also a petrol alternative. Automatic transmission is listed as an option. The demo 'van had the (now deleted) naturally-aspirated derv drinker. Perhaps a little agricultural, it was nonetheless perfectly adequate. It proved very tractable in town, and not too noisy at 70mph. It managed to use less than 7.5 litres of fuel per 100km; that's nearly 38mpg in real money. This was pretty frugal, considering it included performance testing. (Handing a double whammy to both the cost-conscious and the environmentally aware.) Maintenance and fluid level checks looked pretty straightforward.

The rear seat could do with another locked position, slightly forward of the rearmost one, to allow optimum headroom for passengers. There were no rear headrests on this prototype, but they will be available as an (extra cost) option on production models. The rear seat has not been crash tested, though the mounting points for the rear three-point restraints have.

Of course, it doesn't make any difference to the way the Vito drives, but doesn't the aluminium-style stick-on dashboard trim look good? Far better than pretend wood - but if you simply must have some plastic walnut it's on the options list.

Strangely, the Vito had no method of preventing unwanted access to the fuel tank. Neither the cap nor the flap locked. However, on all new production models central locking is standard and this includes a locking fuel flap.

Exterior

Structurally, the base vehicle is a small steel-bodied panel van with a top-hinged rear tailgate (hooray) and two sliding side doors. The Vito is pleasant looking, without being radical or challenging. It actually managed to look sleeker than it really is. I found that, by the end of the test, the shape had really grown on me. The rather pricey alloy wheels successfully added 'cosmopolitan' credibility - suggesting forward motion, even when there was none.

Black window frames merge well into the surrounding black panel, cleverly disguising the fact that the windows' shape doesn't mirror exactly the raised profiles. Extra cost colour-coded bumpers suggest an upmarket



General view forwards shows swivelled cab seat. Box behind driver's seat contains foot-operated pedal bin.



I found the Vito driver friendly. See fascia-mounted gearchange, Wilton carpet and aluminium-style dash trim.



The demonstrator was powered by the naturally-aspirated diesel engine, now deleted but very frugal. All Vitos have a transversely-mounted engine driving the front wheels.

saloon car (the charisma-free standard plain grey offerings are more at home on a bread van than on a leisure vehicle).

Carlight have chosen just the right level of graphics - hardly any. There's only a thin coach line and couple of tasteful 'Cirrus by Carlight' legends - infinitely better than the vacuously stylised heavy-handed 'graffiti' favoured by some.

There are no ugly plastic fridge vents in the side for me to moan about. In fact, even for an expert picker of nits, there was little to criticise. The only reservations I had were over the chosen colour (please anything except white), and that the extra cut outs around the grille looked a bit of a disaster.

Interior layout

CK, you will be unsurprised to learn, means centre kitchen. The 'EK' of its sibling promises an end kitchen. The Cirrus CK follows the traditional Volkswagen camper layout of placing the kitchen, storage cupboards, and wardrobe in a continuous run along the offside wall, and making the rear bench seat convert into a double bed. A seat swivel for the cab passenger seat adds to the lounge complement.

The downside of this layout is that the offside sliding door is now useless



Looking rearwards we see kitchen and wardrobe on the left. A laminate finish to the cabinetwork (as an alternative to the oak veneer) is available at no extra cost.



Rear bench seat has two three-point safety belts. Purchasers of production models will have the option of ordering head restraints if required. Isn't that apricot and beige Connolly hide trim just gorgeous?



Raising the roof lets the light flood in. See two (of the eight) halogen downlighters top left. Above interior rear-view mirror are switches to select battery and read fresh water level (all surrounded by a smart wooden bezel).



Free-standing table would just about accommodate two diners but certainly no more!



Pedal bin is designed for waste, but I think it's better employed keeping plastic bottles upright in a 'spill-proof' container.



Kitchen has compressor fridge, two-burner hob and grill, stainless steel sink, and pumped cold water supply. There is plenty of storage.

as a means of entry or egress. However it does provide access to the fresh water filler, gas cylinder storage, and free-standing waste water tank. The EK model allows entry through both sliding doors.

Raising the roof

Not a comment on my behaviour on site, but a prosaic description of increasing the headroom. The roof cap is made from GRP, and the sides from canvas. Both are bought in from the German firm, Reimo. The 'lid' is colour coordinated with the body colour, so to most casual observers the Cirrus roof looks no different to that on a standard Vito. Choosing a rear-hinged roof means that there's ample headroom in the kitchen and forward lounge.

There are two zipped mesh ventilators in the sides, a permanently open vent in the front, and a large picture window with zipped canvas cover also in the front. Assistance for both raising and lowering the roof is via gas struts. When lowered, the roof is held down by some fairly low-tech straps; a couple of over-centre clips would be more in keeping, but it has to be said that the straps are extremely efficient.

Carlight are not, at present, offering a high top as an option, though I guess they may be able to source one for you, if you are really determined.

Daytime

With the roof raised, and the cab passenger seat swivelled, the interior is transformed into an airy lounge. There is a remarkable amount of floor space, given the compact overall dimensions of the Vito. The chosen plain colours for the interior fabrics were well-judged and increased the feeling of spaciousness still further. Our Cirrus came complete with sumptuous Connolly hide seats. This option is well worth the £1301 charged. I felt positively pampered. However, the overall effect was negated somewhat by not including the extra rear bed cushions (behind rear seat) in the leather option, and by not having any armrests on the cab seats. (Carlight say that



Melamine crockery has its own dedicated storage. Carlight management has sensibly requested a rectangular cut-out to hold a bottle of well-known cognitive lubricant. Whoever mounted the space heater control panel 90 degrees 'out' should be shot. Flap to right of control panel drops down to reveal fuses.

cab seat armrests make swivelling the seats more awkward and, therefore, many customers prefer not to have them, while the 'boot area' cushions are not trimmed in leather to avoid scratching when loading goods in this area.)

Mercedes had provided a stereo radio/cassette player with all the bells and whistles. It was easy to adjust the volume on the move, and reproduction was clear for both speech and music. It was used a lot on site, running from the auxiliary battery, so the ignition could be switched off.

The 2.4kW Truma blown-air heater efficiently warmed the interior. It's a pretty reliable unit, and provides a lot of heat for not much gas. All visitors to the 'van concurred with my view that it was visually offensive to mount the heater control panel at 90 degrees to the perpendicular, though it didn't appear to interfere with its operation.

The standard floor covering is vinyl, though there is a brace of whipped-edge removable carpets available at extra cost. Ours had the shamelessly-luxurious Wilton option (instead of propylene or nowt) in the cab. The residential section of carpet was missing from the test vehicle.

The island leg table has tripod feet, so it can be sited exactly in the right place inside, or taken outside for eating alfresco and (if your luck is in) for a 'sundowner'. A by-product of opting for the tripod fixing instead of the usual socket in the floor is that the 'van floor has no ugly fixings - to gather fluff, half-chewed mint imperials etc.

Bon appetit

The table was found to be capable of holding food in Falstaffian portions for the lone diner, just about adequate for two (providing socially-challenged elbows-out types like me were not present), but hopeless for any more. So, just where do the occupants of the roof bed eat?

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Optional upper double bed looked substantial to me, though Carlight are only recommending it for children.



Large double bed is simple to make. The hide trim didn't extend to the top panels of the far rear cushions (for practicality reasons, say Carlight).



Loo needs to be removed from cupboard if use during the night is envisaged.



Waste water container has dedicated storage in Porta Potti cupboard. Amateur car mechanics may recognise its original intended use.



A place for everything! Open storage compartments to the right of plastic baskets hold Silver Screens (upper) and rolled-up picnic table (lower).

Food preparation was relaxed. Useful kitchen storage is both abundant and easily accessed. Standard equipment included upmarket lightweight melamine 'crockery', and unbreakable glasses. The stainless steel sink has no drainer. We didn't miss it, and would rather have the bigger sink (as fitted) and that tantalising suggestion of worktop to the right of it.

The 12V and 230V unswitched power outlets are adjacent to the worktop. Each is fitted with a sprung cover that should offer a degree of protection from sloppy washer-uppers.

My partner suggested that a hot water system should be an option, as

she felt that price would not be an issue for Carlight purchasers, but equipment levels might be. It's hard to disagree, and recently I've heard good reports about the Hot Shot boiler. It's 230V only, so it's easy to install, plus it is very compact. Something for the Sleaford team to think about, perhaps.

Compressor-operated fridges, such as the Coolmatic fitted here, have been very under-used in the motorcaravan market. 'Ours' went through its chilling repertoire with glacial efficiency and, as has been mentioned previously, doesn't need any exterior grilles. It's 'electricricky' only, 12V or



The wardrobe is accessible from inside the 'van or via the tailgate. I wasn't too keen on this plastic door edging.



The picnic table and chairs are included in Carlight's standard equipment package.

MMM LIVE-IN TEST REPORT



Underseat storage should hold all the bedding. The seat itself has not been crash tested.



Tidy storage for the table top, island leg, and tripod feet on the inside of the sliding door.



Picnic table and chairs are lightweight and easily stored. Rolled table has a bespoke compartment in the 'boot'.



Worthwhile first aid kit. Just add food and bedding, and enjoy!

230V. Basically, it operates like a domestic fridge; the compressor only turns on when required, and you have to really listen to hear it, so no problems there. Current consumption is described as minimal, and anyway, a sensor will turn off the supply if the battery is getting low. A cold-accumulator provides an extra 8 hours plus of 'coolth' after the power supply is cut. We thought the 40-litre fridge capacity to be ample, though others are almost bound to disagree. Our verdict: a wise choice.

The stainless steel two-burner hob and grill worked a treat. It was a pity that the wrong grill pan was supplied. It was an inappropriate shape. I'm sure it was for a grill with the heating element running from front to back, not the rearward-located side-to-side one, as fitted. Result - I couldn't do more than one slice of toast at a time. Cynics might suggest that the factory evaluation programme of this prototype 'van didn't include actually using the grill.

Night time

Forget worries about insufficient artificial illumination in the Cirrus. Halogen downlighters are standard, and you get eight of them. There is also a cab courtesy light and a load light for the rear 'boot'.

With this design of interior layout there is always a competitive tension between the depth of the kitchen/wardrobe run, and the width of the double bed. Make the kitchen too deep and the bed becomes too narrow, and vice-versa. It's a tricky one to call, and we think Carlight have managed an excellent compromise (or, in the vernacular, it's bang on the money).

Bed making was simplicity itself. Slide the rear seat forward and lower the backrest to join up with the cushions behind. It's comfortable and, with a length of 1.96m (6ft 5in), there's plenty of room for the lofty amongst us.

The lined curtains are so full as to be verging on the decadent. Curtains cover all the caravan windows and insulated internal screens cover the three cab windows. These are genuine Silver Screens and they have dedicated storage in the 'boot'. They need to be retrieved via the tailgate before settling down for the evening. It might have been preferable to just use a single curtain for the tailgate, and 'park' it behind the wardrobe, thus ensuring an unrestricted view rearwards whilst reversing. It's an idea that Carlight say they will be adopting for future models.

There is no option for single beds in the CK, but Carlight are working on a third layout for the Cirrus, the WT (walk through). This will offer twin single beds with the kitchen and wardrobe at the rear.

Access to the fridge is possible with the CK's bed down, so the early morning cuppa can be taken with milk. The Porta Potti is not accessible with the bed down, though there is ample floor area remaining to stand it on.

Each occupant of the Cirrus has a reading light. The (optional) roof bed is a folding double which Carlight are recommending for children only. It felt very substantial to me.

Storage

Storage is definitely a strong suit for the Cirrus. It's varied, capacious, and clever. There isn't space to describe all of it, but here are a few tasters. Firstly, there's a clever sliding tray in the boot holding three removable plastic baskets. Then there is the ginormous, and easily accessed, space under the rear seat.

The gas storage compartment will swallow a couple of 4.5kg butane cylinders (many conversions of this size can only accept the much dearer and smaller, but internationally available, Campingaz cylinders). An access flap in the kitchen allows the cylinder valves to be turned on and off without having to go outside. Full marks there for safety and convenience.

Fresh water has its own (uninsulated) underfloor tank. There is a level gauge mounted in a smart wood bezel above the cab. Waste water is collected in a free-standing container (stored in the Porta Potti cupboard when not required). It's actually a car oil drain can, and very suitable it was too. Shame the plastic moulding was badly finished, leaving some very sharp edges - which, of course, I cut my hand on.

The picnic table rolls up (oh yes it does), pops in a bag, and stores in a bespoke compartment in the 'boot'. Picnic chairs are stored upright in the tall cupboard forward of the wardrobe.

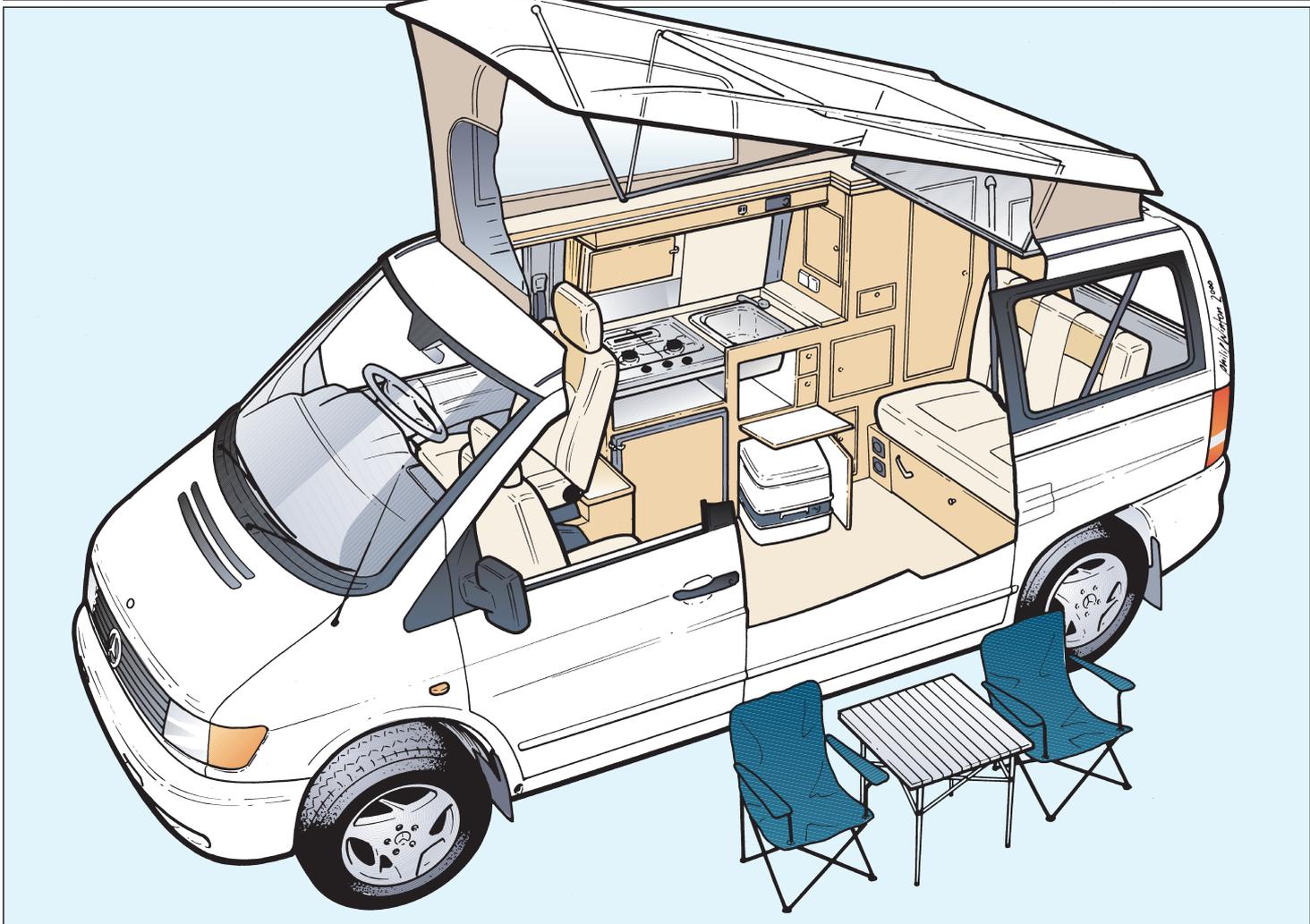
The wardrobe can be accessed from inside or through the tailgate. In contrast to the furniture in the rest of the 'van, which has hardwood-framed doors, the rearward-facing wardrobe doors have plastic edging (as used in many other campers). Apparently this is because the hardwood edging cannot be made to follow the contours of the side. I'm not convinced that something more fitting (in both senses) cannot be done.

The table top, island leg, and tripod feet have safe and secure storage on the inside panel of the nearside sliding door. This has been really well executed.

Finally, the fuses have been stored behind a flap above the kitchen. They are clearly labelled and easily accessible - perfect.

Ready to roll

All motorcaravans are supplied with basic equipment, but Carlight have gone one stage further by including a picnic table and chairs, crockery, glasses, rechargeable torch, fire extinguisher, and a worthwhile first aid kit. Just add food and bedding, and enjoy.



I liked:

- Ability to go anywhere a car can go
- Excellent use of available space
- Airy interior
- Matching veneer across cabinets
- Choice of oak veneer or laminate finish to cabinetwork
- Numerous examples of ingenious storage
- Substantial cupboard locks and turn-buckle catches
- Compressor fridge
- Dedicated crockery and cutlery storage
- Price includes crockery, glasses, picnic table and chairs, rechargeable torch, fire extinguisher and first aid kit
- Connolly hide seats (optional)
- Room for 4.5kg cylinders
- Full curtains
- Free-standing table
- Plenty of interior lights
- Central locking
- Tailgate with full-width rear window

Heated rear window and rear wash/wipe

- Tasteful aluminium-style dashboard trim
- Stylish colour coordinated bumpers
- Alloy wheels
- Excellent fuel economy
- 'Owning' a Carlight

I would have liked:

- Hot water option
- Only one rear curtain 'parked' behind wardrobe (production models will be so equipped)
- The correct grill pan
- An owner's manual
- Locking fuel cap/flap (standard on production models)

I disliked:

- Poor finish in some areas on this prototype (see text)
- The use of plastic trim on rear wardrobe doors
- Space heater control panel 90 degrees 'out' of true



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M L I V E - I N T E S T R E P O R T

SPECIFICATION

The vehicle

Please note that the base vehicle for production models will be the Vito 108CDI, and not the (now deleted) 108D of the prototype. Figures in square brackets refer to the demonstration vehicle only

Base vehicle & engine type: Mercedes Vito 108CDI 4-cylinder in-line 2.2-litre common-rail, direct-injection turbocharged diesel engine mounted transversely over the front axle [108D 4-cylinder in-line 2.3-litre indirect-injection naturally-aspirated diesel engine mounted transversely over the front axle]

Output: 60kW (82bhp) @ 3800 rpm [58kW (79bhp) @ 3800 rpm]

Max torque: 200Nm (147.5 lb ft) @ 1500-2400 rpm [152Nm (112 lb ft) @ 2300-3000 rpm]

Compression ratio: 19:1

Gearbox & drive: Front-wheel drive, five-speed all-synchromesh gearbox, fascia-mounted gearshift

Brakes: Dual circuit, servo-assisted, hydraulically-operated with load-sensing valve. Front and rear - floating calliper discs with wear indicators

Steering: Rack and pinion, with power assistance

Suspension: Front - independent McPherson struts, coil springs and telescopic shock absorbers. Rear - independent coil springs, and telescopic shock absorbers mounted on wishbones

Tyres fitted: Continental 195/70 R15C 8-ply

Spare wheel position: In underfloor cradle immediately in front of rear bumper

Fuel tank capacity/type of fuel: 78 litres (17.2 gallons), diesel

Instruments: Speedometer, odometer with trip, engine coolant temperature, fuel gauge, analogue clock

Warning lamps: In instrument nacelle - ignition on/low battery charge, low engine oil pressure/low engine oil level, main beam selected, engine pre-heater glow plugs on, brake pads worn/brake fluid level low, parking brake applied, low engine coolant level, turn indicators. In gauge - low fuel level. In switch - hazard warning lights

Windscreen wiper controls: Stalk on right-hand side of steering wheel. Down for intermittent wipe, up for slow/fast wipe. Push button on end for electric screen wash + 3 wipes. Pull for rear window wash/wipe

Immobiliser/alarm: None as standard. Optional Serpa Star alarm and immobiliser fitted

Other features: Four-speed, multi-vent, fan-assisted heating and ventilation system with re-circulation facility; dash' control for rear courtesy light; dipping rear view mirror; glove box, moulded door bins and fascia storage; cigar lighter and ashtray; MB Sound 5000 two-speaker stereo radio/cassette with RDS; height-adjustable seat belts; aluminium-style dash' trim; underseal and wax injection as protection against corrosion

Performance & economy

Achieved 30 - 50 mph acceleration time: [108D test vehicle - 11.6 seconds average of three each-way runs in 3rd gear]

Fuel consumption during test: [108D - 37.8mpg (7.47 litres/100km)]

The caravan

Body type & construction: Five-door steel panel van conversion with rear-hinged Reimo GRP rising roof with canvas sides

Insulation: Walls - 20mm (3/4in) foam rubber, floor -10mm (approx 1/2in) ply/styrene sandwich

Conversion NCC approved: Not been submitted for approval testing

Warranty: 12 months

Number of keys required: One for everything Mercedes. No keys required for conversion

Windows & doors: Two hinged cab doors, two sliding side doors, rear top-hung tailgate, two sliding side windows, one fixed side window. All windows are single-glazed tinted glass. One plastic window with zipped canvas cover in roof (when raised)

Additional ventilation: Two zipped roof vents and one always-open roof vent when roof is raised. Two wind down windows in cab doors

Blinds/curtains: Lined curtains with matching tiebacks for all caravan windows, insulated internal Silver Screens attached by suction cups for cab windows, sliding side windows have flyscreens

230V AC system: Hook-up, Plug-in-Systems RCCB & MCBs, unswitched 14A outlet + feed to fridge

12V DC system: Leisure battery, split alternator charging and charging via 230V Inter Charger, switches for water pump and 12V power to fridge, unswitched polarity-specific outlet

Capacity of caravan battery: 75 amp hr

Lighting: Eight 10W halogen downlighters, rear load bay light

Cooking facilities: Spinflo stainless steel two-burner hob and grill

Extractor fan/cooker hood: None fitted

Refrigerator: Coolmatic RA 40E dual-voltage compressor (12V/230V), 8hr cold accumulator, low battery level cut-off, capacity 40 litres

Sink & drainer: Stainless steel sink, no drainer

Water system: Pumped cold water to sink faucet

Hot water: No system fitted

Fresh water tank: 50 litres (11 gallons) located underfloor

Fresh water level gauge: Located above interior rear view mirror, push switch to read

Waste water tank: Portable free-standing 6.8-litre (1.5-gallon) capacity with dedicated storage above Porta Potti

Waste water level gauge: None fitted

Space heating: Truma 2.4kW heater, blown-air only distribution, heater is gas-fired with 12V distribution fan

Gas locker: Located inside, at bottom of forward clothes cupboard, accessed via Porta Potti storage, sealed from interior, vented to exterior, interior flap provides additional access to cylinder valves. Holds two

3.9/4.5kg cylinders

Shower compartment: None fitted

Seating: Two cab seats (passenger seat has swivel), one convertible two-seater rear bench seat

Table(s)/storage: Free-standing table mounted on island leg and tripod feet, dedicated storage for all three components on interior panel of nearside sliding side door

Berths: Two (optional extra berth for two children)

Rear restraints: Two three-point inertia reel belts, no head restraints on test vehicle (see text)

Wardrobe: Half-height, situated in offside rear corner, side and rear access, hanging rail

Flooring: Vinyl floor covering, optional whipped-edge removable carpets available

Additional features: Two folding picnic chairs and table, first aid kit, pedal-operated waste bin, rechargeable torch

Dimensions

(* denotes figure supplied by base vehicle manufacturer or converter)

Overall length: 4.66m (15ft 3.5in)*

Overall width (excl mirrors): 1.88m (6ft 2in)*

Overall width (incl mirrors): 2.29m (7ft 6in) estimated

Overall height: 1.98m (6ft 6in)* roof down

Length of wheelbase: 3.00m (9ft 10in)

Length of rear overhang: 820mm (2ft 8in) - 36.5 per cent of wheelbase

Turning circle (kerb to kerb): 11.85m (38ft 10in), 3.25 turns lock to lock

Driver's max leg length: 1.00m (3ft 3in)

Step-up height to caravan: 465mm (1ft 6in) at side door

Door aperture: 1.26m H x 1.00m W (4ft 1.5in x 3ft 3in)

Interior length from dash: 3.03m (9ft 11in)

Interior length behind cab: 2.47m (8ft 1in)

Interior width at waist height: 1.58m (5ft 2in) minimum

Interior height: 1.38m (4ft 6in) roof down, 2.12m (6ft 11.5in) average roof up

Work surface height: 795mm (2ft 7in)

Table dimensions: 670mm x 430mm x H 730mm (2ft 2in x 1ft 5in x H 2ft 5in)

Bed dimensions:

(1) Double	mattress length:	1.96m (6ft 5in)
	mattress width:	1.05m (3ft 5in)
	mattress depth:	152mm (6in)

(2) Optional upper bed (child's)

mattress length:	1.83m (6ft 0in)
mattress width:	1.19m (3ft 11in)
mattress depth:	40mm (1.5in)
available headroom:	750mm max, 20mm min (2ft 5.5in max, 0.75in min)

Wardrobe: 600mm W x 915mm H x 360mm D (1ft 11.5in x 3ft 0in x 1ft 2in)

Gas locker: 540mm x 340mm x H 385mm (1ft 9in x 1ft 1.5in x 1ft 3in), bottle cut-outs increase depth

Gas locker door aperture: Inner door 315mm H x 430mm W (1ft 0.5in x 1ft 5in)

Max authorised weight: 2700kg*

Unladen mass: 2160kg*

Load capacity: 540kg* (standard model)

Price (all prices include VAT)

Standard model: Based on Vito 108CDI - £27 985 ex-works

As tested: Prototype on R-registered Vito 108D (with £3600 of options fitted) is for sale at £22 985 with full 12-month warranty. A 2001 model based on Vito 108CDI and similarly specified to test vehicle - £31 585 ex-works

On the road charges: £675 including 12 months Road Fund Licence

Optional extras (starred items fitted to test vehicle)

Base vehicle options: 110CDI 102bhp intercooled turbo-diesel (£1057); 112CDI 122bhp intercooled turbo-diesel (£2703); 113 130bhp petrol engine (£176); metallic paint including rising roof (£1168); colour-coded bumpers - standard colours (£352)*; colour-coded bumpers, metallic (£400); alloy wheels and low profile tyres (£705)*; steel wheels, low profile tyres & wheel covers (£206); dashboard trim (£241)*; remote control central locking (£435)*; fixed towbar and 12N electrics (£264); detachable swan-neck towbar and 12N electrics (£394); 12S socket (£59); high-level brake light (£47)

Caravan options: Laminate interior in lieu of oak veneer (no charge); non-standard velour upholstery to front seats and rear bench seat but excluding boot area bed cushion (£492); Connolly leather upholstery to front seats and rear bench seat but excluding boot area bed cushion (£1301)*; two-piece bound-edge removable carpet set, dark grey (£89); two-piece whipped-edge removable Wilton carpet set, beige or grey (£174)*; roof bed (£392)*; additional 12V sockets (£43 each); additional 230V sockets (£50 each); additional interior lights (£49 each); rear speakers (£115)

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