



POCKET ROCKET

MCC Reimo Legacy on SWB 2.5TDI Volkswagen T5

Andy Stothert dons his helmet and fireproof underwear to test what is possibly the world's fastest motorcaravan

"You'll like this one," said Dave Hurrell, the man in charge of the MMM motorcaravan testing programme. "It's on the new Volkswagen T5, and it's got the 174 horsepower engine in it, and it goes like the proverbial stuff off a shovel."

"Oh yeah," said I, slightly underwhelmed.

A few weeks later, after making the necessary arrangements, I duly arrived in Manchester (reluctantly having to pass the Boddingtons' brewery en route) at the premises of MCC Reimo.

"Just wait till you drive this," said Paul at MCC, "it's got the 174bhp engine in it, and it goes..." At which point I raised my scrawny old hand and said (in a distinctly unimpressed tone), "Yeah, yeah, I know, it goes like something off a shovel." I didn't actually say 'something' but I'm sure you've got the gist of things by now.

The truth is that speed doesn't impress me that much - I'd rather walk, or bike, than drive, and vehicularly speaking I'm wooed by things like comfort and a sense of peace and quiet - not speed or cornering ability. Oh, and not only do I

drive exceedingly slowly, but in preference I like to do it in discreet-looking vehicles. And I nearly forgot, I drive slowly to save fuel, for the sake of both the planet and the contents of my wallet. A healthily self-righteous, economical and smug sort of attitude to motoring I reckon.

Anyway, mustn't let personal prejudices get in the way of objectivity must we, so off we went to the Lake District in this shocking red, fuel guzzling, pocket rocket of a motorcaravan.

The engine is in the front

You can just picture the scene in 1990 when the first front-engined Transporter arrived at 'The Motorcaravan Factory' in Germany. A young apprentice was curious, like youngsters are. He found something oily under the bonnet and started yelling 'look, look, the engine's at the front'. He then began dreaming about changing the layout and trying something new - after all they'd been building them with the motor in the back for ages. The wizened old Herr Chief Designer heard the commotion, went to the



Open the wide sliding door, and you'll see a typical VW layout.

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This is where the engine used to be. Now it provides essential extra storage space.



The VW factory-fitted windows aren't double-glazed but they do look good don't they? ▷

saucy apprentice, looked him in the eye and said: 'Don't be stupid boy, ze engine is in ze back, it always has been and always will be'. A bit like Ze

Emperor's New Clothes, but t'other way round. You'd think they'd have noticed that the big bulge in the back that used to rattle when you

turned the key had disappeared wouldn't you? But no, it was decreed that all VWs, in perpetuity, would be built this way and that everybody would



live happily ever after.

This layout, the classic 'VW layout', was thought up out of necessity with that rattling bulge in the back; it worked, and it made the best use of the space available. The bed and seat were placed on top of the engine, with the rest of the furniture running down the sidewall across from the sliding door. It utilised the hump.

But what about now, with the engine up front? What has this layout got to offer? Well, you do get an open feel to the interior of the 'van with so much floor space permanently on view, and bed making has always been a simple task with this floor plan. Another vital advantage is that should you wish to use the 'van as a van, then removing the seats leaves an almost empty cargo compartment. Seat removal is a simple, though quite physical, task. You've then got somewhere secure for carting your canoes, bikes or windsurfers around, or (sign of the cross here chaps) simply using it as a mega-shopping trolley. These assets were born out of necessity, but the phrase 'leaves an almost empty van' gives a clue to the disadvantages of this layout too. There's hardly any furniture, and what does furniture make? Facilities, that's what. What we have here is an uncomplicated campervan, and not an all-facility mobile apartment. Something of a minimalist motorhome, but also an adaptable, multi-purpose recreational vehicle.

Outside rockets

The new VW T5, as a delivery van, doesn't look anything out of the ordinary. But slap a high top on it, give it a red coat, shoe it with big, bold alloy wheels, and what you end up with is a bit of an attention grabber.

Personally, I can do without the envious glances (at the 'van you fools), but this Reimo T5 has definitely got presence. It looks modern too, and it *looks* fast, even though it's a nine feet tall caravanette (what a great word - it brings back memories of my youth and our Commer camping capers). Even more impressive is the way VW



Sky blue laminate furniture with contrasting wood-effect edging looks modern and classy.

have screwed it together. And don't those VW fitted side windows fit the vehicle perfectly, unlike the 'cut and shut' sliders you find on just about all the rest. The Reimo looks like it came out of the VW factory as a finished campervan, and not from an industrial unit round the back of Boddingtons. The photos cannot possibly show just how 'together' this little 'van looks.

When we brought it home we parked it in the drive next to our twelve-month-old Citroen Relay, and the difference in quality of fit and finish is very marked. The paintwork is better, the panel gaps tighter, and all the handles feel more solid. It does cost a bit more to build them like this, but you don't get owt for nowt do you? MCC Reimo have done a good job with the graphics too,

leaving them fairly sparse - allowing the T5 to speak for itself.

No, I don't like flash vehicles one bit, but this one is sort of 'purposeful flash', and we both decided we could come to love it by the end of the week. Yep, the Legacy is a real looker.

Inside pockets

The good looks continue inside. MCC Reimo has always done a neat, attractive and modern looking job on the interior, and the Legacy continues the tradition. All the interior walls are covered with a dark grey velour, which has a distinctly Germanic look to it and is quietly luxurious. We decided a lighter colour would have been nice on the ceiling and it may have



The classic VW layout provides a spacious daytime lounge. The bench/sofa is comfortable.

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made the interior feel a bit bigger, for huge it is not. The furniture is all built from lightweight ply, faced with sky blue laminate, which looks modern and classy, and lifts your mood if the weather outside isn't quite so blue. The edgings, a light-coloured wood-effect vinyl, contrast nicely with the blue panels, but the doors aren't quite as nicely made, having flexible plastic edgings with visible joints, and they don't match the furniture edgings. Nitpicking? Certainly, but we are talking a lot of money here, for quite a simple little motorcaravan.

The single furniture unit runs from behind the driver all the way to the rear tailgate and contains all the services and facilities. The cab passenger seat swivels to face into the spacious living area, and near the rear is the 'Variotech' seating unit. Basically it's a sofa, and behind that is an underseat (and out of sight) 'boot' space with room for your valuables. The sofa converts into a downstairs double bed, whilst upstairs is a further double bed in the high top.

Rocketing to the Lakes

Never miss an opportunity to get to the Lake District is my thought for the day, every day. So off we went to the Caravan Club's Meathop Fell site near Grange-over-Sands. This is a very handy spot for exploring the southern half of England's most beautiful landscape, and it has the kind of facilities that make minimalist motorhoming possible even in the depths of winter.

Rock(et)ing chairs

Lounging comes first. The lounge in the Legacy consists of a two-seater settee in the rear and the single swivelling seat in the cab. Even my addled brain can sense that the figures don't quite add up here, with four belted seats for travelling, and space, potentially, for four to get their heads down at night - but with seating only for three on site. And, if you're not a very long-legged specimen, that swivelling seat will either need a



The Smev grill. An essential item for us, but it's awkward to use with no handle on the grill pan.

footstool near it, or be very uncomfy during the long winter evenings. On the other hand, with just the two of us living in the Legacy, that rear bench/sofa proved much more comfortable than the average box-base type motorhome seating. It does mean you have to sit, rather than recline, but yep, I like that seat unit. In lounge mode, this VW layout does feel very spacious with the movable seat pushed right to the back of the 'van.

Rocket fuel

Dining should really be next, but before dining is the small matter of preparing and cooking the food. We spent two nights at Meathop Fell, then moved on to a Caravan Club (members only) CL site in Coniston where there are also decent

facilities. We do this circuit fairly often in our own 'van as there's a good eating place right next to the site at Meathop Fell and several in the village at Coniston.

However, being righteous, conscientious motorhome testers we resisted the temptation to eat out at Meathop Fell - so that we could test the Legacy's ability to feed us for a few days. Any sort of food preparation involves the use of the dining table, which is stowed in its own dedicated cupboard in the rear of the 'van. It's easy to extract and just as simple to replace. Once you've acclimatised yourself to a different routine, and realise that this Multi-Purpose Recreational Vehicle isn't a travelling galley, then all sorts of things become gastronomically



The kitchen ready for action, with the extra worktop above the cutlery drawer in place.



possible. Packets, tins, fresh veg, stir-fry, curries, and all manner of complex but simple feeding solutions are feasible for two burners.

Experienced campers will have no problems cooking in here – but those used to a huge kitchen will have some adjusting to do. There's a grill, too, for that essential morning toast (for a world without toast and grapefruit marmalade is not a place to wake up to, no matter where you are). Neither grill nor hob has electronic ignition but the push-button piezo-electric system worked well enough. The hob and matching stainless steel sink have flush-fitting glass lids to supplement the meagre work surfaces, but we weren't completely happy with the proximity of the mains socket to the sink. However, in a space this small, nowhere is very far away.

Surprisingly, in a camper such as this, there is a hot water system, with the water heated by mains electricity. There's no drainer, but a washing-up bowl or tray would sort that one out. To be frank, we used the site's washing-up facilities, and always do if they exist. Under the hob is the cutlery drawer, which slides out with a neat worktop-type lid on it to provide a bit more preparation area. Neat though it may be, we didn't trust it sufficiently to put full pans on it, and if you slice up one lot of veg on it then decide you need a different knife for another, then you can't get in the drawer underneath. What we definitely didn't like was the nylon curtain which runs behind the kitchen unit, as, at best, it's going to get dirty and greasy, whereas at worst, if you decide to try to close it whilst 'in the act' (of cooking) then some dangerous juggling of pans and things has to be performed. Criticising is easy though, and we couldn't think of any simple solution to this. Familiarity will probably sort out some of these procedural problems and we got

around them by using the table for everything. Well not quite *everything*.

The fridge, under the hob and cutlery drawer, is the usual two cubic foot three-way Electrolux unit, which is apparently now a 55-litre Dometic (all Electrolux products are now badged

Dometic). If the kitchen arrangements have a real weakness it is in the provision of food and pan storage space, which is almost non-existent. In two-berth form, with the upper bed replaced by a colossal cupboard, this will not be an issue.

So, we managed to cook simple meals for two



The ubiquitous two cubic foot fridge. Some converters put a top-accessed electric fridge in this layout, but this is bigger and easier to use. Above it is the cutlery drawer.



Minimal kitchen storage means not a lot of room for food and pans.

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The bathroom. I couldn't get in to use it. This Porta Potti is purely a night-time emergency facility and if you do get up at night remembering where it is vital, for several reasons.



The upper bed. Reimo doesn't fit many of these. Getting up there is a challenge, and getting down is harder. But there is actually more bed up there than downstairs.

nights, but weakened on nights three and four by running off to the Sun Hotel in Coniston.

Retrospectively, we feel that the average buyer of this motorcaravan (like us, a 30-something couple, handsome, active and discerning) would do the exact same thing, so we were, in fact, behaving in a constructive and representational way, rather than being bone idle.

Anyway, simple meals yes, but it was simpler in the 'Sun'.

Dining (for two) was well catered for by the swivelling, cranked island leg table, which moves in all sorts of planes to let either of you escape to attend to ongoing (almost) creative culinary activities. It is possible for three to eat in the Legacy by moving the whole bench and table forwards and bringing the swivelled passenger seat into play. But it then becomes very cramped, and the table (and y'r legs too) interferes with everything else in the kitchen. We also had a vision that anyone who buys this shocking red pocket rocket and intends to take the family camping in it would (a) not do it in winter, and (b) zoom off to sunnier climes where they could all lounge and dine outside.

Pocket bathroom

What the Reimo lacks is a winch attached to the roof somewhere just inside the sliding door. Now I know these are delicate matters but it's 3am and nature is calling, but you mustn't switch the light on to locate the miniscule Porta Potti you



The downstairs bed is very 'cosy', and firm, but with the opportunity to hang m'feet out of the bottom end it proved quite comfy.

thoughtfully pulled out of its cupboard in the kitchen unit before sliding the bed base forwards to make the bed. So you fumble around hoping to locate something toilet-shaped (but not too

intimately), and because it's dark, and it's an exceedingly small target, you place your bum down on it. But this thing is so low that you'll need a winch to get you off again. And that's it for



Dining time and there's plenty of space for two. The table swivels in such a way as to allow both diners to escape if the grub isn't up to scratch.

The surprisingly stable cranked table leg, which works so well. ▷



a bathroom, just the smallest available Porta Potti, which is definitely only to be used for night-time emergencies, and then only if you don't suffer from Fellwalker's Knee.

The sky at night

I made the mistake of measuring the bed (3ft 9.5in wide) well before attempting to sleep on it, then spent a couple of hours muttering and whingeing about it not being big enough for the two of us, nor soft enough either, to sleep on. Several sleepless nights beckoned. The bed-making and slumbering procedure went something like this:

11.20pm: Start to make bed.

11.22 pm: Bed ready, clambered in.

11.30pm: Lost to the world, gone, almost instantly asleep.

Nights two, three and four were similar (but refer back to Pocket Bathroom on nights two and three for slight changes in procedure) after which the nightmares about the Lake District turning to Norfolk overnight resumed almost instantly. All my good lady had to say about the bed was "I had a strange dream last night, when I thought I heard you talking to the toilet, then asking God to help you rise above your worldly squat." Weird things dreams, aren't they? Yes dear, they are.

The bed is easy to make and I still think it's too hard, and too narrow, but we slept well enough and that's all that really matters in the end isn't it?

The upper bed has a two-inch thick mattress, only 18 inches of headroom, and requires some agile moves to get into it. Though it would be possible for two adults to sleep up there, the upper bed is probably best suited to a couple of children. If it's going to be used as a bed then it could do with a light of some kind at the rear end where the occupants' heads are most likely to



This is supposed to be the wardrobe, but may be better shelved and used for food and crockery as well. Putting a mirror on the inside of this door is a curious decision.

be. The upper bed is an option, rather than standard, and MCC Reimo report that they sell most of these 'vans with just two berths downstairs and a big cupboard in the rear part of the roof. That seems eminently sensible to us.

One terrible, terrible, problem we encountered was that I couldn't get at the food and crockery for my breakfast whilst Marion continued to get her (much needed) beauty sleep. We came to a sort of impasse - she wouldn't get out of bed until she got a brew, but

I won't consider a brew until I've had my breakfast. This is a direct consequence of keeping the old rear-engined-style layout, and one of its worst failings.

Pocket sizes

The amount and nature of the storage available in a motorcaravan is one of the most important aspects of the 'live-ability' of the whole package. You've got to live in a very tidy and organised way if you're constantly on the move, and easy



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There isn't a huge amount of space under the Variotech seat, but it is ideal for shoes and boots.



Shallow eye-level storage cupboards running along the offside of the 'van.

access to all your everyday stuff is essential for a fuss-free life. With your own vehicle, you can customise and evolve the storage places to suit your own lifestyle, but climbing into a fresh vehicle with all your chattels and expecting to instantly find a place for everything is nigh on impossible. It's a stiff test for the storage potential of a small vehicle and we struggled a bit in the Legacy. The wardrobe, which is towards the rear in the top of the furniture unit (the usual place in this VW layout) is really the best place for food storage, as it's next to the kitchen, and there isn't really anywhere else for your grub.

Clothes, on the other hand, could be stored in the upper cupboard - if the roof bed wasn't there. We put our bedding up there, while our clothing went in bags at the back, in the 'boot', where it isn't very accessible. Shoes and boots, which never seem to have natural homes in small 'vans, went under the bench seat - on top of the

clipped-in table leg, which ended up being thrown in on top of the footwear.

The gas locker is in the rear corner and holds two Campingaz containers, or a single Calor-type cylinder, so heavy gas usage isn't recommended. For this reason no heating is fitted, though a diesel-fired Eberspacher, or gas-fired Propex heater, are on the options list. The gas can be turned on and off from inside, which is always nice when the weather is Lake District-like outside. Reimo have done their best to provide a variety of storage places in the Legacy within the confines of the layout, but this is another area where the flexibility for multi-use restricts the living capabilities.

The rocket

The driving experience is important in any motorcaravan, but it assumes a higher priority for some folks than others. If you spend long periods

away living in your motorhome, as we do, then as long as driving the thing isn't downright unpleasant then the more critical aspects of handling and performance don't really worry you a lot. The living facilities are more important. If you are of this ilk, then the Legacy isn't the motorhome for you. Unless you can just borrow it for a few days, like what we did. Then it's fantastic. This just isn't like driving a motorcaravan, and I suppose all that power is wasted on me, but it is a wonderful vehicle to drive. The handling is absolutely rock steady, the brakes fuss-free, and the ride is firm, but not too firm.

The dash-mounted gearlever was absolutely perfect and just falls to hand when it's needed. The only noise from the conversion was a rattle from the two small bolts that hold the upper bed flap, and this is (until you floor the throttle that is) by far the quietest motorcaravan I've ever driven. It isn't perfect though. I don't completely understand the



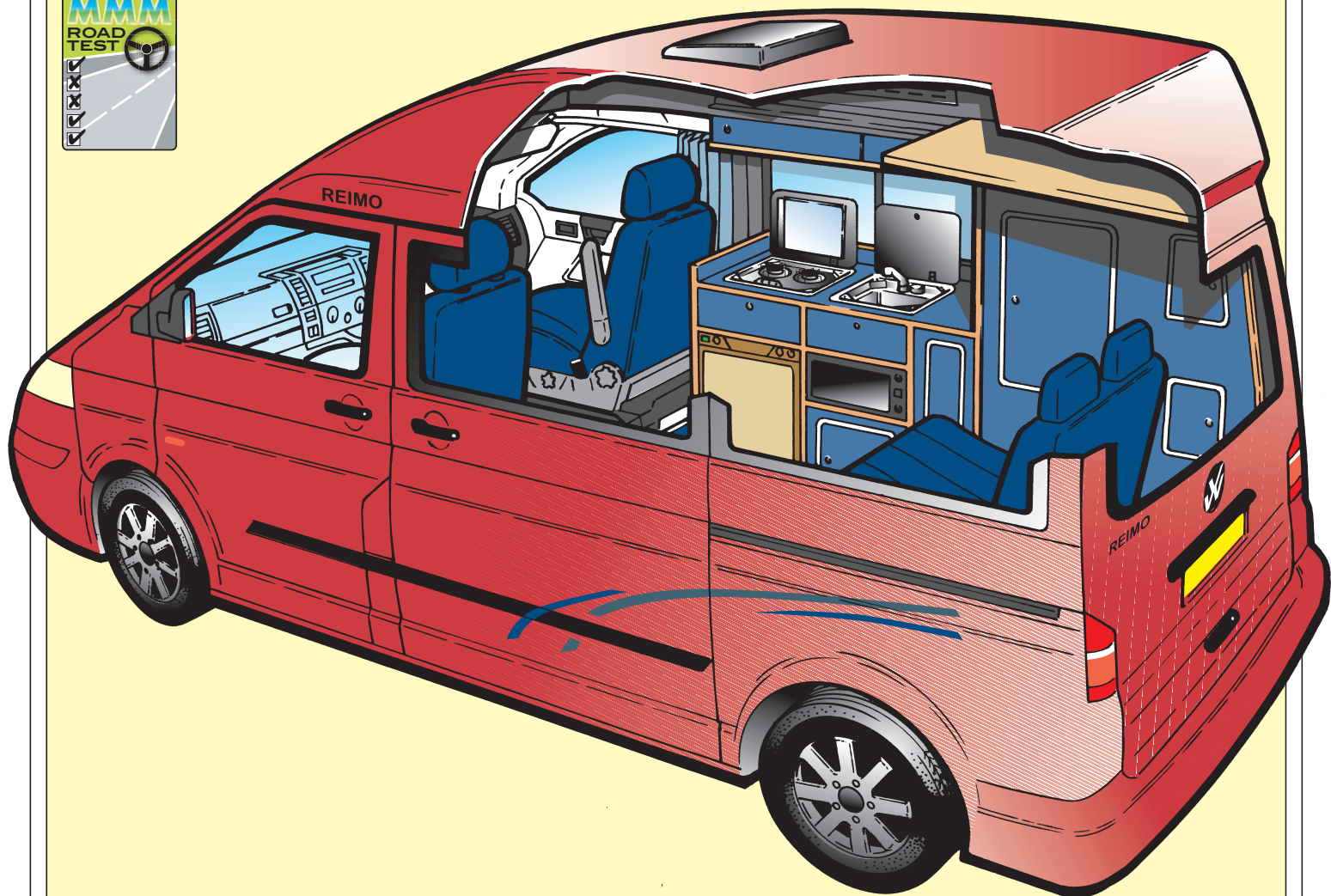
The Rocket's cab. Sober, Germanic and a pleasure to use.

technology, but this engine is 'chipped' to either 130 bhp or 174 bhp, and the one lurking under the bonnet here is the 174 bhp version. It behaves more like a petrol engine in some respects than a diesel, being a bit 'peaky'. It 'pulls' perfectly well if you aren't in a rush, and it's mighty civilised too when you're just bumbling about, but to unleash all the 174 gee gees it has to be spinning quite quickly (above 2500rpm). This means sacrificing some economy, and that civilised progress - as the thing is then howling like a banshee, and flying like one too. But it's like music to your old boy racer's ears, and you start to grow horns, and take on the eejits who've come down the outside lane rather than wait with everyone else. All they see is this tall red van hurtling away into the distance, as you look back in your mirror wearing a mean smile. For a man who usually drives very slowly, makes a virtue out of it, and gets 35mpg out of a much bigger motorcaravan, the change of character behind the wheel of the Legacy was quite frightening.

The top bed can be used as a huge cupboard but if you don't need the extra sleeping capacity then specify the upper cupboard when ordering.



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The Legacy really put a smile on my face. Get thee behind me Satan.

Is it the rocket for you?

I don't think MCC Reimo see, or sell, the Legacy

as a serious long-term live-in type of motorcaravan. This is a terrific all-round everyday car, load carrier, weekend camper, sports car, and it looks 'the business'. A true MPRV (Multi-Purpose Recreational Vehicle).

Strangely, I suspect that the less powerful, and less peaky, 130 horsepower engine will actually make the Legacy a more pleasant vehicle to drive, and save your soul, your licence, the planet, and your money in the process. □

MMM SUMMARY

I LIKED

- All that power
- Strange growl coming from under the bonnet when 'toed'
- Rock steady handling
- Quiet ride and cruising
- Annoying the Rep Racers
- Great looks
- Excellent VW build quality
- Quietly luxurious interior
- Colour and finish of furniture
- Comfortable seat unit
- Versatility of layout for load carrying
- Versatility of layout for

- passenger carrying
- Swivelling cranked table

I WOULD HAVE LIKED

- The upper cupboard option instead of bed
- Wider and softer bed
- Taller toilet/new knee

I DISLIKED

- Poor fuel economy
- Layout, as a motorcaravan
- High cab passenger seat
- Envious looks
- Illogical desire to have one

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Volkswagen T5 Transporter short wheelbase panel van with 2.5-litre direct-injection 'pump duse' turbocharged and intercooled five-cylinder diesel engine
- **Output:** 129kW (174 bhp) @ 3500rpm
- **Max torque:** 400Nm (295 lb ft) @ 2000rpm
- **Gearbox and drive:** Six-speed manual gearbox, gearshift on dashboard, front-wheel drive
- **Brakes:** Dual-circuit, with servo assistance, load sensitive proportioning valve on rear circuit, discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front: independent MacPherson struts, offset coil springs, telescopic hydraulic dampers, and anti-roll bar. Rear: miniblock coil springs with semi-trailing arms and telescopic dampers
- **Tyres fitted:** Bridgestone Duravis 206/65 16
- **Spare wheel position:** In underfloor cradle at rear of vehicle



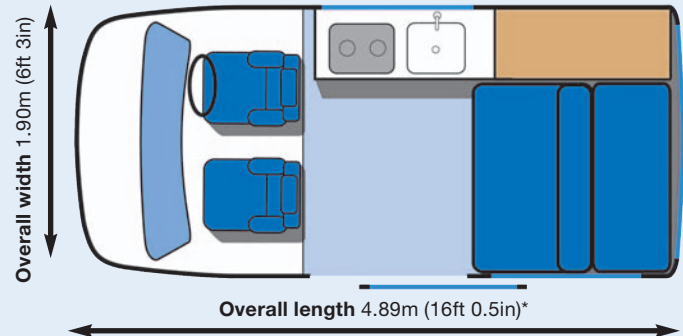
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons) diesel
- **Instruments:** Fuel level, coolant temperature, speedometer with trip mileage recorder, tachometer
- **Warning lamps:** Headlamp main beam, side lights/dipped beam, hazard warning lights, indicators, handbrake/brake fluid level/brake pad wear, battery charge, oil pressure, high coolant temperature, coolant level, low fuel level, rear fog lamp, water in fuel, service indicator, insecure door, airbag failure, seat belts, ABS failure, traction control failure
- **Windscreen wiper controls:** Stalk control operation, three speeds plus variable intermittent and single wipe
- **Immobiliser/ alarm:** Electronic engine immobiliser automatically activated by ignition key. No alarm fitted
- **Other features:** Traction control, in-cab headlamp angle adjustment, lockable glovebox, cab seats upholstered to match rear seating, two armrests on both cab seats, driver's seat with height and tilt-adjustable squab, electric cab windows, electrically-adjusted double-lens door mirror, cutaway cab roof, driver and passenger airbags, door pockets on cab doors, height-adjustable upper seatbelt mountings, CD/radio

PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 3.9 seconds (3rd gear)
- **Fuel consumption during test:** 30.5 mpg overall

THE CARAVAN

- **Body type and construction:** Steel panel van with VW factory-fitted windows and Reimo GRP high top
- **Insulation:** Sides, roof and floor 15mm X-trem closed cell foam
- **Conversion NCC badged as EN1646 compliant:** No
- **Warranty:** Three years, base vehicle and conversion
- **Number of keys required:** Two, one for base vehicle, one for exterior water filler
- **Windows and doors:** Single-glazed tinted glass VW factory-fitted. One opening window on each side. Sliding side door, one-piece opening tailgate
- **Additional ventilation:** One hinged Mini Heki rooflight with flyscreen and blind
- **Blinds/curtains:** All caravan and cab windows fitted with curtains
- **230V AC system:** Mains hook-up, RCD, MCB, automatic battery charger, one mains socket
- **12V DC system:** Auxiliary battery under driver's seat, control panel adjacent to kitchen with one 12V socket
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** Two halogen spotlights in ceiling above lounge, one in ceiling above rear end, halogen strip lights fitted to kitchen and lounge, variable position map light above cab
- **Cooking facilities:** Smev stainless steel two-burner gas hob with flush fitting glass lid, Smev stainless steel grill unit, both with push-button ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM4213S three-way with electronic ignition and half-width freezer compartment, capacity 55 litres
- **Sink and drainer:** Stainless steel rectangular sink with hinged flush-fitting glass cover. No drainer
- **Water system:** Exterior underfloor fresh water tank filled by external lockable filler, self-priming water pump serves kitchen mixer tap and exterior shower head
- **Water heater:** Truma Therme, mains operation only, 5-litre capacity
- **Fresh water tank:** Under-floor mounted 61 litres (13.5 gallons)
- **Fresh water level gauge:** On control panel, push button to read
- **Waste water tank:** None fitted
- **Waste water level gauge:** None fitted
- **Space heating:** None fitted (optional)
- **Gas locker:** Internally accessed compartment with vent in floor, capacity for two Campingaz cylinders, or one 3.9kg Calor-type cylinder
- **Washroom:** None
- **Seating:** Two cab seats with twin armrests, passenger seat swivels to face lounge area, sliding and removable two-seater forward-facing sofa in rear
- **Table(s)/storage:** Table supported by cranked wall-mounted swivelling pedestal-type leg, stored in dedicated cupboard in rear
- **Berths:** Four. One double made from sofa and one (optional) double in roof space
- **Rear restraints:** One three-point inertia reel seatbelt and one fixed lap with inertia shoulder strap on forward-facing seat
- **Wardrobe:** Rear located with front-to-back hanging rail
- **Flooring:** Fixed carpet in rear, fixed rubber matting in cab
- **Additional features:** Under-bed storage area, high-level rear brake light, cutlery drawer, external shower, portable toilet with dedicated stowage in furniture unit



DIMENSIONS

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

- **Overall length:** 4.89m (16ft 0.5in)*
- **Overall width (excluding mirrors):** 1.90m (6ft 3in)
- **Overall width (including mirrors):** 2.32m (7ft 7in)
- **Overall height:** 2.45m (8ft 0.5in)*
- **Length of wheelbase:** 3.00m (9ft 10in)
- **Length of rear overhang:** As measured from centre of rear wheels, 1.00m (3ft 3in) - 33.3 per cent of wheelbase
- **Turning circle (kerb to kerb):** 11.9m (39ft 0.5in)
- **Driver's max leg length:** 1000mm (39.5in)
- **Step-up height to caravan:** Step one 410mm (16in), second step 90mm (3.5in)
- **Door aperture:** Side sliding door 1380mm x 1020mm (54in x 40in)
- **Interior length from dash:** 3.25m (10ft 8in)
- **Interior length behind cab:** 2.49m (8ft 2in)
- **Interior width at waist height:** 1.65m (5ft 5in)
- **Interior height:** 1.90m (6ft 3in)
- **Work surface height:** 790mm (31ins)
- **Table dimensions:** 720mm x 520mm (28in x 20.5in)
- **Bed dimensions:**
 - (1) Lower bed **mattress length:** 1.91m (6ft 3in)
mattress width: 1.15m (3ft 9.5in)
mattress depth: 140mm (5.5in)
 - (2) Upper bed **mattress length:** 1.85m (6ft 1in)
mattress width: 1.12m (3ft 8in)
mattress depth: 50mm (2in)
- **Available headroom:** 460mm (18 in)
- **Shower compartment:** None
- **Wardrobe:** 290mm deep x 570mm wide x 970mm high, (11.5in x 22.5in x 38in)
- **Gas locker:** 500mm x 420mm x 290mm (19in x 16in x 11in)
- **Gas locker door aperture:** 280mm x 280mm (11ins x 11ins)
- **Max authorised weight:** 3000kg
- **Unladen mass:** 2345kg
- **Load capacity:** 655kg

PRICE (all prices include VAT)

- **Standard models (on the road):**
 - 1.9TDI (85bhp) £28,495
 - 1.9TDI (104bhp) £29,318
 - 2.5TDI (130bhp) £30,433
 - 2.5TDI (174bhp) £32,078
- **As tested (on the road):** 2.5TDI (174bhp) £34,031 (see options below)

OPTIONAL EXTRAS

(*starred items fitted to test vehicle)

- **Base vehicle options:** metallic paint (£481.75), pearl paint (£528.75), alloy wheels (£364.25)*, cruise control (£170.38), front fog lights (£146.88), mud flaps front and rear (£94), reversing sensors (£199.75), satellite navigation (from £1069.25), towbar (from £340.75), trip computer (£111.63), intruder alarm (£141), visibility pack (headlamp washers, heated water jets etc) (£176.25), airbag pack (additional curtain bags to front and side) (£434.75), air-conditioning (incl uprated alternator) (£728.50), heated cab seats (£229.13)
- **Caravan options:** roof bed (£398.99)*, high top windows (£350)*, colour coded roof paint (£255)*, portable toilet (£70)*, rear speakers (£85)*, matching upholstered front seats (£295)*, rear headrests (£135)*, high top storage cupboards (£310), high top 12V roof vent (£225), Eberspacher diesel heater (£890), Propex gas heater (£669.75), additional 230V and 12V sockets (£35), additional seat units (£1,350), middle lap belt (£45), awnings (from £150), 2-bike cycle rack (£175), cab carpet (£165)

SUPPLIED BY

Reimo Legacy kindly supplied for evaluation by:
MCC Reimo, Collingham Street,
Cheetham, Manchester M8 8RQ
(tel: 0161-839 1855;
web site: www.reimo.uk). E&OE

