



# TOP TAKE-AWAY

## McLouis 261 on LWB Fiat Ducato 1.9TD

*Jonathan Lloyd braves the floods to see whether this highland pretender is good enough to join the clan*

Oooh er! Fancy choosing a name for your new motorcaravan company that sounds like a Scottish firm of hamburger retailers. Well you can stop sneering, because the coincidence is quite deliberate, and is a result of some personal observations by the MD.

McLouis motorcaravans are built in Italy. The company is a relatively new one formed by ex-Gruppo CI employees. So, although the name is new to the motorcaravan scene, many of the faces behind it aren't. Currently they are building a range of overcab and low profile coachbuilt motorcaravans based on the Fiat Ducato and Mercedes Sprinter chassis cabs.

Don Amott Leisure, the Derbyshire-based doyen of Italian motorcaravans, is the sole concessionaire and importer. In addition, the 'vans are also sold through Don Amott's appointed network of independent dealers.



*Detail of graphics. Is this the dress tartan for the Val d'Elsa clan? Potential winners of the 2002 highland games combined caber tossing and pizza eating marathon?*

### Appetiser

The UK-bound range starts at the entry-level 431, at a whisker under £23 000, and culminates with the range-topping 690 at around £28 500. Both prices are ex works, but include VAT. It can be seen from the outset of this test that these are very competitively priced products.

'Our' 'van, the 261, is a low profile coachbuilt. Both the low profile variants (261 and 361) are built on the long wheelbase Ducato. At 5.98m (19ft 7.5in) long, the 261 is around 660mm (2ft 2in) shorter than the 361.

The layout of both low profile models includes a permanent rear bed. Such layouts are becoming more and more popular in Continental Europe, and many think they are likely to find favour here in increasing numbers.

### Wrapping

No surprises here, construction follows typical coachbuilt method and

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*Inset steps and a sturdy wooden grab handle aid access and egress. One-piece entrance door does not move from the UK offside on right-hand drive examples.*



*Looking forward from the fixed bed. Radiused hardwood-framed locker doors have positive locking catches.*



*Offside rear - aft of the caravan door - has the wardrobe and a large shower room.*



*Nearside rear has this wonderful permanent double bed, with one-piece mattress. Larger high-level cabinet with tambour door is intended for TV.*



*Forward-facing rear travel seats have high backs, a metal frame, head restraints and three-point inertia reel seat belts. We loved the fabric.*

procedure, making use of GRP-clad sandwich side panels and a GRP luton moulding. (Presumably, Italian overcabs are still called lutons, not Riminis or Pescaras!)

With its flat side and rear panels the 261 should be easy to build. Fawn coloured ABS plastic moulded skirts add a touch of style. The low profile overcab moulding and curved interface panels smoothly and effectively join the cab to the caravan. Green and blue side stripes (plus tartan squares) extend along the sides, across the rear, and over the cab doors. (I guess that the colours are the official dress tartan for members of the Val d'Elsa McLouis clan!) Securely fitted (hooray) silver-grey wheel trims, and a light dusting of stars on the sides, complete the embellishments.

My partner and I both thought the 261's shape to be simple and uncluttered and all the better for that. The low profile overcab, high ground clearance, and very modest rear overhang all combined to suggest agility and lightness. A suggestion later supported during extensive on-road testing.

A quick glance around the outside revealed that immediately behind the cab door is the 230V hook-up socket, then the fridge grilles and flue. The centrally-placed entrance door is a windowless one-piece affair, rearwards of which are the access doors for the gas cylinder compartment and for the cassette Porta Potti. The plain rear panel is home to just two extra items, a (now compulsory) high-level third brake light and the Combi boiler flue.

Moving forwards from the rear nearside corner, McLouis have included a 'mine's-bigger-than-yours' exterior locker door for the massive storage area available underneath the permanent rear double bed. All that remains on the inventory of exterior fittings is the fresh water filler. This surfaces at waist height immediately behind the offside cab door.

### Contents

Unlike many take-away meals, the McLouis will not have you wanting something else in a couple of hours. It really has everything needed to satisfy the heartiest of appetites. We'll look at the 'ingredients' a little later but for now, the 'recipe'.

### Recipe

The secret of any recipe is to make optimum use of the essential ingredients in a simple and yet impressive way. The ingredients of this 'van include a forward nearside double Pullman dinette, a kitchen opposite and, towards the rear, a permanent double bed placed longitudinally against the nearside wall. On t'other side there is a wardrobe and a washroom with separate showering area.

All these ingredients have been mixed together to form a practical, comfortable interior that made efficient use of the available space.



The McLouis 261 is a compact low profile coachbuilt on the long wheelbase Fiat Ducato. Not much risk of grounding, as there is plenty of clearance.



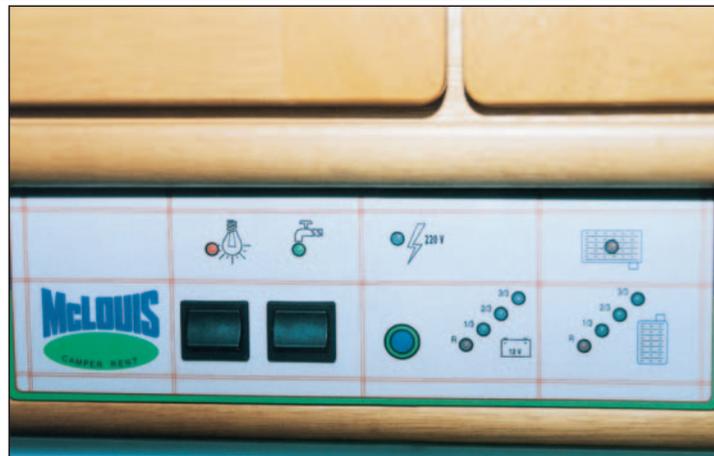
Compact but practical kitchen has plenty of storage, 60-litre three-way fridge, a good-sized round sink, and a three-burner hob and grill.

### Ingredients in detail

Entrance and egress is via the one-piece door, with burstproof lock, on the UK offside. It opens to reveal two inset steps, and a most useful wooden grab handle to help one aboard. It's a fair stretch from the ground to the first step, but much less for the next two steps. An advantage of including inset steps over electrically-operated exterior ones is that there is no possibility of mechanical or electrical failure. An advantage over a free-standing one is that you cannot unintentionally leave it behind. (I'm a veteran donor of free-standing steps to the next lay-by occupant or camp pitch resident.) Obviously, the interior floor level will be lower near the door, just waiting to catch out daydreamers.

There is a smart moulded interior panel fixed to the inside of the door, which gives it a visual lift and also provides some storage. What a shame it was attached with clearly visible, unpainted, silver-coloured self-tappers.

**Kitchen and lounge** - I'm sure they must exist, but I'm equally sure that I've not yet been in an Italian family motorcaravan that hasn't provided safe



McLouis 12V control panel is simple to use, clearly labelled and works a treat. ELCB is on the rear of the hook-up socket (behind kitchen drawer), but 230V fuses and MCBs were elusive. Easily identified fuses for 12V electrics are behind cab passenger seat.

and secure face-forward rear travel seats. The 261 was no exception. The metal-framed face-forward double seat has a high back, head restraints, anti-submarine squabs, and three-point inertia reel belts.

The opposite (rearward-facing) seats are just standard 'tree wood' low-back efforts with only static lap belts. Useful for securing the shopping and road atlas whilst driving, but not to be recommended for occupation by people, despite what an attached sticker claimed.

The dinette itself is comfortable to sit in. Windows on either side give it a light and airy atmosphere. It's possible for four elbows-in diners to eat together but, like most of these dinettes, it's more comfortable with just two occupants. The stable and durable-looking table was found to be a source of irritation because it wasn't level or, to be more accurate, was prevented from being level. The rail onto which the wall hooks of the table attach hadn't been moved higher to compensate for the extra thickness of the after-fit carpet. Whilst dealing with the carpet, it is worth mentioning that it also prevented the door to the cupboard below the wardrobe from opening at all, a matter that Don Amott says will now be rectified on future examples.

Adjustable halogen spotlamps were useful when reading at night, although the overhead luminaire threw out a very respectable amount of light for just an 11W bulb. Are these Watts new brighter Euro-Watts? Or had I opened my eyes wider?

It has recently been the case that many of the kitchens in Italian 'vans imported by Don Amott have been anglicised to the extent that they now include a grill. A consequence of this is that in the 261, there is now only room for the smaller (though in our opinion perfectly adequate) 60-litre fridge. There is no draining board, but I managed perfectly well by utilising the space surrounding my plastic washing-up bowl to drain crockery. Without having to provide room for a draining board, the sink itself was of a useful size.

Water flow and temperature were both easily controlled by the smart chromium-finish monobloc mixer tap. There is a little worktop surrounding the sink, but most cooks will also use the adjacent dining table as a preparation surface.

The Smev stainless steel three-burner hob functioned well once the flame-failure devices had warmed up, but this did seem to take an age. I know the warm-up time often shortens as the hob is used, so perhaps its only crime was its newness! Not so the grill. It looked the part but, as the grill pan was missing, I can't comment on its performance. I did try using an enamel plate as a substitute, but after burning myself twice, gave up and fried instead.

Kitchen storage principally consists of two overhead lockers and a large



Four-seater Pullman dinette has a stable table, and a good view out. Even when the 'van was level, the tabletop wasn't horizontal!

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Large washroom has plenty of smart moulded cupboards, elegant mixer tap, vanity sink, electric flush swivel-bowl Porta Potti and...



...a dedicated showering area.



There was, unfortunately, an unwelcome amount of carelessly applied glue on the walls.

cupboard and drawer below the sink. There are no moulded inserts to aid secure storage of crockery and cutlery. This kitchen had plenty of natural light and ventilation. In cases of catastrophic culinary clumsiness, cook has immediate access to the adjacent entrance door. However, it was disappointing to see that there was no standard fire extinguisher and fire blanket, or even a smoke detector.

**Shower room** - Italian flair in designing the washroom appeared to be evident as soon as the door was opened. White and turquoise moulded furniture looked well executed, and much less clinical than plain white. There is a good-sized vanity basin surrounded by a large mirror, an electric-flush swivel-bowl Porta Potti, and a separate showering area with its own dedicated mixer tap. Add these to plenty of cupboard space, ample natural light, and plenty of elbowroom and it will be no surprise to learn that this room provided a relaxed environment. Unforgivably, there was glue left over the walls at the wallboard joints, and we both thought that the lack of coat hooks, a towel rail, sink plugs, window blinds, flyscreens or curtains was unnecessarily parsimonious.

Another faux pas that only came to light when actually using the shower was the fact that the surrounding open shelves looked great, but they were pretty useless for storing anything that wasn't waterproof. Also, the one tiny drain outlet meant that the shower tray emptied very slowly indeed. Only two cheers here, as more attention needs to be given to the detail, but it's nothing that cannot be easily overcome. Basically it's fine; it just needs more development.

**Beds** - the permanent double bed was our favourite feature of this 'van. Although never having tested one before, we were both firmly against such a thing in a sub-20ft 'van. We did, of course, end up loving it. With no joins, gaps or cushions of different thickness to deal with, this really was something to write home about. Luxury indeed, and always available for tired journalists to recharge their batteries. In fact I rested so well here that I overslept on two mornings. The (heated) underbed storage space was vast, though I did think the boiler and blown-air trunking looked a bit exposed and vulnerable to damage, especially as there was nothing to aid tying down of heavy items.

In addition to lifting the slatted base and mattress (made easier by gas-assistance), access to the underbed cavern is also available via both exterior and interior doors.

We would both have appreciated a solid folding floor-to-ceiling room divider for the rear of the 'van - to exclude cooking odours and to prevent my cigar smoke from impregnating the bedding. Flora, being tidier than I, would also have liked to have been able to shut off the bed from visitors' gaze.

The Pullman dinette does convert into a generously-sized additional double bed by extending the seat boxes, dropping the table to its knees and cushion shuffling. Unfortunately, on the demo' vehicle, a bed board appeared to be missing (as well as the locker top suffering from a broken extension flap), so I couldn't really try sleeping on it.

The rearward-facing dinette seat box is home to the fresh water tank.

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Permanent rear bed was something to write home about. It certainly impressed us. Each occupant has his/her own adjustable halogen reading light.



Wardrobe is of good size, with side-to-side hanging rail. Unfortunately, the use of the coat hooks on the outside obscured the mirror.



The bed base and mattress lift on gas-assisted struts to reveal a large heated storage area. My folding bike was lost in this great cavern. Black cylinder on left is the Truma Combi boiler.

Not only is it ideally located within the wheelbase, it also has a large removable top to aid cleaning.

## Sauces

To add 'flavour' to the basic ingredients, McLouis have stirred in a Truma Combi boiler. Quickly supplying lashings of hot water (dual temperature choice), it also warmed-up the interior with commendable speed. Space heating is by blown-air distributed through a single outlet under the Pullman dinette. There is an additional outlet in the shower room (lovely) and in the storage space underneath the bed. If this 'van was mine I'd extend the trunking to this outlet so it emerged on the other side of the bed, and so heated the rear half of the interior of the 'van (rather than keeping my folding bike, tools, and general junk warm). After all, the locker will be warmed, or at least kept aired, by the heat given off by the boiler itself. There is no factory-fitted option for either water or space heating by 230V, although an element for water heating can be purchased and retrofitted.

Appropriately situated among the plentiful high-level lockers is a deeper one with a tambour door - designed to accept some televisual receiving apparatus. The old goggle box (if mounted on an extendible swivel mount) could be viewed from either the bedroom or the lounge. You only get the cupboard and the swish door as standard. TV, wiring, aerial, amplifier, and extendible turntable mount will have to come out of the housekeeping!

## Garnish

The most obvious 'garnish' is the finish to the cabinetwork and the pattern/colour of the soft furnishings. Despite this 'van's commendably low price tag, the overall ambience created by the chosen finishes is one of an upmarket apartment. The hardwood-edged locker and cupboard doors have radiused fronts, a good solid feel, positive locking catches, and a warm grain finish. What more do you want?

The chosen soft furnishings appealed to us immediately, as we love blue



Dinette converts into another double bed. A bed board was missing on the test vehicle. Rearward-facing seat box houses fresh water tank.



Large overcab locker has two doors but no central divider, so it easily accommodated (lightweight) bulky items. See efficient roof-mounted fan.

interiors. The blue and oatmeal coloured seat upholstery fabric was particularly appealing and, we thought, fairly restrained, though one visitor to the 'van thought it looked a bit racy! It felt like tweed and looked as though it was going to be hard wearing (though, of course, as Chuck Berry sang, 'You never can tell').

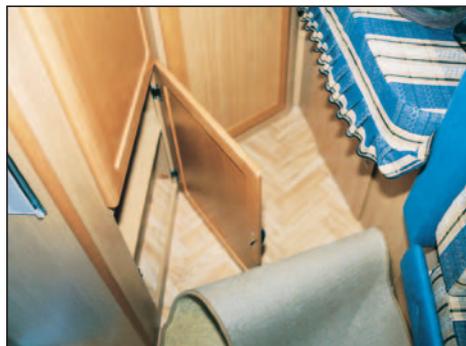
Lined curtains were in a neutral beige and the plain blue quilted-effect trim around the overcab locker made a strong and welcome style statement. Although there are two doors, there is no central divider, so it's another really useful, easily-accessed storage space.

This may have been a budget 'van on price, but it still came equipped with several bits and bobs more usually associated with more expensive models. The thermostatically-controlled dual-speed reversible Fiamma roof vent fitted above the kitchen and dining areas was a good example of this. So too was the stereo radio/cassette player, which is often absent from budget imported 'vans.

## Digestion

The 261 performed excellently on the road. This model could have been squeezed onto the medium wheelbase Ducato chassis, but McLouis opted to reduce the rear overhang by using the long wheelbase version (with

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*Carpet prevents this door from opening - we are assured that modifications will be made.*



*Familiar Ducato driving environment with dash-mounted gearchange. The test vehicle came with an RDS radio/cassette.*



*Spare wheel cradle is behind waste water tank, and is therefore not particularly accessible. I think I'd keep the spare wheel in the underbed locker.*

Camping-Car package). A wise choice; the result was the best handling Sevel-underpinned motorhome that I've encountered so far. They are usually taut and predictable on the road, but this one really did corner as if on rails. Handling was pin sharp and body roll almost nil. The ride was much less jiggly and unyielding than we had expected.

The low profile luton must have eased the air over the top because the 261 just laughed at headwinds and returned excellent fuel economy. During this test, many of the miles covered were either in hilly terrain or blasting down the motorway at the legal limit, and yet the McLouis still returned a fuel consumption figure of 9.77-litres/100km (29mpg). Gentle touring should produce over 30mpg - remarkable. These 1.9TD engines are really good performers, offering a clever compromise between power and economy.

The fascia-mounted gear lever offered precise and effortless gear selection. With no seat swivels and a fixed overcab, the cab area is unlikely to join in the fun when on site. However, the uncluttered cab floor was still appreciated when transferring my bulk from cab to caravan and vice-versa.

Braking was fade-free and progressive. The power-assisted steering felt appropriately weighted as it gave lots of assistance when parking and yet still retained plenty of feel at motorway speeds. The steering wheel's moulded thumbrests were found to be a useful addition.

Standard Sevel seats still give me backache, more so with many imported 'vans. Unlike UK producers, Italian motorhome builders do not seem to specify seat squab height adjustment. It doesn't seem to bother most other folk, so perhaps I'm oversensitive. No laughing please.

A trial wheel change went along dandy, except for the fact that the shower room waste water tank had been placed immediately behind the spare wheel cradle. This meant that the cradle lowering bolts could only be undone one half turn at a time. The supplied jack handle/ratchet does double duty here, so this shouldn't have been a problem. Of course it was a problem, because the resistance of the pawl mechanism was greater than

that provided by the thread. So one had to try and hold the thread so that the ratchet would work, or reposition the handle after each half turn.

In the end, it took me around half an hour to change the offside rear wheel. Really, the waste tank should swap places with the spare wheel cradle. Until I'd accomplished the swap, it would have been very tempting to keep the spare wheel under the permanent rear bed, where it could be retrieved in a jiffy, and without crawling underneath the 'van.

### The bill

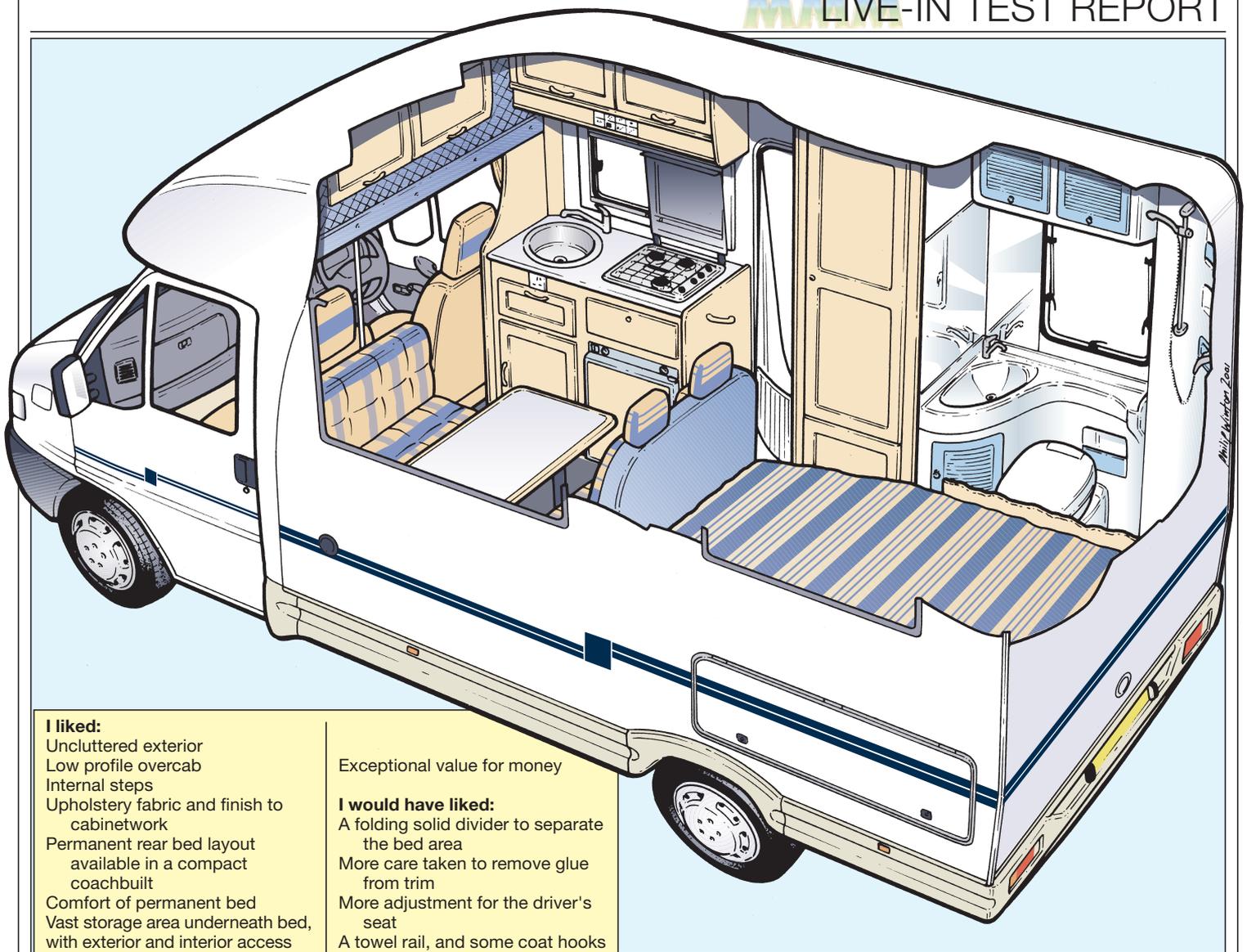
How many times are products or services actually cheaper than you had bargained for? Yes, hardly ever for me as well! When I first saw the McLouis range of motorcaravans at a show, I overestimated their price by a good few thousand. I'm not suggesting Don Amott put the prices up to match my expectations, just emphasising what good value for money they are.

### A 'touch' of indigestion

I felt that there was evidence of a lack of attention to detail by the manufacturer in some areas. It was perhaps best illustrated by the following. When lying in bed one morning, with the sun shining on the wall adjacent, I could see daylight through the gaps in the butted joints of the interior wall boards, there being nothing more between the inside and the outside than the translucent GRP exterior skin. A good interior marred for the sake of a tuppenny plastic T-profile fillet trim. Why?

For many years, Don Amott Leisure have been only too willing to provide MMM with test motorcaravans, often stepping in when other dealers and manufacturers have let us down. In my experience their vehicles have, without exception, been carefully prepared to a very high standard. This one wasn't, so inevitably a sense of disappointment pervaded this test. However, I've since been reassured that this 'van just slipped through the net during a period when key senior personnel were on leave.

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**I liked:**

- Uncluttered exterior
- Low profile overcab
- Internal steps
- Upholstery fabric and finish to cabinetwork
- Permanent rear bed layout available in a compact coachbuilt
- Comfort of permanent bed
- Vast storage area underneath bed, with exterior and interior access
- Plenty of useful general storage
- Washroom
- Toilet flushing system that draws its supply from the main tank
- Safe and comfortable face-forward rear seats
- Easy-to-use control panel
- Powered roof vent
- Willing and economical intercooled turbo-diesel engine
- Taught handling, little body roll
- Use of long wheelbase Fiat chassis

Exceptional value for money

**I would have liked:**

- A folding solid divider to separate the bed area
- More care taken to remove glue from trim
- More adjustment for the driver's seat
- A towel rail, and some coat hooks in the shower room
- An plate showing upgraded gross weight (missing on demo 'van)
- An owner's handbook for conversion
- A smoke alarm, fire extinguisher and fire blanket

**I disliked:**

- Gaps in interior wallboard (see text)
- No sink plugs, grill pan and dinette bed board (missing from test vehicle)

didn't want to damage that lovely coachwork. Ever tried breaking into a well-constructed wooden locker without causing damage - with only a wheel nut wrench, a useless screwdriver, and a breadknife? It wasn't easy, but years of bodging, plus a natural stubborn streak, meant I succeeded only hours after I had started!

Afterwards, I fell exhausted onto that lovely double bed and immediately asleep, only to be woken by a worried warden suggesting that as the River Trent had burst its banks I ought to move from my current riverside pitch to somewhere a little drier. The joys of motorcaravanning! Oh, and I still couldn't use the gas, as the supplied regulator had a bad leak.

My sincere thanks to the helpful warden of Milestone Caravan Park, Newark, for keeping all the campers and their equipment safe during the sudden and overwhelming floods. (Picture showing McLouis paddling was posed.)

**Conclusion**

The McLouis 261 is a very competitively-priced example of a compact low profile motorcaravan with a permanent double bed. It currently undercuts nearly all the opposition by many thousands of pounds. It is responsive on the road, and terrific value for money. But, in my opinion, more attention is required on detail design and post-production inspection.

That said, it was a very appealing motorcaravan. It successfully dissolved our prejudices against having a permanent double bed in an under 20ft 'van. □

Finally, an amusing incident occurred when I arrived on site for my first night away and found that I couldn't open the gas locker door to turn on the gas. Guessing that the mains lead (thoughtfully provided by Don Amott's after-sales department) had wrapped around the unprotected catch, I tried bowling off down a deserted road to free it by swerving from side to side. No such luck. On returning to the site, I realised that I either had to effect a 'forced entry' into the locked compartment or freeze. Assuming that, in common with many Italian 'vans, the gas cylinder compartment wouldn't be metal lined, I decided to attack from the inside of the 'van. At least inside I wouldn't be open to public ridicule and, more importantly, I



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## SPECIFICATION

### The vehicle

**Base vehicle & engine type:** Fiat Ducato 14 long wheelbase chassis cab with Camping-Car package. Four-cylinder in-line 1905cc DHX turbocharged diesel engine with intercooler and exhaust gas catalytic converter. Engine mounted transversely over front axle

**Output:** 66kW (90bhp) @ 4000 rpm

**Max torque:** 196Nm (144.5 lb ft) @ 2250 rpm

**Compression ratio:** 21.8:1

**Gearbox & drive:** Front-wheel drive, five-speed all-synchromesh manual gearbox, fascia-mounted gear lever

**Brakes:** Crossover dual-circuit hydraulically-operated servo-assisted system with load-proportioning valve. Front - dual-cylinder floating calliper discs, rear - self-adjusting shoes. Handbrake (parking brake) located on right-hand side of driver's seat, operates rear brakes

**Steering:** Rack and pinion with power assistance, acute-angled energy-absorbing steering column, 432mm (17in) diameter steering wheel with moulded thumb rests

**Suspension:** Camping-Car suspension upgrade. Front - McPherson struts with telescopic hydraulic dampers, rear - twin-leaf springs each side of rigid tubular axle, vertically-mounted hydraulic shock absorbers

**Tyres fitted:** Michelin XC Camping 215/70 R 15C 7-ply radial

**Spare wheel position:** In underfloor cradle, immediately behind rear axle

**Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel

**Instruments:** In binnacle - speedometer, odometer, trip, fuel level, engine coolant temperature. In nacelle above interior rear view mirror - digital clock

**Warning lamps:** In instrument binnacle - ignition on/low charge, low engine oil pressure, high engine coolant temperature, Fiat Key Code immobiliser, parking brake applied/low brake fluid level/worn pads, water in diesel filter, engine glow plugs activated, side lights on, rear fog lights on, main beam headlights, low fuel level. In switch - four-way hazard flashers

**Windscreen wiper controls:** Stalk on right-hand side of steering column, down for intermittent wipe/slow/fast, pull towards wheel for electric screen wash

**Immobiliser/alarm:** Fiat Key Code engine immobiliser, no alarm

**Other features:** Height-adjustable seat belts, courtesy lights, three-speed fan-assisted multi-vent heating and demisting system with recirculation facility, lockable glovebox, driver's door bin, atlas/map storage, ashtray and cigar lighter, dipping interior rear-view mirror, external rear view mirrors with wide-angle segment, chrome plated exhaust pipe extension deflector, Pioneer stereo RDS radio/cassette, remote adjustment for headlamp beam height

### Performance & economy

**Achieved 30-50mph acceleration time:** 9.1 seconds (average of four runs)

**Fuel consumption during test:** 28.9 mpg (9.77-litres/100km)

### The caravan

**Body type and construction:** Low profile overcab coachbuilt, GRP-clad sandwich side walls, GRP overcab moulding

**Insulation:** Bonded polystyrene sandwich, walls 33mm (1.25in), roof 32mm (1.25in), floor 70mm (2.75in)

**Conversion NCC approved:** No

**Warranty:** 12 months comprehensive on base vehicle and conversion

**Number of keys:** One for everything McLouis, one for everything Fiat

**Windows & doors:** One-piece entrance door, Roxite polyplastic tinted double-glazed windows (three top-opening, one slider in kitchen)

**Additional ventilation:** Fiamma wind-up rooflight over permanent double bed, fixed ventilator in shower room, Fiamma Turbo Vent Pro II thermostatically-controlled two-speed 12V reversible roof fan between kitchen and dining areas

**Blinds/curtains:** Cassette blinds/flyscreens to all opening windows except in shower room, lined curtains with tie-backs for dining area and rear bedroom, internal insulated pads for cab windows

**230V AC system:** Hook-up socket, ELCB, two 13A single switched sockets, spur to fridge, leisure battery charging

**12V DC system:** Split alternator charging of vehicle and leisure battery, fuse panel, control panel

**Capacity of caravan battery:** 80 amp hr

**Lighting:** One 11W fluorescent over dinette, one 13W fluorescent over kitchen, four adjustable halogen spotlights, one 11W fluorescent in shower room

**Cooking facilities:** Stainless steel Smev three-burner hob and grill

**Extractor fan/cooker hood:** None, but see Turbo Vent under additional ventilation

**Refrigerator:** Electrolux RM4211 three-way, electronic ignition, capacity 60 litres

**Sink & drainer:** Stainless steel sink, no drainer

**Water system:** Pumped hot and cold water to kitchen and shower room, inboard fresh water tank located in forward-facing dinette seat box

**Water and space heating:** Trumatic C3402 Combi boiler, gas-fired only, 12-litre hot water capacity, six litres per minute max flow. Space heating by blown-air distribution powered by 12V fan

**Fresh water tank:** Inboard, 125 litres (27.5 gallons) capacity

**Fresh water level gauge:** Level indicated by LEDs

**Waste water tanks:** One 50-litre (11 gallon) underfloor far rear, one 50-litre (11 gallon) underfloor offside between caravan entrance door and cab door

**Waste water level gauge:** Tank full LED activated at approx 80 per cent capacity

**Gas locker:** Offside, between caravan entrance door and rear, exterior access, sealed to interior, drop-out vents and cylinder restraints, holds two 6kg/7kg cylinders

**Shower compartment:** Offside rear, fixed sink, monobloc mixer faucet, moulded cupboards and shelves with fiddle rails, Thetford electric flush swivel-bowl cassette Porta Potti, showering area with mixer faucet (adjustable-height removable showerhead, and riser bar)

**Seating:** Four-seater Pullman dinette

**Table(s)/storage:** One four-seater table, no dedicated storage

**Berths:** Four (two double beds)

**Rear restraints:** Two face-forward metal-framed high-backed seats with head restraints and three-point inertia reel safety belts. Two rear-facing seats with static lap belts

**Wardrobe:** Offside amidships with side-to-side hanging rail

**Flooring:** Three-piece whipped-edge removable carpet over vinyl floor covering

**Additional features:** High-level rear brake light, rear high-level side white/red marker lights, amber marker lights in side skirts, moulded storage bin on inside of entrance door, exterior access to underbed storage

### Dimensions

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

**Overall length:** 5.98m (19ft 7.5in)\*

**Overall length (exc mirrors):** 2.22m (7ft 3.5in)\*

**Overall width (inc mirrors):** 2.51m (8ft 3in)

**Overall height:** 2.88m (9ft 5.5in) unladen

**Length of wheelbase:** 3.70m (12ft 2in)\*

**Length of rear overhang:** 1.44m (4ft 9in) - 38.9 per cent of wheelbase

**Turning circle (kerb to kerb):** 13.9m (45ft 8in), 3.65 turns lock to lock

**Driver's max leg length:** 990mm (3ft 3in)

**Step-up height to caravan:** 420mm then 165mm then 175mm (1ft 4.5in then 6.5in then 7in)

**Door aperture:** 1.80m x 480mm (5ft 11in x 1ft 7in)

**Interior length from dash:** 4.77m (15ft 8in) at waist level

**Interior length behind cab:** 3.82m (12ft 6.5in) at waist level

**Interior width:** 2.10m (6ft 11in)

**Interior height:** 1.92m (6ft 3.5in) min

**Work surface height:** 910mm (3ft 0in)

**Table dimensions:** 1000mm x 650mm x 725/750mm H (see text) (3ft 3in x 2ft 1.5in x 2ft 4.5in/2ft 5.5in H)

**Bed dimensions:**

(1) Permanent rear double

**mattress length:** 1.90m (6ft 3in)

**mattress width:** 1.285m max, 1.05m min (4ft 2.5in, 3ft 5in)

**mattress depth:** 130mm (5in)

(2) Dinette double

**mattress length:** 1.83m (6ft 0in) (luton support poles intrude)

**mattress width:** 1.225m (4ft 1in)

**mattress depth:** 140mm (5.5in) average

**Shower compartment:** 1410mm max x 835mm x 1.935m H (4ft 7.5in x 2ft 9in x 6ft 4in H)

**Wardrobe:** 655mm x 450mm x 1200mm H (2ft 2in x 1ft 6in x 3ft 11in H), drop from rail 1020mm (3ft 4in)

**Gas locker:** 665mm x 335mm x 645/725mm H (2ft 2in x 1ft 1in x 2ft 1.5in/2ft 4.5in H) - note: split-level floor

**Gas locker door aperture:** 585mm x 330mm (1ft 11in x 1ft 1in)

**Max authorised weight:** 3400kg\* (see text)

**Unladen mass:** 2320kg\*

**Load capacity:** 1080kg\*

**Price** (all prices include VAT)

**Standard model:** £23 435 ex works (as tested with 1.9TD engine)

**On the road charges:** See dealer - estimate in the area of £1000

### Optional extras

**Base vehicle options:** None listed

**Caravan options:** None listed (see dealer)

**McLouis 261 kindly supplied for evaluation by:**

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