

SIENNESE WALTZ

Ci Cipro 55 on 2.7-litre CDI LWB Mercedes Sprinter

How does an old German cope with a big Italian on its back? Andy Stothert asks the questions



The Italian Ci company changed the face of motorcaravanning in Europe a few short years ago by introducing a revolutionary and completely new breed of coachbuilt motorhome – the cheap one. Up until the Ci revolution, cheap meant a panel van conversion, whereas coachbuilt meant posh. Overnight, Ci altered the balance of things and suddenly the age of ‘motorhomes for the people’ was born. Since this brave move everybody else has jumped on the bandwagon, and whilst Ci (now absorbed into the Trigano dynasty) is still at it – banging out the El Cheapo Cusona, they have gradually moved upmarket a notch. Or two even, when you look at the price of this, the (almost) top of the range Cipro 55. Near as makes no difference the Cipro 55 will cost you £40,000. So what do you get for your hard-earned bucks?

THE OLD GERMAN

The Italian body is mounted on a Mercedes Sprinter 316 CDI chassis, and this adds several

thousand pounds to the price when compared to the Fiat-based alternative. In which case you’d think the sole question concerning the use of this chassis would be whether it’s worth the hefty premium for the perceived prestige of the Merc badge and the reputed excellence of its engineering?

However, it would seem that cost is not the only issue here, as the big Merc seems to provoke wildly contrasting views about its merits or failings.

On one side of the divide are the knockers, who say that the rear-wheel drive Sprinter is unstable in crosswinds, lurches and slides around corners like a (top heavy) bar of wet soap in a washbasin, and drives like a small truck. All this against the Sevel-built (Fiat Ducato/Peugeot Boxer) alternative which does most things better and cheaper, and the Renault Master which, whilst still behaving like a truck, seems to be very firmly fixed to the tarmac. That’s what the

knockers say. They might also add the fixed-length chassis isn’t as flexible as those front-wheel drive base vehicles, where the motorhome manufacturer can add a rear chassis from Al-Ko of just the right length. Also, a lower overall height (no propshaft driving the rear wheels to worry about) will give better fuel economy. It may also be said that the transmission will be smoother on front-wheel drive vehicles, without that long, heavy iron propshaft wiggling about whilst taking the power all the way from the front to the back.

On the other side of the great Mercedes divide there are those who, like the elderly German, say the Sprinter is much better built than the opposition and that it’s more reliable. This we don’t know for sure, but most of the delivery vans to be seen hurtling up and down the motorways are Sprinters, living up to their name. Commercial fleet buyers aren’t known for splashing out on the most expensive vehicles on the market without good reason, or because they like the badge.

Then there is the whole rear-wheel drive thing. The pro-Merc lobby would say that a load-carrying vehicle is better having its driven wheels under the load, for the sake of traction and simple mechanical sense. The rationale here is that the front wheels on front-wheel drive vehicles suffer from constantly variable pressures on the transmission and engine (on acceleration and even slight hills, as the 'loading' centre moves backwards and forwards), whilst on rear-wheel drive vehicles the load is more consistent on the driven wheels. Did you ever see an HGV with front-wheel drive? Nope, you never did.

Then there is that Mercedes engine. Five cylinders of smoothly delivered power, effortless motorway cruising, and no changing down to 4th gear to get up the slightest incline. To answer the criticisms about the wobbly handling, there is currently a rear axle anti-roll bar and suspension stiffening pack fitted to make things better.

All of the above are probably equally true.

This Mercedes also came with cab air-conditioning as a free add-on, but we didn't get chance to try it out in anger.

HOMEWARD BOUND

Yep, it was up to the Lakes again, to put the Cipro through its paces in the most beautiful but vertical landscape in England. The first thing you notice about the Merc is that the dash-mounted gearchange is a bit obstructive, compared to the Sevel-built offering. This is just after you've noticed that the cab is smaller and the instrument cluster a bit better looking. Then, when you turn the key, y'r ears smile very widely, as you hear an engine with a seductive growl that doesn't really sound like a diesel. At this point I found I'd swapped sides: from the knockers to the fans.

Then, as soon as we hit the M6 (half a mile), I started having doubts again – the Cipro is very twitchy in strong crosswinds; much more so than the front-wheel drive opposition. However, at 70 mph this thing just glides along, effortlessly, and silently. It did lose a bit of headway on long hills, but never required a down-change. Travelling a long way in this fashion would be less tiring, or is the word frustrating, than aboard a Fiat or Peugeot alternative.

There is nowhere better to test the driving dynamics of a big motorhome than on the narrow, twisty rock-enclosed roads of the Lakes, and the big Merc acquitted itself very well. The rear suspension upgrade pack fitted to the Cipro works very well, and body-roll around corners was minimal. Perhaps a bit more evident than on



The five-cylinder Mercedes 2.7-litre engine. Fantastic.

the Sevel 'vans, but that wonderful feeling of powering a rear-wheel drive vehicle round the bends brought a smug little grin to my wizened old boy racer features. That said, the steering isn't anywhere near as precise or informative as a Ford Transit, nor even the Sevel sisters. I always take these monsters up some of the steeper, less accessible tracks and lanes to see how they cope (for the benefit of you adventurous travellers you understand). The big Mercedes made mincemeat of the hills, with its huge reservoir of power - and it literally sailed up one hill that a big Peugeot-based motorhome once refused to climb. The steeper the hill gets, the more weight is transferred to the driven wheels, so their grip becomes even more tenacious. The brakes on these Mercs are, initially, a bit unnerving, as the pedal seems to travel a long way before anything happens, but you get used to it - and then get almost thrown through the screen when you get back in your own little truck.

Whether you prefer the Merc to the others on practical considerations is a complex calculation, and in the end it's all down to how you perceive the importance of all the factors involved (bull-speak for don't ask me?) or even

what your gut instinct is telling you. Me? Well, if I was going to have a leviathan like this, or bigger, which I can't envisage really) the Mercedes or the Transit with the latest engine would be my choice. But like I said, this is a gut instinct for me that rear-wheel drive is best for big 'uns.

THE BIG ITALIAN

Glass reinforced plastic side panels are all the rage at the moment, thanks to their dent and scratch resistance, but up until now they haven't really looked quite as nice and glossy as the aluminium versions. I say up until now because the GRP sides (and back panel) on the Cipro are totally indistinguishable from aluminium sheets. They are simply that good - and solid too. I could have put this in with the driving section, as I felt that the solidity of the coachbuilt body is linked inextricably with the lack of on-road rattles and creaks experienced in the Cipro on some diabolically-rutted tracks we drove it along. This was the quietest motorhome I've ever driven with regard to converter-added rattles, except, that is, for a very loud crash on every left-hand bend. A tin of pea soup came to the rescue - but I'll deal with that in the 'Preparing Pea Soup' section.

The body looks to be well built too, and the



The Sprinter cab is a pleasant place in which to drive.

One of the water fillers is on the rear panel. The filler isn't much higher than the tank and water leaks out under acceleration. Note the factory-fitted bike rack mounting points. ▷





Looking towards the front from the fixed bed, with big fridge/freezer and caravan door on the right opposite the L-shaped kitchen. The front end is home to a half dinette and side sofa.

corners are all sealed with large wrap-over joints, while the windows are the Seitz units built specifically for motorcaravan use. The low-profile front moulding looks a bit blunt and featureless, and while you could never call the whole thing handsome, it does the job – and solidly. Not so solid are the silver-grey-coloured plastic lower skirts, which flexed (alarmingly) under light finger pressure. The only reason I could think of for Ci putting such cheap (?) panels on the lower margins of the ‘van is that this is the place where all the scrapes and bumps are most likely to happen, so they may as well be cheap to replace. To test my theory, I then rang Ci and asked if they had a set of replacement skirts for the Cipro in stock and they said yes. Amazing. Commonsense thinking, or a fluke? I know not, but impressive nonetheless, especially considering the difficulty some people have experienced trying to get replacement body panels from some manufacturers. Whilst examining (admiring actually) the exterior panels of the Cipro I noticed that the bike rack mounting points are installed in the factory so a Fiamma rack can simply be bolted on. Needless to say, I was rather impressed with this joined-up thinking.

What I also noticed was the existence of two water tank fillers, which lead to two separate water tanks, and I wondered what this was all about. Ci tells me that they operate in tandem (one pedals, the other doesn’t?). But why have two? Something else that became apparent, linked to the tank under the bed, was that the filler cap didn’t keep the water in, and every time the throttle was pushed with any conviction water spilled out of the back.

The internal layout is probably the most ubiquitous in Europe at the moment with a half-dinette behind the cab passenger seat - which swivels to join it - and a small sofa opposite, on the driver’s side. The dinette provides two forward-facing seats with three-point seatbelts

for secure travel. Behind that is the kitchen on the nearside, with the entrance door and fridge/freezer facing it on the offside. The door is obviously on the ‘wrong’ side in this country, but it didn’t prove a problem with cab doors to exit from if need be.

Behind the kitchen in the rear nearside corner is the washroom and, in the other corner, the fixed bed, with a cut off at the foot to allow access to the washroom.

ARE WE THERE YET?

One day I strapped Marion (my boss) into one of the dinette travel seats, gave her a drawing book, a coloured pen set, a packet of sweets, told her to shut up - I would have turned the radio on really loud if one had been fitted - and off we went.

Within ten minutes I was getting ‘are we nearly there yet’, ‘I’m hungry’, ‘I need to go to the loo’ and, ‘I’m not comfy, my back hurts’. Strewth, I told her to play the part, but we’d only covered five miles! So I gave her a quick slap, we swapped places, and I got to be seven again. We didn’t even travel two miles before I’d had enough. In my opinion, those travel seats are diabolical. Too high, too upright, and the squabs are too deep.

So is it a family ‘van or not? Well, I suspect not. Anyway, this layout would leave the children being put to sleep in that big fixed bed whilst mum and dad got the smaller dinette bed so they could stay up later. When our children were young nobody bothered about safety and they played quite happily in the rear dinette of our ‘van, not strapped in, using the table, lying, sitting, drawing and whiling the journey away. They would have been a complete pain in the wotsit if they’d been strapped in here, safe, but unbearable. So no, I wouldn’t recommend bringing the small darlings with you in here. Put ‘em in kennels or something.

One thing that did concern me in the safety stakes was the very heavy and not very convincingly secured table lurking just behind us,



The forward-facing travel seats were safe - but too high, too upright and uncomfortable.

waiting to launch itself forwards should an accident occur.

BACK TO THE FUTURE?

Think June 1983 (if you can remember that far back) when you walk into the Cipro. Honestly, 22 years ago dark brown really was fashionable. It seems incredible now I know, but fleetingly we all thought dark brown was a very good idea. But why Ci should think that, in 2005, on a grim grey



cheaper models, get much brighter and more attractive colours.

ALL THINGS TO ALL MEN?

This layout, seemingly the most popular in the motorcaravanning world at the moment, is an attempt to be all things to all men. Does it succeed in doing anything really successfully? That is what we keep wondering.

Firstly, the lounge seat height is 22 inches from the floor. Way too high for us to sit on for



Marion's feet were nearly six inches from the floor when she sat on either sofa. Are we expecting too much for seating to be designed for sitting on?

day in England, we would find a dark brown interior even remotely appealing is beyond me (and indeed, everyone else who looked at the Cipro during the test). The dark interior colours are not helped by the very closed-in nature of the layout, where no large spaces exist.

I know that beauty is in the eye of the beholder and that on a hot sunny day in Tuscany it may look a bit different, but no, this interior just didn't do it for us. At night, when the dark brown (full length) curtains were pulled around the cab,

things got even more glum. The lighting is quite reasonable, but in places leaves even darker holes. The only real highlight in the interior colours is the very odd piece of shiny alloy tread-plate on the floor where the cab joins the body. Does Ci not know that this is the kind of stuff usually found on the floor of builder's trailers?

There is another piece of brightwork in the interior, which we disagreed about, but I'll get to that later. The sad thing about the interior glum-biance is that other models in the Ci range, the



View to the rear from the swivelled cab passenger seat shows the big heavy table. The bed is in the offside rear corner, next to the bathroom.



Three can dine in some style (with a slide-out tabletop extension reaching across to the offside sofa)



Four or even five can be fed if you use the swivelled cab seats, plus the strange slide-in extension on the slide-out extension.

◁ Dining time. Despite the high seating, the table is eminently usable from all the pews.

hours. The saving grace here is the swivelled cab seats, which are reasonably comfortable for lounging. This kept me happy, but Marion, who likes to get her feet up, didn't really get comfy on either sofa, as one isn't long enough (the dinette) and the other has nowhere to really get y'r back into. The big heavy table can be removed by the way, but carrying it through the tight interior to put it on the bed (the only place for it on site) is fraught with potential pitfalls and accidents.

In dining mode, if there are two of you, then the easiest way to eat is to sit next to each other on the dinette seat. Cosy and effective. Three can do it in some style (with a slide-out tabletop extension reaching across to the offside sofa) and four can eat in here reasonably effectively by using the swivelled cab seat. Five even, with the strange slide-in extension on the slide-out extension.

Of course, on a glorious summer evening in Sienna none of this really matters – everybody will be outside smiling, eating and drinking the night away, but in Britain, in winter (or summer come to think of it) four miserable folk will feel somewhat uncomfortably squeezed into this lounge, with two getting comfy on the cab seats, while the others are not really knowing what to do with themselves.

PREPARING PEA SOUP SECTION

The kitchen has everything you could wish for in the way of equipment. There's a full cooker (with four burners, grill and oven), matching stainless steel sink and separate drainer, an illumination-equipped extractor hood, and a big fridge/freezer. There's an opening window too, should things get really steamy (chance would be a fine thing). The cooker worked well, with the exception of the grill, which was slow and positioned right at the back of the casing, so

deep items didn't cook over the whole surface. It's strange how these things differ from cooker to cooker isn't it?

Marion liked the bright bold silver colour of the cooker, whereas I, who was beginning to get acclimatised to the brown (I jest), thought it just too obvious. The fridge had dark grey inserts in

the panels, to match the sombre stain-showing work surfaces. Not that there are any really.

We suspect that in Italy (and Germany too) no word, or words, exist to describe a 'flat surface for food preparation'. The sink cover - a wooden chopping board - helped a little, but our normal smooth chopping and cooking operations were



chaotic. The circular drainer in the corner provided a bit of dumping space, but every time I reached over to retrieve something, or reached for crockery to dry, I thumped my already



The fridge is a big 'un. I couldn't find a way to have the fridge on without the freezer (above).

confused head on the big circular cupboard that protrudes above it.

Food storage spaces are several and spacious with the head-banger cupboard (and another) up top, a large mysteriously fitted looking thing above the fridge, and two deep slide-outs below the sink. These last items showed a marked enthusiasm for sliding when on the road (and pushing open the curved retaining door in the process). We ended up wedging a tin of pea soup in the lower one (budget for a large tin if you do decide to buy a Cipro 55). We didn't use the top slider because the sink in the test vehicle was leaking.

This kitchen is well enough equipped, for sure, but because of the lack of work surfaces, doesn't really function properly. With this layout, short of fitting a smaller fridge, and putting a worktop above it (or getting rid of the wardrobe) I can't see any easy solutions. In the end we got thoroughly fed up of opening tins (and we had to keep one in reserve for securing the errant slide-out), so we decided it made a good excuse to eat out.

DAY TRIPPER

Due to limited space around the foot of the average, longitudinal fixed double bed where it abuts the entrance to the washroom, various manufacturers have had to come up with all sorts of solutions to the 'enough space to open the door' problem. Sliders, tambours, double hinged – they've tried 'em all. Ci's slant on this angled entrance is to fit a solid sliding door with its tracks fitted within the washroom. It's a bit awkward to use - due to there being nothing to really get hold of (and the door catch was very



The usefully large slide-out shelves in the kitchen. Unfortunately these things had a mind of their own when taking left-hand bends. A can of soup wedged in fixed the problem.

stiff). However, it fitted well and felt substantial. Which is just as well, because this door is





This type of kitchen layout is always a bit short on worktop and the Cipro seems to be a leader in this failing. Well equipped though.



I know I've been whingeing about all the brown in the Cipro, but it's nice to have some wood in the washroom to break up the white expanses. Very mellow.



The main problem with the washroom is the lack of floor space due to these plinths below the toilet and sink.



The transverse bed up front. It's either a big single or cosy double. The only difficult part of making it is woman-handling the big heavy table into position.

bound to come in for some abuse from your head or body as you stumble around in the small room tripping over all the plinths sticking out into the floor area. There is little floor space for stepping on, or manoeuvring. The toilet seat is too high for us, but the separate shower functions well, and the basin (in a racy silver hue which matches nothing else) is a usable size, which allows you to

get the entire face over it for effective ablutions. I expected the classic Italian expanse of white flimsy plastic in here, but this washroom actually looks quite pleasant and mellow, with its wooden cupboards and bright walls. Had the toilet seat been a bit lower I may well have been tempted to lock myself in here and not come out until it was time to go to bed....

BROWN BEDS

We'll deal with the dinette bed first. It probably won't get used, but just in case....

The big heavy table is unhooked from the wall, the leg folded, the table lowered, then the slide-out panel from the offside sofa is pulled out and the cushions rearranged, along with a loose infill, to create a flat and comfortable double bed.



Brown bed in the back is big and comfy. The cut-off at the foot is more rounded than some, so less sleeping space is lost.



The fixed bed lifts easily on gas struts to allow access to the big locker underneath.

It's a bit physical in the making, but simple enough and not too time consuming. The width though, at 3ft 9in, is more wide single than true double. This is where I thought I'd be sleeping, as I've had some very unfortunate encounters with these rear corner cutaway beds.

Surprisingly, the dinette bed remained unused for our stay, and the fixed bed won best of breed.

The difference with this one, compared to the previous uncomfortable experiences with rear corner beds, is that the Cipro version is five inches longer (nearly 6ft 5in) and not cut away quite so severely across the corner, which is on 'my' side of the bed. We both slept very soundly in here. And no nightmares either, even with the certain knowledge, that, directly underneath us,

almost touching our firm young bodies, was a dark brown mattress.

BITS AND BATS

General storage first. The usual cavern under the fixed bed will take just about anything in the way of chairs, surfboards, folding bikes, golf clubs, etc. There's a fairly small wardrobe between the



The lower skirt on the nearside has a sealed and well-made drawer for the wet or grotty stuff.



Entrance door with flyscreen and opening window. Unfortunately, you have to go outside to close the blind on the window.



kitchen and bathroom (which we'd be happy to lose for some kitchen worktop), plenty of overhead lockers around the front lounge and rear bedroom, and a couple of other general clobber holes. Plenty really, for everything.

Outside, and horror of horrors, no gas in the spacious gas locker when we picked up the Cipro from dealers Barrons, but this showed up an anomaly, in that the stated capacity (according to the brochure) is one 5kg and one 7kg cylinder. I presume what they actually mean is one 4.5kg and one 7kg size, as I've never come across a 5kg cylinder. Added to this, the flexible connecting hose wouldn't reach down to a 3.9kg/4.5kg cylinder, as we discovered whilst attempting to transfer one from our camper. Anyway, two 7kg cylinders will fit: problem solved.

Staying outside, there's a splendid drawer/locker which slides out from under the nearside of the lower skirt that's well suited to all the dirty or wet stuff like hoses and leads. It's a nice touch.

Water heating is taken care of by a Truma Ultrastore boiler, but it doesn't benefit from mains electric operation. Space heating is courtesy of a Webasto diesel-fuelled blown-air unit. This proved to be efficient in creating a warm Cipro, but didn't maintain an even temperature without constant fiddling with the controls. Even though this is fairly quiet externally, I still wouldn't like to be in a tent next door with it running throughout the night. It all depends on whether you get involved with the camping rabble as we do. We like the kinds of places where campers tend to get. I think I'm trying to say that if you spend your life on Caravan Club sites then a slightly noisy heater exhaust shouldn't be a problem: but elsewhere, it just might.

What else? Oh yes, the entrance door is fitted with both a window and a one-piece flyscreen.

Commendable this is, but Ci has overlooked the fact that to close the blind on the window then you've got to open the flyscreen. And yes, to open the flyscreen you must open the door, and then go outside to close the blind, whatever the weather. Now that is definitely not joined-up thinking.

BROWNE OFF?

Well yes and no. Definitely not with the elderly German. The Mercedes is an amiable effortless long-distance cruiser and eminently capable mountain pass stormer. Sports car it is not.

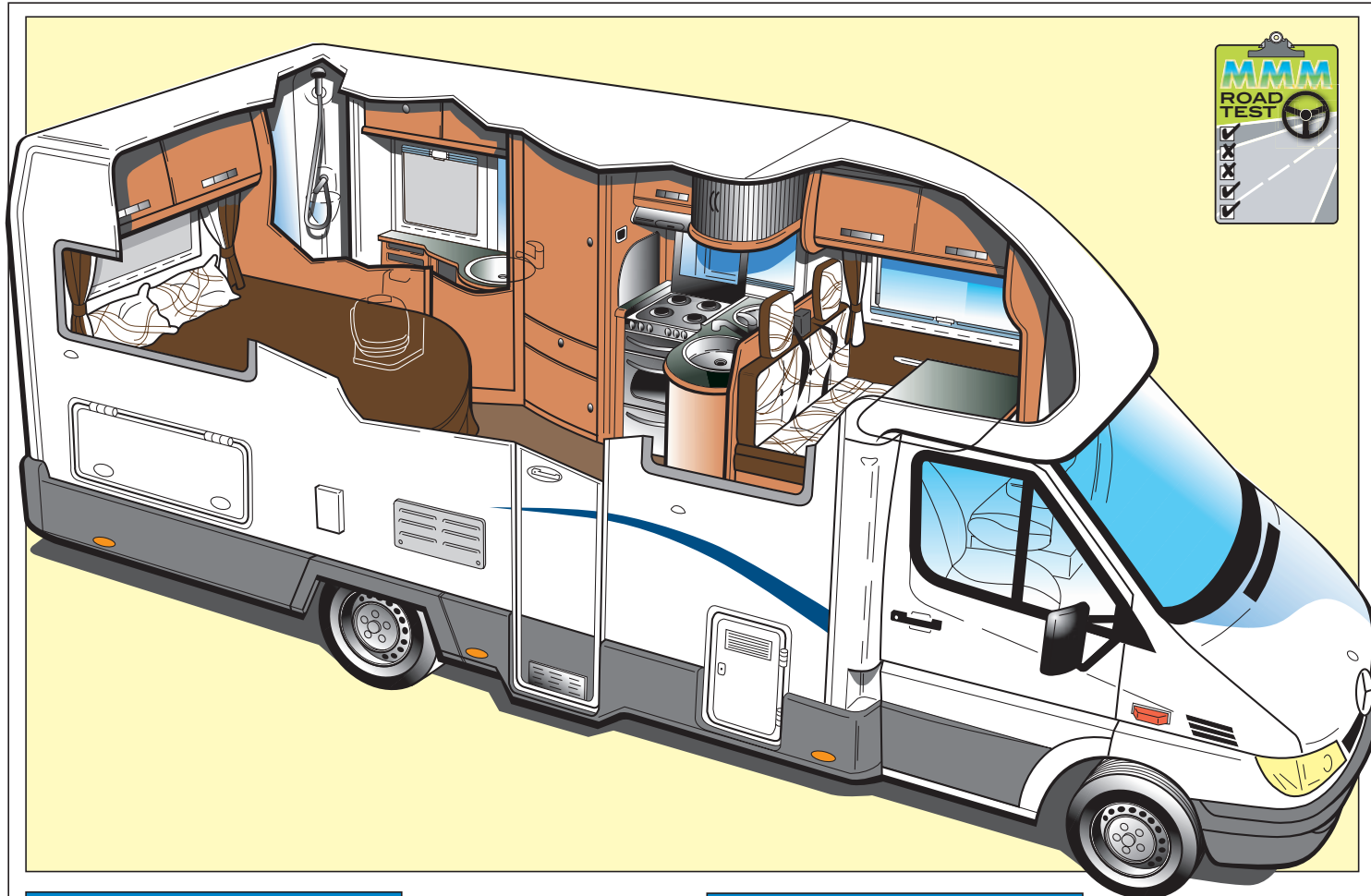
The Ci version of this ubiquitous layout is, like

all the others, a series of compromises. The lounge is flawed by the high seating and lack of comfy feet-up places. The washroom is fine – except for those unnecessary plinths snaring your every step, and the well-equipped kitchen, again like everybody else's version of this layout, is just not functional. The rear bed was the best we've yet tried of the cutoff variety.

The big boxy (and not particularly beautiful) coachbuilt body seems to have been put together very well indeed, and this, together with the powerful rugged and reliable base vehicle should make for an enduring combination.

But can you live with the brown?





MMM SUMMARY

I LIKED

- Smooth effortless cruising
- Comfortable ride
- Predictable handling
- Excellent traction
- Good build quality of coachbuilt body
- Well-equipped kitchen
- Big comfortable fixed bed
- Storage potential generally
- Furniture fit and finish
- Dining space for four

I WOULD HAVE LIKED

- Lower toilet seat height
- Mains electric options for

- space and water heating
- Lighter table

I DISLIKED

- Lounge seating too high for comfortable sitting
- Lack of kitchen work surfaces
- Cluttered floor area in bathroom
- The need to go outside to close caravan door window blind
- Tread-plate visible on floor
- Dark brown interior
- Slide-out storage unit crashing open on the road

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Mercedes Sprinter 316 CDI LWB chassis cab with 2.7-litre direct-injection common-rail turbocharged and intercooled five-cylinder diesel engine
- **Output:** 115kW (156bhp) @3800rpm
- **Max torque:** 330Nm (243 lb ft) @ 1400 – 2400rpm
- **Gearbox and drive:** Five-speed manual, rear-wheel drive
- **Brakes:** Servo-assisted, dual circuit discs all round
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front – fully independent struts with dampers, transverse leaf spring, stabiliser. Rear - multi-leaf springs, telescopic dampers, stabiliser
- **Tyres fitted:** Continental 225/70 R15C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 75 litres (16.5 gallons), diesel
- **Instruments:** Speedometer, tachometer, coolant temperature, fuel level, LCD panel displaying trip and total mileage, clock, exterior temperature and oil level
- **Warning lamps:** High coolant temperature, EBV malfunction, brake fluid level, low brake reservoir pressure, rear fog lamps, seatbelt malfunction, battery charge (alternator), brake pads worn, engine oil level low, handbrake applied, fuel filter contaminated, hazard warning lights, low coolant level, ABS malfunction, ESP malfunction, electronics malfunction, diesel preheat, low windscreen washer reservoir level, headlamp main beam, side lights/dipped beam
- **Windscreen wiper controls:** Two speeds plus intermittent and single wipe, screen wash/three wipes, all on single stalk control
- **Immobiliser/alarm:** Immobiliser automatically activated by ignition key. No alarm fitted
- **Other features:** Electrically-adjustable mirrors, electric cab windows, cab door pockets, cab seats upholstered to match caravan, driver and passenger seat with height and tilt adjustable squab, removable cab



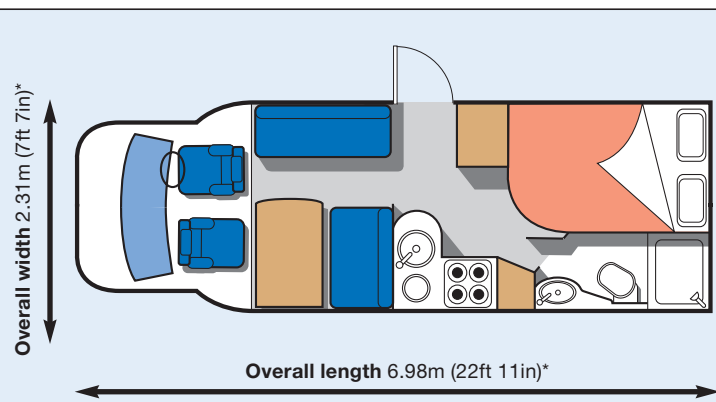
carpet, door pocket on both doors, height adjustable upper seat belt mountings, cab air-conditioning

PERFORMANCE AND ECONOMY

- Achieved 30-50 mph acceleration time: 5.5 seconds (3rd gear)
- Fuel consumption during test: 26.9 mpg overall

THE CARAVAN

- **Body type and construction:** Sandwich construction coachbuilt, sides and rear panels with GRP outer skin, GRP moulded front, aluminium roof, plastic skirts.
- **Insulation:** Sides 35mm, roof 35mm, floor 75mm
- **Conversion NCC badged as EN 1646 compliant:** No
- **Warranty:** Three years on base vehicle and conversion
- **Number of keys required:** Two, one for base vehicle, one for caravan
- **Windows and doors:** Combination of sliding and top-hinged flush-fitting double-glazed acrylic windows. One-piece caravan door with window, flyscreen and burstproof key-operated lock
- **Additional ventilation:** Midi Heki rooflight above lounge, wind-up vents above kitchen and fixed bed, five-way vent above shower
- **Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows, blinds and flyscreens to roof vents, translucent blind to bathroom window, full-length curtains enclosing cab, insulated screens for cab windows
- **230V AC system:** Mains hook-up, RCD, MCBs feed automatic leisure battery charger, fridge/freezer and three 13A sockets (one in lounge, one in kitchen and one to TV plinth)
- **12V DC system:** Leisure battery feeds control panel, blown-air heater, water pump, lighting, cooker ignition, 12V socket to TV plinth. Control panel incorporates displays for vehicle and leisure battery condition, internal and external temperatures, clock, water pumps, fresh and waste water tank contents
- **Capacity of caravan battery:** 85 amp hr
- **Lighting:** Fluorescent dome lamps above lounge and rear bed, two fluorescent downlighters in lounge, three halogen downlighters in bathroom, two in kitchen, two adjustable halogen spots above rear bed, step well light next to door
- **Cooking facilities:** Smev (labelled Ci) built-in cooker with hinged glass lid, four-burner gas hob, gas grill and oven. All with electronic ignition
- **Extractor fan/cooker hood:** Smev, two-speed cooker hood
- **Refrigerator:** Dometic RM7505L fridge/freezer, three-way with AES (automatic energy selection). Capacity 138 litres
- **Sink and drainer:** Stainless steel sink with chopping board/cover, matching stainless steel drainer
- **Water system:** Two inboard fresh water tanks and pressurised water system feeding kitchen sink, washroom basin, shower mixer, water heater
- **Water heater:** Truma Ultrastore gas-only operation. Capacity 10 litres (2.2 gallons)
- **Fresh water tank:** Two fitted, inboard. Total capacity 110 litres (24.18 gallons)
- **Fresh water level gauge:** On control panel, graduated over full range
- **Waste water tank:** Underfloor. Capacity 105 litres (23 gallons)
- **Waste water level gauge:** On control panel, graduated over full range
- **Space heating:** Webasto 3500 blown-air diesel-fuelled heater with distribution to lounge, kitchen and bathroom
- **Gas locker:** Externally-accessed and vented, fixed regulator, capacity two 7 kg cylinders (manufacturer states capacity as one 5kg plus one 7kg cylinder)
- **Washroom:** Located in rear nearside corner of vehicle with vanity basin with mixer tap, three mirrors, cupboards under and above, electric-flush swivel-bowl cassette toilet. Separate circular shower cubicle with folding rigid doors, mixer tap, showerhead, riser rail, soap dish, single outlet shower tray. Vinyl flooring in all but shower
- **Seating:** Two swivelling cab seats, forward-facing two-seat sofa on nearside and inward-facing two-seat sofa on offside
- **Table(s)/storage:** Side-mounted single-leg extending table. No dedicated storage
- **Berths:** Four: two in rear fixed double, two in double utilising forward seating area
- **Rear seat belts:** Two three-point restraints on forward-facing dinette seat
- **Wardrobe:** Nearside, located between kitchen and bathroom, with side-to-side hanging rail
- **Flooring:** Vinyl flooring with removable carpets throughout
- **Additional features:** Under-bed storage accessed through external locker door, slide-out external wet locker, rear steadies, stereo speakers in living quarters, electrically-operated step to caravan door, side marker lights, TV plinth above cab with extending turntable and aerial socket



DIMENSIONS

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

- Overall length: 6.98m (22ft 11in)*
- Overall width (excluding mirrors): 2.31m (7ft 7in)
- Overall width (including mirrors): 2.60m (8ft 6.5in)
- Overall height: 2.64m (8ft 8in)*
- Length of wheelbase: 4.02m (13ft 2in)
- Length of rear overhang: 2.0m (6ft 6.5in) – 49.7 per cent of wheelbase
- Turning circle (kerb to kerb): 13.3m (43ft 7.5in)
- Driver's max leg length: 1.04m (3ft. 5in)
- Step-up height to caravan: Step one 330mm, step two 190mm, step three 200mm (11in, 7.5in, 8in)
- Door aperture: 1.95m x 510mm (6ft 4.5in x 1ft 8in)
- Interior length from dash: 5.56m (18ft 3in)
- Interior length behind cab: 4.52m (14ft 10in)
- Interior width at waist height: 2.16m (7ft 1in)
- Interior height: 1.93m (6ft 4in)
- Work surface height: 940mm (3ft 1in)
- Table dimensions: 970mm L x 560mm W x 740mm H (3ft 2in x 1ft 10in x 2ft 5in), extending to 1.35m L (4ft 5in)
- Bed dimensions:
 - (1) Fixed rear double:
 - mattress length: 1.95m (6ft 5in)
 - mattress width: 1.33m (4ft 4.5in)
 - mattress depth: 130mm (5in)
 - (2) Lounge double:
 - mattress length: 2.13m (7ft 0in)
 - mattress width: 1.13m (3ft 8.5in)
 - mattress depth: 130mm (5in)
- Washroom: 1.75m W x 790mm D x 1.93 (5ft 9in x 2ft 7in x 6ft 4in)
- Wardrobe: 520mm W x 560mm D x 1.17m H (1ft 8.5in x 1ft 10in x 3ft 10in)
- Gas locker: 640mm W x 330mm D x 700mm H x (2ft 1in x 1ft 1in x 2ft 3.5in)
- Gas locker door aperture: 410mm W x 570mm H (1ft 4in x 1ft 10.5in)
- Max authorised weight: 3800kg*
- Unladen mass: 2955g*
- Load capacity: 845kg*

PRICE (all prices include VAT)

- Standard model as tested: £39,886 (on the road)

OPTIONAL EXTRAS

- Base vehicle options: Automatic gearbox, ABS brakes, and cruise control package (£2295)
- Caravan options: None listed

SUPPLIED BY



Ci Cipro 55 kindly supplied for evaluation by:
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