



# MASTERFUL MIRAGE

**Mirage 5000 on LWB 2.8JTD Fiat Ducato**

*Dave Hurrell finds more reality than illusion in this Italian-built A-class*

In this country, Mirage is only available new from importers Marquis Motorhomes and only in A-class form. There are just two models in the range, the 5000 and the 6000. The former - tested here - is a 6.25-metre long, front lounge, rear kitchen design, while its brother is three-quarters of a metre longer and features a fixed rear bed. 'Fully-loaded' best describes the specification offered, with things like solar panel and bulk gas tank fitted as standard. The main, extra-cost, upgrade consists of a built-in LPG-powered generator and roof-mounted air-conditioning unit (caravan). This gives ultimate independence at a cost, as it adds a whopping five grand to the asking price.

## A-class act

It's hats off to the guy (or gal) who dreamed up the idea for the A-class motorhome. A streamlined body, loads of internal space in a modest length, light flooding in from those big windows, the cab as part of the living space, and last, but by no means least, a big double bed that appears ready made from the roof. Sounds like motorhome nirvana doesn't it? Well, to many it is, with lots of experienced motorcaravanners ending up with an A-class, while the rest of us could see the type as the ultimate motorhome even if we don't desire to own an example.

## Solid Mirage

A-class 'vans are generally built on a chassis cowl and this one is no exception. Mirage start with a unit consisting of rolling chassis frame, engine, transmission, cab floor and dashboard, etc. The whole body is then built on top - from radiator grille to rear bumper. This method of construction has its problems and the potential to end up with a 'wobbly wardrobe' on wheels is very real. Thankfully, the Mirage is neither wobbly, nor wardrobe-like; solidity of construction and good looks make it one of the best around. A streamlined front end with a not-too-deep windscreen gives way to the GRP-skinned slab sides demanded by the constraints of sandwich construction. This look is relieved by alloy skirts and a moulded rear panel with standard-looking rear light clusters. Understated gold, burgundy and grey graphics bisect the side walls - adding interest. Meanwhile, up top, there is a rubberised roof, said to be better at handling the expansion and contraction that can cause leaks. This also has the pleasant side effect of

silencing the 'dried peas on a sheet of tin' effect during wet weather.

While on the subject of weather, it was nice to discover neat little plastic 'peaks' over both doors to stop the wet stuff cascading down on you when you stick your head outside. Truthful politicians, rocking-horse poo, and hens' teeth - you can pick the metaphor yourself, while I tell you just how rare UK handing is on a Continental-built A-class. Most imported motorhomes have the caravan entrance door on the UK offside as their bodywork is built to suit driving and parking (and exiting the vehicle) on the right. Usually, only the steering wheel changes sides for us Brits...

The Mirage is UK handed, something that might escape your attention while looking at a host of different models. This is a fact that could be vitally



*Rare on an A-class, UK handing means the caravan door is on our nearside.*

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Looking forward shows the benefits of A-class design. The cab, with its swivel seats and pull-down bed, becomes an integral part of the living area.



The driver's door is on the right side but its window is not easy to use.



This may look like a water filler but it's actually for fuel - I'd change its colour to make it more obvious.



An external lift-up skirt section reveals the centralised electrics, complete with easily-accessed leisure battery.

important to you, especially when you consider that it also applies to the cab door, A-class motorhomes often have only one door up front – for the driver. In a lot of imports, this becomes a passenger door by default.

The all-white bodywork is an asset when concealing flaps and fillers, and the Mirage uses traditional alloy-framed hatches and doors in its flanks.

The nearside sees diesel filler and gas locker door at the front, closely followed by a similar hatch providing access to storage. Beneath this are two lift-up sections in the side skirts. These reveal the leisure battery and electrics (which are enclosed in a weather-proofed locker) and the bulk LPG tank. The caravan door is at the rear and benefits from electric step and integral flyscreen door.

On the offside the driver's door is similar in style to the caravan entrance but narrower. Next come mains hook-up inlet and water filler. I was slightly alarmed to discover that the water filler was exactly the same as the fuel filler, both in style and colour. Both were clearly marked for their purpose but, nevertheless, putting water in the fuel tank or vice-versa could have dire consequences for the vehicle or the people using it. I would prefer to see distinctly different caps here and would find myself painting the fuel filler cap a colour that left me in no doubt as to its purpose.

As is traditional in many A-class designs, the cab side windows are of the single-glazed sliding variety. These fit in well with the overall look but are probably the most old fashioned feature of the cab area and are the only form of ventilation here (no wind-down windows). Even the driver's door



Wave goodbye to gas supply problems with the switchable bulk gas tank.

The caravan door has electric step and integral flyscreen. ►

only has a small sliding window - which could make things a bit difficult at toll booths and car park ticket machines. I was also worried to find that the mastic sealing these windows from the outside was somewhat sticky, almost melting - very odd.

### A-class interior

A classic interior layout takes full advantage of the benefits of the A-class concept, all packaged in what is - in motorhome terms - a modest body length. The rear-located caravan door opens to reveal a rear-end kitchen and washroom layout. The kitchen runs from the nearside with the washroom in the offside corner. A front twin-sofa lounge provides crucial belted seats for rear passengers in this four-berth 'van'. The spacious A-class cab contributes to the whole by adding swivelling cab seats by day and the signature drop-down bed by night.

### Travelling on

A-class driving is a completely different experience to navigating an ordinary 'van cab' motorhome. The width of the cab and the big windscreen - and its distance from the driver's seat - all contribute to a situation where a change in spatial awareness is required. Put simply, the windscreen's a



This classic motorhome layout sees front twin-sofa lounge ahead of rear kitchen and corner washroom. ►

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long way away and the whole thing seems very wide. Even expert road testers like myself (you may laugh sarcastically at this point) can feel nervous as - unlike the familiar Sevel cab - each A-class is different.

It was with some trepidation then, that I weaved my way through the traffic after collecting the vehicle from Marquis Motorhomes in Preston. It's that spatial awareness thing that does it, especially since you're something like half a metre further from the windscreen than usual.

It took about two hours to get used to driving the Mirage, during which I tackled Preston's traffic, a good run up the M6, and some twists and turns up into the north Pennines. Once used to the particular character of the vehicle I found myself loving it. Number one on the list of good points was caravan-generated interior noise; that is, there wasn't any. Some A-class 'vans can sound like a fight in a flat-pack furniture warehouse - with all manner of creaks, rattles and bangs. Here there was nothing; even the cooker was silent and I hadn't so much as shown it a tea towel! The big Fiat 2.8 turbo-diesel performed with aplomb and ride and handling were very



A lift out section in the offside sofa....



....helps create safe, belted travel for two in the rear.



Distance from the windscreen and wide-at-the-front cab means it takes a while to get used to driving an A-class. This Fiat-based version was superb.



Sumptuous sofas in terracotta and cream help make the lounge a great place to relax.



Dining from the twin-pedestal table is perfect for two and possible for four.

good; even the steep cobbled high street of Alston (Britain's highest market town) left the Mirage unruffled. My only criticism is reserved for the oft-talked-about fifth gear. This very high (overdrive-style) ratio is also a big jump up from fourth, and the bigger and heavier the motorhome the harder it is for the engine to pull it along in fifth. Long periods were spent in fourth gear and the slightest incline on the motorway required a change down from fifth causing engine revs to rise dramatically. I would love to see a lower fifth gear ratio offered on higher capacity chassis, as this would improve the performance of the transmission and make driving these larger Sevel-based motorhomes more relaxing.

Cab-wise the Mirage is an excellent place to be. The area between the front of the familiar Fiat dash and the screen is filled with plastic panelling that matches the original dash very well. On both sides, shelves and storage pockets are provided and the floor has removable carpets. Rear view is taken care of by suspended, coach-style electric mirrors. These gave an excellent view behind but I would augment my Mirage with a rear-view camera as there is no direct through-vision to the rear. Last, but not least, is the standard cab air-conditioning - great for hot-weather touring.

Meanwhile, in the back, safe travelling for two is provided courtesy of two three-point restraints on the L-shaped, offside sofa. Just lift out a small

part of the seat to free up the full width of the forward-facing section and allow the use of the belts (which are attached to a steel subframe).

### Lounging around and taking a bite

Ah, the joys of motorcaravanning; get pitched, swivel the cab seats and relax. If there's just two on board you don't even need to do that as the sumptuous twin sofa lounge is perfect for the pair of you to lounge, feet up. There's plenty of room for a travelling foursome in here, and, when the time comes to entertain, cab seats and sofas will accommodate up to eight in comfort. Decor is very much to British tastes, with an autumnal feel to the furnishings. Upholstery is in terracotta, cream and brown, with coordinating lined curtains. The warm colour of the cabinetwork contributes to the kind of cosy feeling that's so welcome when camping off season. Sandstone-effect surfaces in the cab, lounge and kitchen complete this picture of domestic bliss. The floor has sensible removable carpets over not-so-sensible light coloured marble-style vinyl flooring.

At mealtimes, the lounge becomes the dining room and a twin-pedestal table emerges from dedicated stowage in the adjacent wardrobe to stand between the sofas. I thought this might be fiddly to set up (trying to engage the twin legs into two floor sockets together) but was proved wrong as it was easy to deploy. A second, smaller, single-leg table was billed, but not present, and I would imagine this would be very useful for drinks and snacks.

Dining for four from the sofas is the order of the day. It is too much of a

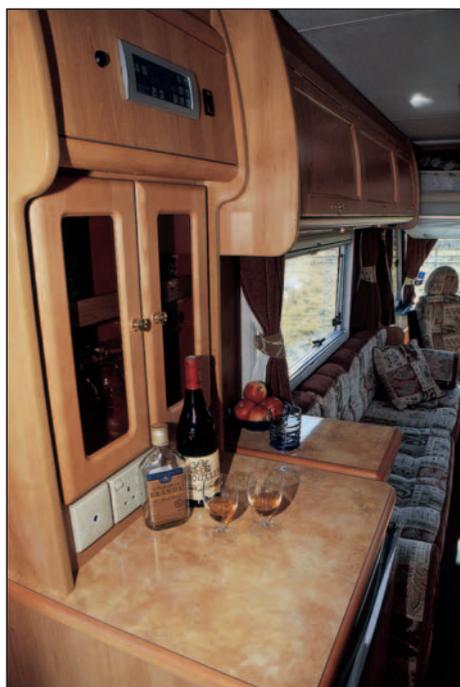
stretch from the cab seats, and the table is too small to accommodate more than four diners anyway. You may not be able to contemplate a dinner party for six, but this eatery provides for the full complement of residents nonetheless.

Aft of the nearside sofa is a floor unit that houses the fridge which has a handy top surface - as useful to dump keys and phones as it is to use as a drinks server and buffet. This 'shelf' is also furnished with mains outlet and aerial socket for your goggle box. (This idea is a favourite of mine; so much better than a daft roof locker for the TV, which requires you to have a double-jointed neck in order to watch your chosen soap in comfort.) To its right, an extra hinged flap folds down to provide some welcome additional surface, although it does overhang the end of the adjacent sofa. Above is a cocktail cabinet, an auto-illuminated two-door affair. It'll hold some small glasses and a few miniatures of crème-de-menthe, but it's really just for show.

Daylight is provided in abundance. As the cab windows are larger than a non-A-class 'van they contribute to a feeling of space and light, something that's a selling point for the type. Two large side windows and a big Heki rooflight complete the natural illumination of the lounge area, a space where I would be pleased to spend many hours relaxing.

### Cooking for four

The across-the-rear kitchen holds few surprises for the seasoned motorcaravanner. The Smev cooker and stainless steel sink have matching,



*Apart from its rather twee cocktail cabinet, the fridge housing unit makes a great all-purpose surface. An extra fold-down flap increases versatility.*



*The drainerless sink is more typically Continental.*



*A full-sized cooker is a rare find in a Continental motorhome. The pull-out larder unit to the right is narrow, but useful.*

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*The sensible washroom has everything but a window...*

glass worktops - and it's just as well as the only other work surface is above the fridge.

The cooker has been included to cater for British tastes and is a full-sized model, with push-button ignition to all areas. The sink is more Continental in flavour having no drainer, although this is probably due to the fact that there's not room for one anyway. Below the sink is a deep, shelved floor cupboard with a large drawer above. Sandwiched between the cooker and the caravan door is a small pull-out larder unit - great for bottles



*The A-class bed is easy to deploy and comfortable.*



*...However, twin extractor fans mean steam is not a problem.*

and cans. The fridge, as previously mentioned, is across the way at the aft end of the nearside sofa. Its top, the one that's also such a good dumping ground, buffet and TV table, becomes the main area of work surface (along with the hinge-down flap) while cooking. This is very good, as long as nobody wants to watch telly while the cook is slaving over a red-hot chopping board.

Below this surface, the large Electrolux Powerfridge does its job quietly and efficiently using 12V, gas or mains power. Steam and cooking smell removal is taken care of by a powerful, Omnivent, suck-or-blow roof fan - turn it up to three and wave goodbye to your new toupee! I can sum up this kitchen in three words; capable and compact.

### Cue for the washroom

Like the kitchen, the washroom location is a common one in many motorhomes. The offside corner seems to be a favourite with many designers. This one just bristles with... well it just bristles with common sense actually. Unremarkable is too harsh a description but practical and usable is probably the best conclusion.

Open the door, walk in, and you are faced with a strong-seeming basin and mixer tap of almost domestic proportions. The basin is deep and the tap is large and easy to use. There's counter top to one side for all your ablutionary bits-and-bobs and a good double-door cupboard below. The wall behind the basin is fully mirrored (great to use, difficult to photograph) and there are two wall-mounted plastic lockers with fiddled shelves.

On the left, Mirage has bucked the trend by fitting a bench-type cassette toilet. It has the benefit of a larger holding tank (which is great as long as you can lift it when it's full). The ceiling sees a second Omnivent roof fan that could be described as over-kill in a space this small. However, as the washroom has no window this fan will have a lot of work to do when the steam starts to rise.

To the right is the separate shower with mixer tap, riser rail, full height shelf unit, and a folding shower screen. Above is a pop-up mushroom-vent/roof fan to extract steam. The only potential problem in here is the fact that the shower tray is a bit narrow and could be a bit of a squeeze if you're of a larger build.

This is a great washroom; you simply walk in and use the facilities. Sounds obvious? Maybe, but I have tested large luxury 'vans where it was impossible to stand in front of the washbasin unless you were astride the toilet. One example even had a dubious feature that meant you had to operate the toilet flush lever before you could open a cupboard! Believe me when I say this one's good.

### Sleep easy

The concept behind A-class design is to build a whole motorhome rather than bung a body on the back of a commercial vehicle (as with a chassis cab). This means that the cab becomes an integral part of the living and sleeping area and the - full width at the front - body is wide enough to accommodate a drop-down bed above the cab. This is the A-class unique selling point, and means it is possible to pack a lot of motorhome in a relatively short body length. On the Mirage, this - instantly available - bed allows a spacious lounge and a washroom (with separate shower) in a vehicle just over six metres long. If two people are living aboard, all living areas remain intact and are available for instant use.

The Mirage bed is easy to deploy; just recline the driver and passenger seats a short distance back. Release the seat-belt-style buckle holding the roof-bed up, and give a good pull downwards. The bed descends, its leading edge swinging past the cab seat headrests, coming to rest at a sensible distance from the floor. A short, alloy ladder is provided to assist the weary traveller but I used the offside sofa to spring into bed as the ladder was a bit hard on the feet. Good headroom is provided within, along with a good mattress on a slatted base. Above the bed are twin mushroom vent/roof fans. These are opened using a push-up action and will suck or blow according

to whether you desire fresh air in or (probably) hot air out. A good idea these; great for ventilation on those hot summer nights, as long as you're not disturbed by the modest noise they make. I slept well on this bed and was not bothered by a lack of headroom. The only drawback here is that if the inside sleeper needs to get up in the night they have to climb over their partner - of course, this applies to lots of motorhome double beds.

So, you rise in the morning, throw back the duvet and lift the bed back into the cab roof. It really is that easy.

The other two berths are singles and full marks go to Mirage for having the courage not to go for a fold-out, transverse double bed in the lounge. Having two single berths downstairs means access to the cab bed remains unimpeded, as does the aisle. All sleepers can get out of bed at any time and use the facilities, whether the toilet at night or kitchen and washroom in the morning. The downstairs berths are simple to make. You just remove the various backrests and cushions and hide them in the cab - to leave two narrow-ish single beds, one of which is over seven feet long. Just as well these days, as all the kids I come across seem to tower over me!

So the Mirage comes up smelling of roses yet again. Sensible, practical and comfortable; that's how I like 'em.

### Class A storage

Aside from kitchen and washroom cupboards, there is a full complement of overhead lockers, most of which have fitted shelves and positive locking. The wardrobe is sandwiched between the offside sofa and the washroom and is unremarkable insofar as it is capacious and has dedicated stowage for the table. Under the forward-facing passenger seat is a large space suitable for larger heavy items such as tools and spares - things you should not need very often.

The nearside sofa base is one large storage locker with lidded access in its top, but more importantly outside access via a large locker door. No motorhome should be without an externally accessed locker and all the



*The two singles are easy to make and one is over seven feet long!*

stuff you don't want to drag through the interior goes here. Hook-up lead, levelling wedges and water hose, plus barbecues and outdoor chairs - this locker has loads of room for all these. The only things not accommodated are large chairs and bikes (although a couple of 'folders' would probably fit).

### At your service

Services are the lifeblood of any motorhome and this one is red-blooded and raring to go. Heating and hot water is provided by the now-familiar



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The offside sofa base contains informal storage and the large-capacity fresh water tank.



The externally accessed locker (centre) has loads of room for outdoor kit.

Truma Combi. This unit packs a six-kilowatt punch and delivers heated air to all areas (gas operation only), including the washroom. It kept me as warm as toast on some chilly, Pennine nights during the test. Its water heating section runs on gas or mains electricity enabling a constant supply of hot water when on hook-up.

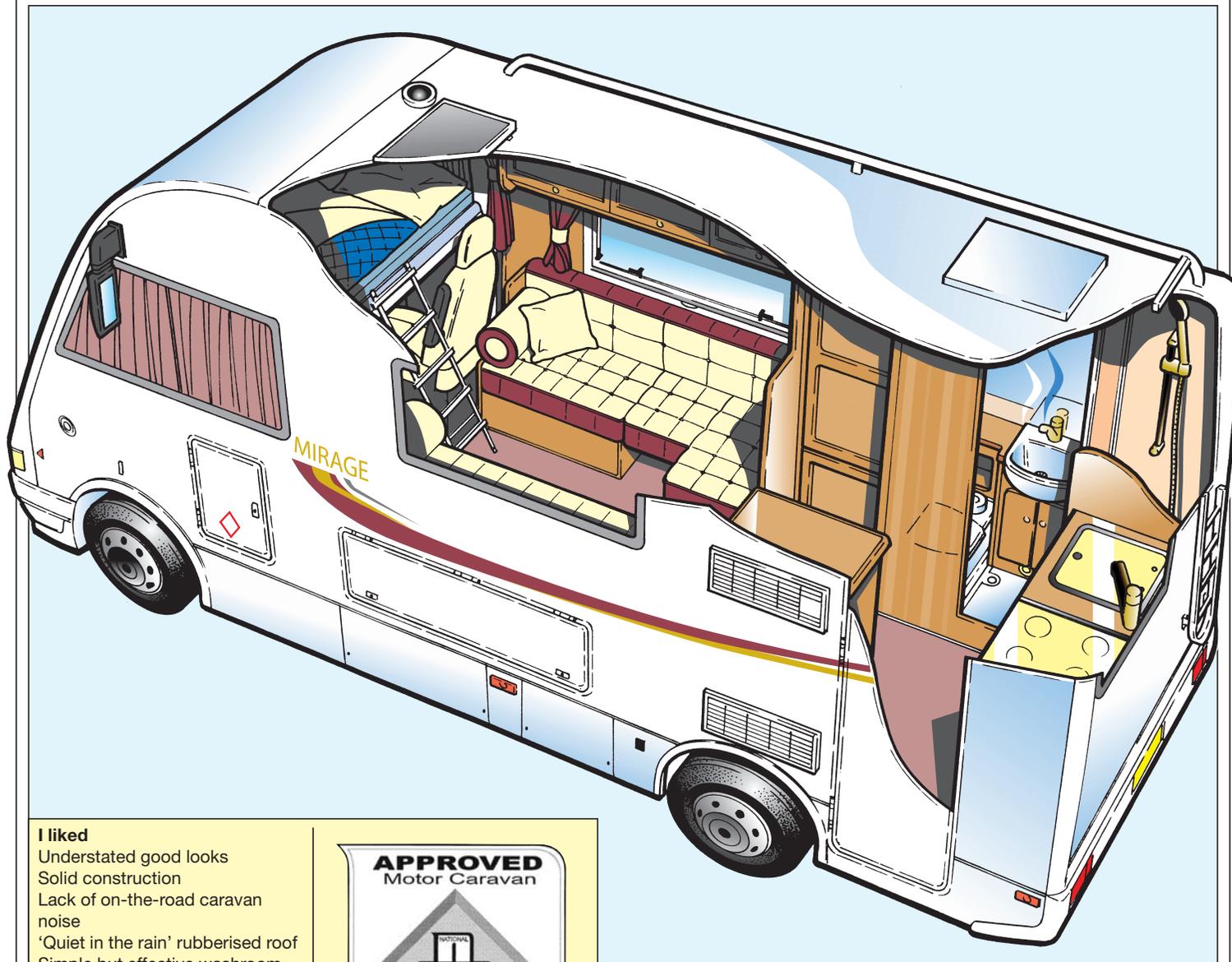
A magnificent 140 litres of fresh water is stored in an inboard tank giving long periods between fill-ups.

Gas too is well catered for. The locker accepts two 7kg cylinders but this is backed up by the bulk tank fitted under a hinged section of the side

skirts. A control in the gas locker lets you choose between bottled or bulk and, as you can fill up with bulk LPG at an increasing number of garages throughout Europe, the bottles could become your back-up supply.

Lift another side skirt flap and a weatherproof locker door reveals centralised electrics, with leisure battery, charger and fuses all to hand should the need arise. Inside, the control panel (mounted above the cocktail cabinet) controls all the expected functions and displays fresh water content as a series of lit LEDs. The level of the underslung waste water tank is indicated by a 'tank full' light.





**I liked**

- Understated good looks
- Solid construction
- Lack of on-the-road caravan noise
- 'Quiet in the rain' rubberised roof
- Simple but effective washroom with bench-type cassette toilet
- Big washbasin
- Spacious comfy lounge
- Lighting and night-time ambience
- Year-round touring capability
- Bulk gas tank
- Solar panel

**I would have liked**

- A wider shower compartment



**I disliked**

- Sticky mastic around cab windows

indoors, so good lighting is essential. A selection of circular, individually-switched wall-mounted halogen fittings provide the backbone of the lighting scheme. They populate the drop-down bed, the lounge, the kitchen, even the washroom and shower. They are joined by four matching, gold downlighters over the twin sofas. Evening ambience and illumination was just about perfect to my eye, making me keen to put my feet up with a glass of wine and a good book.

**A Mirage with substance**

From reading this test, you may get the impression I liked this 'van and you'd be right. I'm not generally a fan of A-class motorhomes but I really loved this one. Solidly built and quiet on the road, the Mirage bristles with commonsense design ideas. Winterised, and featuring loads of extra, useful kit fitted as standard, this 'van is fully-fit for long-term touring all the year round. With UK-handing, a separate shower, a full-sized cooker, and a traditional, cosy interior it's miles away from its sometimes brash and often Teutonic brethren.

The only small blot on its copybook was some sticky mastic around the cab windows and that annoying big jump from fourth to fifth gear (but that applies to any big Sevel-based motorhome). So, if I can just find someone to give me fifty grand for my Duetto, I can tell Marquis Motorhomes their Mirage can disappear in my direction! □

Mirage has also fitted a roof-mounted solar panel which helps to keep the leisure battery charged during daylight. An amber LED glows on the control panel to let you know you're getting free electricity! To its right is a panel that uses the same system to tell you how much gas is in the bulk tank.

An 'invisible' service provided by the Mirage is its winterisation status. Very thick insulation to walls, roof and floor, plus one inboard tank, and one outboard but insulated tank, should give year-round touring capability.

Year-round motorhoming means quite a few long nights spent



# MIRAGE 5000 ON LWB 2.8JTD FIAT DUCATO

## SPECIFICATION

### The vehicle

**Base vehicle and engine type:** Fiat Ducato LWB chassis cowl. Four-cylinder 2.8-litre common-rail intercooled turbo-diesel engine

**Output:** 94kW (127bhp) @ 3600 rpm

**Max torque:** 300Nm (221 lb ft) @ 1800 rpm

**Gearbox and drive:** Five-speed manual, front-wheel drive

**Brakes:** All-round self-adjusting discs with dual circuit, ABS and servo assistance

**Steering:** Power-assisted rack and pinion

**Suspension:** Front - independent MacPherson strut type, with coil springs and integral dampers. Rear - tubular axle, with leaf springs and telescopic dampers. Fitted with Ai-Ko Airtop air suspension assistors with pressure gauges and top-up valves mounted in cab

**Tyres fitted:** Michelin XC Camping 215/75 R16C

**Spare wheel position:** In cradle behind rear axle

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

**Instruments:** Speedo, rev counter, fuel level, coolant temp, LCD panel with trip/ total mileage and digital clock

**Warning lamps:** High coolant temp, brake warning, check engine, alternator charge, low oil pressure, diesel preheater, fuel low, headlamps main beam, sidelights/dipped beam, rear fog lamps, water in fuel, indicators, ABS function

**Windscreens wiper controls:** Stalk-mounted, two speeds plus intermittent, flick and wash/wipe

**Other features:** Cab air-conditioning, electrically operated coach-style mirrors, CD/radio, driver's door, 12V socket, driving lights, headlamps adjust control, built-in storage pockets on both sides of cab, fold-up document holder, three-piece removable carpet, sliding side windows

### Performance and economy

**Achieved 30-50mph acceleration time:** 11 seconds (third gear)

**Fuel consumption during test:** 24.5 mpg (11.52 litres/100km) overall

### The caravan

**Body type and construction:** Coachbuilt A-class body with sandwich construction GRP-clad walls, rubberised roof and alloy skirts

**Insulation:** Walls 40mm, roof 40mm, floor 60mm

**Conversion NCC badged as EN1646 compliant:** Yes

**Warranty:** Three years vehicle, two years caravan

**Number of keys required:** Four - one for ignition; one for doors, lockers and water and fuel fillers; one for toilet servicing hatch; one for skirt-mounted access doors

**Windows and doors:** Double-glazed, top-hinged acrylic windows - two in lounge, one in kitchen. Single glazed, glass, sliding side windows in cab. One-piece driver's door with single-glazed, sliding glass window. One-piece caravan door with integral flyscreen

**Additional ventilation:** Heki III rooflight in lounge, mushroom vent electric extractor fans in shower and bed area, Omnivent electric extractor fans in kitchen and washroom

**Blinds/curtains:** Pleated blinds with flyscreens in lounge and kitchen, fully-lined curtains to lounge windows and around cab

**230V AC system:** Mains hook-up inlet feeds (via RCD and MCBs) leisure battery charger, fridge, water heater and one double, switched socket adjacent to cocktail cabinet

**12V DC system:** Leisure battery and fuse board (located in weatherproof locker under nearside skirt) feeds DC circuits via control panel with LCD display and switching. Multi-LED displays indicate fresh water level, bulk gas level and waste water full

**Capacity of caravan battery:** 110 amp hr

**Lighting:** Circular wall-mounted halogen fittings - one in A-class bed area, two in lounge, two in kitchen, two in washroom/shower. Four halogen downlighters in lounge, illuminated cocktail cabinet, two filament lights in cab, fluorescent awning light

**Cooking facilities:** Smev 400 cooker with four-ring hob, separate grill and oven with light. Spark ignition to all burners, pan storage in base

**Extractor fan/cooker hood:** Omnivent three-speed roof fan above kitchen area

**Refrigerator:** Electrolux RM6401 (110-litre) Powerfridge with full-width freezer compartment

**Sink and drainer:** Smev stainless steel sink with hinged glass cover and single lever mixer tap. No drainer

**Water system:** Fresh water tank feeds Fiamma Aqua 8 pressurising pump which feeds kitchen sink, washbasin, shower, and toilet flush

**Water heater:** Truma Combi C603E, gas and mains electric operation, 40 or 60 degree water temperature selection, capacity 12 litres

**Fresh water tank:** Inboard 140 litres (30.75 gallons) capacity

**Fresh water level gauge:** On control panel, push button to read (1/3, 2/3, 3/3 LED indicators)

**Waste water tank:** Underslung 84 litres (18.5 gallons) capacity. Insulated with quick-draining pull-to-operate slide valve

**Waste water level gauge:** No gauge, single LED indicates full status

**Space heating:** Truma Combi C603E gas-only, blown-air. Outlets - one in cab, two in lounge, one in kitchen, one in washroom

**Gas locker:** Externally accessed and vented, capacity 2 x 7kg cylinders. Also 42-litre bulk LPG tank

**Washroom:** Offside rear corner location with Thetford electric-flush cassette toilet, Omnivent extractor fan, and vanity basin unit with mixer tap. Separate shower compartment with rigid door, twin outlet tray and mushroom vent/fan unit

**Seating:** Twin, inward-facing sofas in lounge area (offside L-shaped, with forward-facing travel section). Cab seats swivel to face lounge

**Table(s)/storage:** One twin pedestal table deploys in twin floor sockets between sofas. Dedicated stowage in wardrobe

**Berths:** Four - two singles made from lounge sofas, one drop-down A-class bed over cab

**Rear restraints:** Two three-point seatbelts to forward-facing section of offside sofa

**Wardrobe:** Offside location between aft end of sofa and washroom. Single door and side-to-side hanging rail

**Flooring:** Two-section removable carpet over marble-effect vinyl

**Additional features:** Rubberised roof, rear stereo speakers, cocktail cabinet, drop-down additional work surface

### Dimensions

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

**Overall length:** 6.25m (20ft 6in)

**Overall width (excluding mirrors):** 2.19m (7ft 2in)

**Overall width (including mirrors):** 2.79m (9ft 2in)

**Overall height:** 2.98m (9ft 9in)

**Length of wheelbase:** 3.7m (12ft 2in)

**Length of rear overhang:** As measured from centre of rear wheels, 1.75m (5ft 9in) 47.3 per cent of wheelbase

**Turning circle (kerb to kerb):** 13.7m (44ft 11in)

**Driver's maximum leg length:** 990mm (39in) from seat back

**Step-up height to caravan:** Three steps - 280mm (11in), then 280mm (11in), then 230mm (9in)

**Door aperture:** 1.81m x 530mm (5ft 11in x 1ft 9in)

**Interior length from dash:** 4.4m (14ft 5in)

**Interior length behind cab:** 3.57m (11ft 9in)

**Interior width at waist height:** 2.08m (6ft 10in)

**Interior height:** 1.94m (6ft 4.5in) to ceiling

**Work surface height:** 910mm (36in)

**Table dimensions:** 1.0m L x 600mm W x 725mm H (39.5in x 23.5in x 28.5in)

### Bed dimensions:

(1) Drop-down double

**Mattress length:** 1.83m (6ft 0in)

**Mattress width:** 1.34m (4ft 5in)

**Mattress depth:** 115mm (4.5in)

(2) Nearside single

**Mattress length:** 2.11m (6ft 11in)

**Mattress width:** 610mm (2ft 0in)

**Mattress depth:** 115mm (4.5in)

(3) Offside single

**Mattress length:** 1.88m (6ft 2in)

**Mattress width:** 660mm (2ft 2in)

**Mattress depth:** 115mm (4.5in)

**Shower compartment:** 1.88m H x 830mm W x 520mm D (6ft 2in x 2ft 8in x 1ft 8.5in)

**Wardrobe:** 560mm x 660mm x 1.17m hanging height (2ft 10in x 2ft 2in x 3ft 10in)

**Gas locker:** 340mm D x 660mm W x 840mm H (1ft 1.5in x 2ft 2in x 2ft 9in)

**Gas locker door aperture:** 510mm h x 430mm W (1ft 8in x 1ft 5in)

**Max authorised weight:** 3850kg\*

**Unladen mass:** 3162kg\*

**Load capacity:** 688kg\*

**Price** (all prices include VAT)

**Standard model (as tested):** £48,995 (on the road)

### Optional extras

**Base vehicle options:** None listed

**Caravan options:** Upgraded Aire model has roof air-conditioning and built-in LPG-powered generator at £53,995 on the road

*Mirage 5000 kindly supplied for evaluation by:*

Marquis Lancashire, Riversway Leisure Village, Chain Caul Road, Preston Docklands, Preston, Lancs PR2 2XR (tel: 01772 731313 or 08000 267777 for brochures; web site: [www.marquismotorhomes.co.uk](http://www.marquismotorhomes.co.uk))

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