

Motor Caravanner

THE MAGAZINE FOR MEMBERS OF THE MOTOR CARAVANNERS CLUB JUNE 2022



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It was way back in 1996 when I first conducted a full live-in test of a Mobilvetta 'A'-class [1] and also travelled to Italy to tour their factory. I was impressed then and remain so today. Now they are part of the Trigano empire and are imported by Marquis and sold in England by their retail network, and in Scotland by The Motorhome Company. It's in the name really, but Mobilvetta Design is design-led and these stylish and contemporary European motorcaravans have been carefully thought-out and then further refined for the UK market, in terms of fitting more equipment, right hand drive and completely handling the conversion for the UK, including

a nearside habitation door, offside cab door and relocating the windscreen wipers. Other (more expensive) European converters should follow their example.

Please be aware that the pictures are of prototypes, production models will all be

automatic transmission and with four travel seats. All - including the baby Yacht - will be built on the 4,400kg chassis, so no worries about payload! That said, all drivers require group C1 on their licence. Younger drivers can achieve this by undertaking a course of instruction



GENTLEMAN JACK'S
RANGEFINDER



MAGNIFICENT MOBILVETTA MOVES ON

Gentleman Jack is our guide to their 2022 Kea P and K-Yacht ranges

and passing a test. Drivers 70 years + with 'grandfather rights' (historic entitlement) will have to pass a medical.

New for 22

A lot, too much to list everything here. The most significant are the latest Ducato cab, heavier chassis, top motor, automatic transmission, upgraded Alde heating and a restyled front-end. Of interest to all, but particularly to those with mobility difficulties, is the new XL entrance door [2] complete with double-glazing, a flyscreen inner door and a waste bin. A new F-O-C 'Collection Pack' looks useful, it comprises of a brace of quality logoed gilets, caps, keyrings, and mugs. >>



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4



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>> Compact integral

First in our crosshairs is the ultra-compact three-berth A-Class, the K-Yacht 59. It features a forward lounge [4] with an electrically-operated drop down double-bed above. A centrally-placed kitchen and full-width rear washroom/ changing room with walk-in shower cubicle [5] complete the inventory.



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Four berths

Next are the rear lounge models. Kea P80 low-profile [6] shares the same internal layout as the K-Yacht 80 [7-10]. Their rear lounges are 'L' shaped [11] with a pop-up TV carrier contained within the sideboard on the right of the photograph. Both the Kea [12] and K-Yacht variants feature a forward and rear drop-down double-bed. Our final rear lounge model is the K-Yacht 95 which boasts a huge 'U'-shaped rear lounge. There wasn't one in stock for me to photograph, so here is a brochure image [13]. >>



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SPEC CHEC

All are built on the Fiat Ducato 4,400kg chassis and powered by the 2.2-litre 160bhp turbo-diesel engine mated to a nine-speed torque-converter automatic gearbox. Alde 'wet' radiator heating. 120-litre freshwater tank; 110-litre waste water tank, solar panel, alloy wheels, cab air-con + much more



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>> Models with permanent beds feature strongly this year. Double-bed enthusiasts will appreciate the peninsula one at the far rear of the Kea P90 [14] and K-Yacht 90. Those preferring single-beds should look at the Kea P86 [15] and K-Yacht 86.

As always, 'the devil is in the detail' and the next three photographs illustrate that. [16] shows a garage with two exterior-access doors, a lowered threshold, heating, lighting and tie-down cleats. The floor hatch [17] and slide-out kitchen storage drawers [18] are all self-explanatory.

Peace of mind

Something that concerns many motorcaravanners is the possibility of water ingress causing expensive repairs. This is unlikely to occur with these Mobilvettas as the iTech 40 construction is timber-free and uses special glass-fibre and composite sheet materials and resins for strength, insulation and to eliminate thermal bridges. Mobilvetta doesn't just 'talk the talk', but 'walks the walk', by offering a F-O-C ten-year water ingress warranty.

PRICE RANGE

Layout	Range/Model	Length	OTR
Compact Front Lounge	K-Yacht 59	5.99m/19' 8"	£91,495
Rear Lounge	Kea P80	7.2m/23' 7.5"	£86,495
Rear Lounge	K-Yacht 80	6.99m/22' 11.25"	£97,495
Rear Lounge	K-Yacht 95	7.5m/24' 7.5"	£98,495
Permanent rear double bed	Kea P90	7.47m/24' 6.25"	£87,495
Permanent rear double bed	K-Yacht 90	7.5m/24' 7.5"	£98,495
Permanent rear single beds	Kea P86	7.47m/24' 6.25"	£87,495
Permanent rear single beds	K-Yacht 86	7.5m/24' 7.5"	£98,495

