



Mobi slick

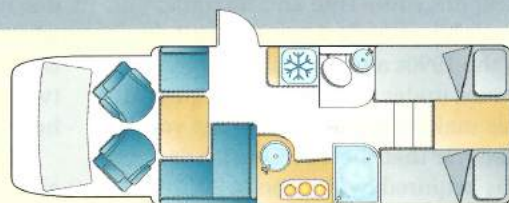


Dave Hurrell

Time to meet a brand-new, sharp-dressed Italian 'van with plenty of style and loads of goodies included as standard

MOBILVETTA TEKNO LINE KEA P65

- Price from:** £64,995
- Berths:** 4 **Travel seats:** 4
- Base vehicle:** Fiat Ducato
- Length:** 7.38m
- Gross weight:** 3,500kg – 3,650kg





A good-looking interior – and it's well made beneath the skin, too

Mobilvetta has been around since the 60s, although during its early years it produced just furniture. Things have come on a bit since then and these days the firm builds something to put the furniture in!

Mobilvetta creates both A-class and low-profile motorhomes and behind the brand stands Trigano, one of the leviathans of the European leisure industry. Motorhomes, campervans, trailer tents, holiday homes – the list of Trigano products goes on and on, and, in the UK, it includes Auto-Sleepers, Auto-Trail and Marquis.

Mobilvetta's first came to Britain in the 1990s and, today, the brand comes under the wing of Marquis. All this makes perfect sense when you discover that the multi-outlet dealer was acquired by Trigano in 2017 and that the Mobilvetta marque is

exclusive to Marquis in the UK.

A range of three K-Yacht A-classes was offered first and now a trio of Kea low-profiles is on the menu, too. Marquis' fingerprints are all over the K-Yachts as they come well equipped as standard and tailored to British requirements – now even with habitation doors on our nearside.

However, the low-profiles remain continentally handed, with habitation doors on the right (offside); although, given sales success, this might change in the future.

All three models come with drop-down beds above their lounges, while layouts are predictable, with transverse double, island double and twin single permanent beds at the heart of each.

This P65's layout is a common one – the low-profile's interior design is fashionable, popular, oft found,

numerous... Yes, there's plenty of them to choose from and from many makers. There's a Euro lounge with drop-down bed above, then the kitchen, closely followed by the washroom, with twin beds above a garage in the rear.

The key components are the single beds, while their popularity is thanks to ease of access for both sleepers and the fact that either person can get in and out of bed without disturbing their partner's peaceful slumbers.

OUT ON THE ROAD

The external view sees, again, a conventional low-profile, complete with the more pronounced overcab/over-lounge hump that makes space for the drop-down bed within. Closer inspection begins a tale of more upmarket things, such as all-round

SECOND OPINION

"The Kea enters a crowded market, but has plenty of style and lots of equipment, without a long options list"

PETER VAUGHAN ROAD TEST EDITOR



Tough alloy skirts have built-in lockers



A large garage, two access doors and enough headroom for full-sized cycles



Euro lounges are found in most low-profiles of this ilk and this is a good example, with smart faux leather trim as standard

GRP cladding and alloy skirts. Beneath the skin, the construction uses no wood; its structural members are made of resin and alloy.

The impressive kit count begins with a solar panel, external shower point, twin skirt lockers (one either side), centrally locked habitation door and LED rear lights. Badges on the front wings confirm the standard-fit 150bhp engine and, in the cab, are climate control, a DAB radio, sat-nav, multi-function leather steering wheel, cruise control and rear view camera.

Mounted on the camper chassis (lower, with a wide-track rear axle) and with the motor driving through a six-speed gearbox (an auto is available for £1,750), on-road progress was usual for the Ducato – easy to drive with excellent mirrors, good brakes and predictable handling, albeit with a firm ride. I did notice, however,

that the final drive ratio is higher than usual. The 150bhp engine seems a good partner, as cruising is more relaxed and the motor's extra verve helps it handle the taller gearing well.

ALL ABOARD

Mobilvetta's brochure talks of 'yacht-style interiors' and what that really means is more gloss and rich wood tones, embellished with white and chrome. Upholstery is in faux leather, which does a pretty good job of convincing that it's real cow hide. And the quality of workmanship is good, although I wish the cab seats had been trimmed in situ as their removable covers appear a tad rumpled.

All looks lovely, but what about below the surface? Seems like good construction values extend to some of the places you don't normally see.

RELAXING AND REPASTING

The lounge consists of swivelled cab seats that face a fixed table and a forward-facing travel seat with two belts. Pick a layout component that's the most common and it's the Euro lounge that probably gets the prize. Where space allows, the basic design can acquire an inward-facing seat (as here), while the travel seat might get a side bench section to turn a half-dinette into an L-shape.

And that's what's in the P65, making enough pews for half a dozen to sit in reasonable comfort. The pedestal-mounted table is heroically engineered, adjustable and big enough for all to dine.

As much as the Euro lounge is numerous, so is the propensity for them to convert into truly awful beds. If you want a bit of fun, ask the salesperson to demonstrate making >

LIKED



- Great design in drop-down bed area
- Extremely well equipped

DISLIKED

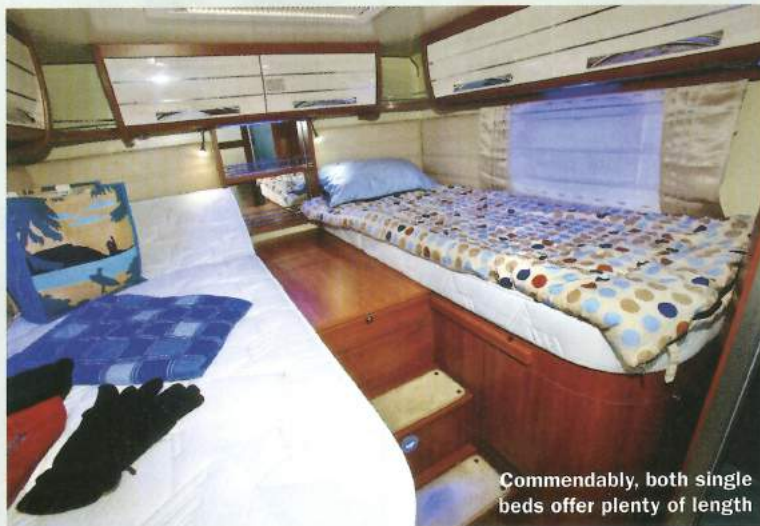
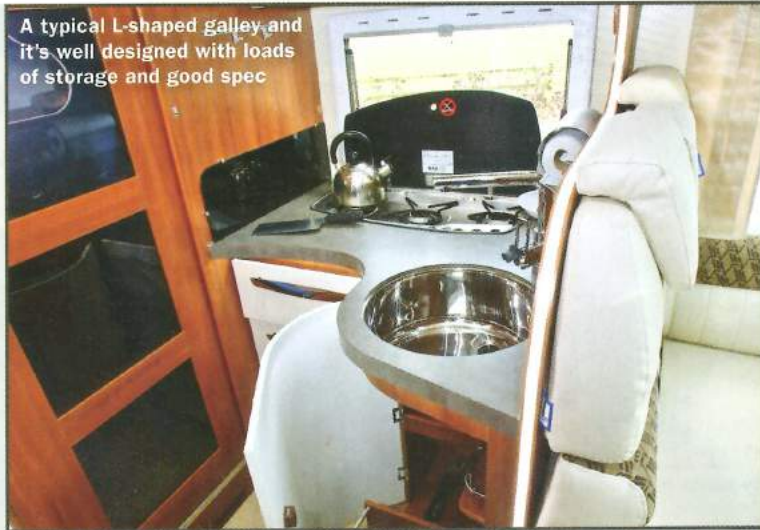


- High-mounted oven
- Fiddly, inadequate toilet room door latch

WANTED

- Screen or door to close off the bedroom
- More payload at 3,500kg

A typical L-shaped galley, and it's well designed with loads of storage and good spec



Commendably, both single beds offer plenty of length

one up, then stand back as they try to work out the design, sweating buckets as they struggle with infill cushions. Thankfully, though, there are no bed-making struggles in the P65 as it has a drop-down double rather than converting the seats.

You can divide the mechanism of drop-down beds into two types: the designs suspended on metal struts and the ones hung on seatbelt-style straps. The latter are always electrically operated and early examples were rather plagued with trouble – even in brand-new vans I've tested in the past. The P65 uses the 'seatbelt system' and fortunately it appears much improved. Key inserted in the control panel, the bed functioned perfectly, with the kind of smooth, purposeful operation earlier ones lacked.

With suspended lockers and the

forward-facing seat's back in the way, the bed has to stop at a height that requires a ladder for access. With motorhome beds, size is important to check, too, but there was no disappointment here as 6ft 3in will be long enough for most adults.

I reclined a while on the comfy mattress, while inspection of the environs revealed plenty to like. With no supporting metal struts in the way at head or foot, there's access to the walls and Mobilvetta has used it well.

Pigeonhole shelves at both ends of the bed provide a home for night-time stuff where most rivals have none. You can access the heating controls at the foot and even the TV niche (which is mounted high up, aft of the habitation door). Privacy curtains closed, this is a cosy space with entertainment included. This bedroom has a rightful place in my top 10 of drop-down beds.

MASTERCHEF

The P65 has a pretty average overall length for a single-bed motorhome and, it first appears, a pretty average kitchen. As with dozens of others, it's L-shaped, on the nearside, with a big fridge opposite. All standard stuff, but this galley manages to slot in a good range of appliances and an impressive amount of storage space.

The three-in-line hob continues to be a great design, making it easy to get at all your pans and leaving some precious working surface in front. The sink has a drop-in cover that provides a bit more – the lid neatly stowing in its own slide-out nest within the cutlery drawer.

A couple of alloy rails hold sliding hooks and a rather novel pipe-style kitchen roll holder. Above, a part-shelved locker is roomy and, below, a large cupboard is furnished with a



Looking forward, the tambour door on the right hides the toilet area. A sliding door can close off the en suite bedroom

slide-out and shelf. And there's more: on the offside, a tall slide-out larder and more shelves flank the large fridge/freezer and oven/grill above it.

This kitchen is better than many of its type, although I was far less keen on the rather lofty oven.

SEPARATE BEDS PLEASE

Twin single beds will be the main reason to buy a P65, closely followed by the garage beneath them.

The beds are approached by steps, so easy to use and to get in and out of without disturbing your partner. Flat surface and shelves in between provide for cocoa, books, specs and clock. And, with a centrally located slide-out and infill cushion, an alternative giant double can be made. But now the access steps are covered, replaced by a nifty slide-out ladder

that – while it's not as easy as the steps to use – gets you in and out of bed in reasonably sensible fashion.

Having recently learned of a brand-new model from a rival that 'gloried' in single beds that measured just 5ft 10in long, I approached with both my trusty tape measure and a certain amount of trepidation. So far, I liked this 'van, so I didn't want to discover that inadequate bed length was to be the spoiler.

Good news! A decently long drop-down bed is perfectly partnered by singles that measure 6ft 2in and 6ft 5in. They have reasonable width and are comfy, too, so all is well – especially for taller motorhomers.

ABLUTION SOLUTIONS

Rather than the more usual swing-across toilet room door, a slider

separates the main living area from the bathing facilities and rear bedroom. The toilet/washroom is enclosed by a wide-opening tambour door, which means both the main living area and the toilet room can be closed off at the same time. I was not keen, however, on its latch: difficult to get at and only operable from inside.

This door arrangement offers more versatility than many in the market, but I'd prefer to see something to screen off the bedroom so people sleeping up front could easily use the facilities with complete privacy.

The toilet room demonstrates good design, while still looking good. No 'on trend' surface-mounted washbasin here, but a robust (actually quite stylish) stainless-steel bowl set into a practical counter. The big mirror should be fine for all statures and the same goes for the toilet as it's not >



The toilet area has a stainless-steel basin inset into the counter



The shower is large and well appointed

raised on a plinth like some. There's also a large window (with frosted glazing), lockers above and below, pigeonhole shelves, a soap dispenser and tooth glass set into the counter – even a toilet brush. All very good.

Opposite, the shower benefits from a curved acrylic door and includes a roof vent, duckboard and rack for gel and flannel, etc.

Truma's seemingly omnipresent Combi provides heat and hot water and it's the more powerful 6kW model, running on gas and mains. Great, and there's mains electric underfloor heating, too. Cue an even spread of silent heat and toasty tootsies when you're hooked up.

The garage is large, its twin doors tall enough to let full-sized bikes pass. Then, at the foot of each bed, there's impressive wardrobe and cupboard space and, above, six high-level lockers, while further forward, floor lockers include a neat bottle store. Plenty of storage space, then, but there's not so much payload – something that's all the more relevant with a large garage and four berths.

But if your driving licence allows, a chassis upgrade to 3,650kg can be had free of charge. **MMMM**

THE **MMMM** VERDICT

The P65 comes fully equipped and offers some excellent design features, great attention to detail and good build quality. The basics haven't been left behind, either, especially with long beds and plenty of storage. It offers good value when you add up the standard spec. The only downside is the limited payload.



THE ALTERNATIVES

Adria Coral Matrix Supreme 670 SL
£65,925

Hobby Optima Premium T75 HGE
£69,995

MOTORHOME SUPPLIED BY

Marquis Motorhomes

☎ 08000 267777

🌐 marquisleisure.co.uk

INSURANCE

☎ 0800 980 7023

🌐 shieldtotalinsurance.co.uk

Quote details can be found on page 200



FACTS AND FIGURES



PRICE

From: £64,995

As tested: £64,995



BASICS

Berths: 4

Travel seats: 4

Warranty: Two years base vehicle and conversion, five years water ingress

Type approval: European Whole Vehicle



DIMENSIONS

Length: 7.38m (24ft 2½in)

Width: 2.35m (7ft 8½in)

Height: 2.90m (9ft 6in)

Gross vehicle weight: 3,500kg (optional 3,650kg)

Payload: 340kg (optional 490kg)



BASE VEHICLE

Type: Fiat Ducato Camper chassis-cab

Engine: 2.3-litre, Euro VI, 150bhp, six-speed manual, front-wheel drive



KITCHEN

Cooker: Three-burner hob, oven/grill above fridge

Fridge: 149-litre with automatic energy selection



BEDS

Rear singles: Nearside 1.88m x 0.81m (6ft 2in x 2ft 8in), offside 1.95m x 0.81m (6ft 5in x 2ft 8in)

Drop-down double: 1.90m x 1.27m max (6ft 3in x 4ft 2in)



ESSENTIALS

Fresh water: 120 litres (inboard)

Waste water: 120 litres (underslung, insulated)

Space/water heating: Truma Combi 6kW, mains/gas, plus mains-operated underfloor heating

Leisure battery: 100Ah

Gas: 2 x 11kg

OPTIONS

Options fitted: None

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