

Tasteful half-length side stripes are nicely set off by a profile of a jaunty gazelle.



# SATISFYING SWIFT

## Swift Gazelle F61 on LWB Fiat Ducato 2.8idTD

*Jonathan Lloyd gets intimate with the motorcaravan that won Class Four in this year's Caravan Club Motorcaravan Design and Drive Competition*

Swift have been building the famous Kon-Tiki coachbuilt motorcaravan since 1986. Not content with manufacturing probably the most popular British-built coachbuilt motorcaravan ever, Swift have also produced many other ranges covering all budgets and all sizes - from compact van conversions to large A-class rolling palaces.

Introduced for the 1999 model year, the Gazelle range was (presumably) destined to replace the successful Royale, and latterly Royale Ensign, ranges. However, there has been some overlap of production. Gazelles now come in six layouts, in three lengths between 5.92m and 7.21m (19ft 5in-23ft 8in), and can be built on either the front-wheel drive Fiat Ducato or on the rear-wheel drive VW LT.

### This Swift in particular

'Our' Gazelle was a 61, based on a Fiat Ducato long wheelbase chassis cab, powered by the (now superseded) 2.8-litre idTD four-cylinder diesel engine with turbocharger and intercooler. Arriving with just a couple of miles on the clock, MMM was able to judge it as delivered. The F61 (F for Fiat) must be one of the most popular choices among Gazelle purchasers - just look around the Peterborough and York Show rally fields and see for yourself.

There are no dedicated rear travel seats, so the Gazelle 61 appeals mainly to couples who wish for a choice of sleeping areas. Despite some very unofficial rumours, no one would confirm that a low-profile overcab might be offered to Gazelle purchasers. Many ralliers thought this might be

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Useful slide-out storage bin hidden in the skirt panel. The ideal home for levelling wedges.



Gazelle 61 is quite easy on the eye, from whatever angle it is viewed. Gazelles now have white wheel-arch mouldings instead of the original black ones.



The business end. Confident 2.8-litre turbocharged diesel engine was found to have plenty of heave but only a miserly thirst.

a popular option, though I think that the current Luton is pretty streamlined as it is.

### Cook's tour

The Gazelle 61 is quite easy on the eye, from whatever angle it is viewed. Smoothly curved overcab and interface panels help to integrate the base vehicle with its new body. Smart moulded rear wheel arches and side skirts assist in disguising the somewhat slab-sided profile. A curved lower section and upper aerofoil lip add interest to the rear panel. The one-piece unglazed caravan door is located forward on the nearside. Entrance and egress is via a moulded internal step. Just behind the entrance door are the fridge vents and, adjacent to the rear wheelarch, a most useful lockable slide-out storage drawer (part of the standard specification).

The offside is home to the gas cylinder locker access door, water heater flue, 230V hook-up socket, and fresh water filler.

The moulded skirts have a rubbing strake, and high-level marker lights are fitted to the side panels. Despite being mounted as far rearwards as is possible, they are visible to oncoming vehicles. The lights are fitted with split white/red lenses.

Silver-grey centre covers tidy up the road wheels, and some tasteful half-length side stripes are nicely set off by a profile of a jaunty gazelle.

No single aspect of the exterior could be described as earth-shattering, but it's modern, clean looking, well executed, and is unlikely to date. What would have turned a pleasant but unexceptional exterior into something sublime (or into 'cor whatta stunna' as the tabloid redtops would have said!) is the use of a coloured gel coat. A light green body to match Fiat's Devon Green cab would appeal to many, I'm sure.

### On the road

A problem with writing a review of the current generation Ducato, is that it's been around for more than six years and, as a result, just about everything relevant has already been written. Thus the next paragraph or two will probably only be of interest to new readers.

Under joint management and development, the Sevel world van and



The driving environment (cab to you and me!) with trimmed-to-match cab seats and adjustable armrests. White on blue instrumentation changes to red and green on black at night.

chassis cab was launched in the mid-1990s as a serious contender to the ubiquitous Ford Transit. Its innards are globally-sourced and it is assembled in Italy. Although there are a few differences, each manufacturer's effort is basically the same van with a slightly different choice of engines (though the new 2.8-litre common-rail turbo-diesel is shared by Peugeot, Citroën and Fiat). We, the customers, know the various derivatives as the Citroën Relay, Peugeot Boxer, or Fiat Ducato. Sevels have become the most popular underpinnings for coachbuilt motorcaravans because they perform well, are competitively-priced, and versions are available in a variety of payloads and wheelbases.

All Sevels are front-wheel drive but, more significantly, they pioneered the modern incarnation of the fascia gearchange. This, together with the placement of the handbrake on the outer side of the driver's seat, enables a flat and completely uncluttered cab floor to be pressed. The three main advantages of this are that it gives you plenty of room to stretch out your left leg when driving, it allows for easy transfer from cab to caravan and vice versa, and finally, it enables more effective usage of cab seat swivels.

By the time this is published, available motive power for the Sevel will vary from the relentlessly unexciting 1.9-litre naturally-aspirated diesel, through to the pace-setting common-rail JTD direct-injection turbocharged



Spare wheel resides in a cradle under the rear of the 'van.

## MMM LIVE-IN TEST REPORT



General view forwards showing kitchen on left, and wardrobe and shower room on right.



Well-equipped kitchen has plenty of storage, and lots of natural light. Dedicated crockery store is a bit of a stretch if you are of average or below average height.



Looking rearwards we see the spacious U-shaped lounge, topped off with a Heki panoramic rooflight.

▼ Free-standing table can be also used outside. Plenty of room for four to dine.



and intercooled 2.8-litre diesel. This engine variant produces a healthy 127 bhp at 3600 rpm and a useful 300Nm of torque at 1800 rpm and is the only power unit offered for the Fiat-based Gazelle. A 2-litre petrol engine is available for panel van conversions but is now rarely used in coachbuilt motorcaravans - not because it's unsuitable, but because it is as difficult for converters to get hold of as the proverbial hen's teeth.

Figures are figures, and their meaning can be quite difficult to interpret or describe subjectively, but my guestimate is that the latest engine should have even better performance than the old 2.8idTD engine fitted to the test 'van. (The biggest difference is a noticeable reduction in noise level. Road Test Editor)

Performance from this old unit was still well above par for a motorcaravan, with road rocket acceleration, relaxed high-speed cruising and good economy. So why bother to change a winning engine? I guess the answer is because of exhaust emissions legislation. According to Fiat's development staff, common-rail injection systems enable much more accurate metering of fuel, which in turn leads to more efficient combustion, and finally to less nasties coming out of the exhaust. So its development is actually relevant and beneficial to everybody. It should be more economical too; time will tell!

In the absolutely foul weather conditions experienced during this week-long test, the Gazelle remained surefooted and stable on the road, even in very blustery crosswinds. Fortunately, there was (for me) quite a good through-view via the internal mirror, though a Fresnel lens is required to see the suicide merchants on BMX bikes doing stunts an inch (sorry, 25.4mm-ish) away from the rear panel.

The exterior mirrors are now electrically adjustable, but more importantly for winter driving, they also have demisting elements. What a boon they were!

Any gripes? Well only my usual two. Firstly, despite height-adjustable seat squabs, my eye-line was too high and, secondly, that there is still no automatic transmission available.

And now to 'off-the-road'. Swift have re-positioned and modified the spare wheel cradle, which made wheel retrieval a breeze. The rear wheel arches were big enough not to hinder a wheel-change, and the side skirts didn't impede movement of the jack handle. Full marks here then.

### Interior fabrics and finishes

Some 'vans instantly appeal, others don't. This one did. Broad brushstrokes include the wonderfully warm, but not overpowering, Korsika Apple furniture, and a modern soft furnishing fabric that managed to look contemporary without resembling an explosion in a jam factory. Accessories included plain green, lined curtains and removable carpet. These added richness and solidity to the colour scheme.

I think positive-locking furniture catches are a must in a motorcaravan, and Swift agree. Look closely though, and it can be seen that satin silver push-button catches have been chosen. Not only do they look understated compared with the more commonly fitted shiny brass-finish ones, but they might also retain their looks longer. (On the brass-finish examples, the centres of the push buttons sometimes wear badly, revealing the base metal underneath.)

The dimpled, slate-grey laminate finish to the worktops and tabletop toned well with the chosen colour scheme, and looked to be very durable.

### Kitchen/dining

The kitchen is amidships, adjacent to the entrance door. The cooker, sink, and faucet are all finished in dark green. Stoves manufactured the stove (sorry, I couldn't resist that one). The oven, grill, and the four-burner hob

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Rear U-shaped lounge, with plenty of room for feet-up sprawling. A rear central chest of drawers with folding/sliding tabletop is an option.



Rearward-facing bed frame has attachment for ladder and a trimmed safety board that folds flat for access.

were all equipped with flame-failure devices and electronic ignition. In addition, the oven was thermostatically controlled. And there's more - a saucepan store underneath the oven has a matching door, and there is also a glass hob cover.

The moulded kitchen sink and drainer is to the right of the cooker and is paired with a Whale Elegance mixer tap. The faucet did tend to drip unless one was quite robust at turning off the taps. To the right of the sink is a small amount of worktop, sufficient for Flora and I, though others might wish for more. If you do hanker after more worktop, you can always use the rather natty combined sink cover and chopping board. Some competitors fit a slide-out work surface located above the fridge, which is something for the Cottingham crew to think about.

There was plenty of kitchen storage available, including some useful wire baskets in the cupboard underneath the cutlery drawer. Six high-level kitchen lockers should swallow everything you are likely to need, but Flora found it difficult to reach the crockery stored towards the rear of the upper high-level cupboards. Cooks and dishwashers benefit from a large opening window providing plenty of ventilation and natural light. An 8W fluorescent light aids their labours after sunset.

The free-standing dining table was both light and stable, so it could easily have been taken outside for al fresco wining and dining (if the weather hadn't been so Arctic). When not required, the table has dedicated storage on the outside of the forward-facing wall of the shower compartment, immediately behind the driver's seat.



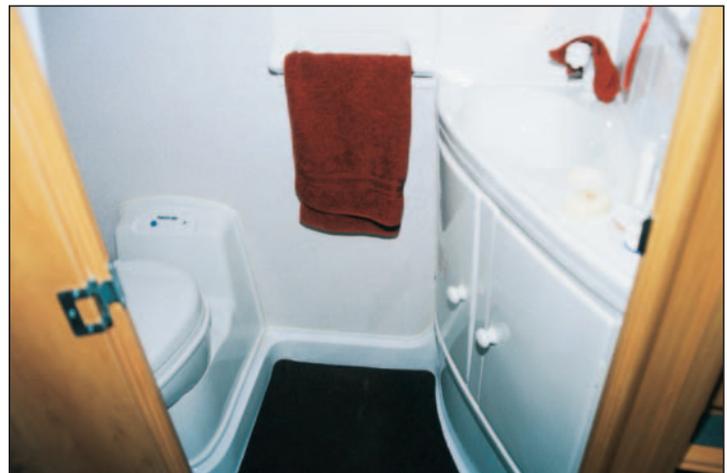
Rear double bed is made by extending the central roll of slats...



...and cushion shuffling. Resulting giant bed was very comfortable. Leftover corner cushions were stored on cab seats.



Overcab bed occupants also have these useful storage cubbyholes.



Practical shower room has an electric flush swivel-bowl loo, separate shower mixer taps and plenty of storage. Blown-air heating too!



The table is plenty big enough to accommodate friends when they come in for a bite to eat, or for playing board/electronic games on, or even tapping away at the laptop computer, if one is so inclined.

### Lounging

The rear U-shaped lounge was perfect for relaxed feet-up sprawling. Cushions were supportive, but not too firm, and the large corner backrests with their sculptured tops added a touch of opulence. An advantage of rear lounges is that one is as far removed from the colder (less insulated) cab as it is possible to be. As an inveterate on-site nosy parker, I appreciated the coverage offered by the three large windows.

As an owner, one of my first purchases would be a couple of swivels for the cab seats, so that they could be used to form an inward-facing dinette. We always make the bed as a double, but I rise before 'management', and she often stays up later than I, so it would give whichever one was up somewhere to sit.

### Sleeping

There is quite a choice for the soon-to-be-somnolent. Most obvious is the overcab double. Also available is the lounge, either converted into two singles, or as an all-over ginormous double. Overcab bed enthusiasts have an opening window, an opening rooflight, halogen reading light and some useful cubby holes to store night-time reading material, specs etc. The safety board successfully kept me in place, and I'm a pretty restless sleeper. The luton ladder attaches firmly to the end board, but (as is usually the case) was pretty unkind to my bare feet.

To convert the rear inward-facing settees to single beds, just remove the backrests. I stored the long ones in the luton, and the Notre Dame (as in 'Hunchback of') corner cushions on the cab seats.

The double was made by extending a roll of slats to bridge the gap

between the settees, and then cushion shuffling. The resulting giant-sized bed was remarkably ridge free. I slept like a log!

The conversion's double-glazed windows, blinds, and lined curtains kept out the cold. An asymmetric division of the cab curtains made them much easier to handle, and to store. Simple idea, wonderfully effective.

### At your convenience

The shower room is opposite the entrance door and would be up to fulfilling most people's requirements. As a whole, it worked extremely well. Standard equipment included an electric flush swivel-bowl cassette toilet, vanity sink with moulded cupboards under, towel rail, separate shower mixer taps, and a further high-level shelved cupboard. A blown-air heating/ventilation outlet, opening rooflight, and moulded shower tray completed the inventory.

Both the spout at the sink and the showerhead can be adjusted to spray, jet, or off. The showerhead is mounted on a riser bar, and it can be detached and used at the sink to aid hair washing - not a very time-consuming exercise for baldies like me! There was plenty of elbowroom and the contents of the cupboards stayed dry during my showering.

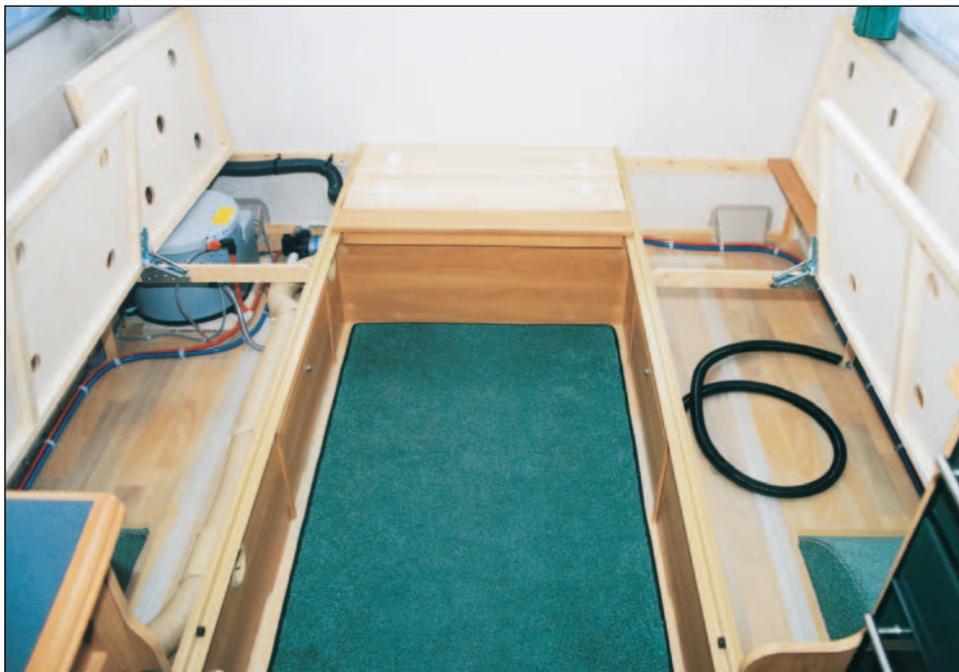
The lack of a window or a toilet roll holder were puzzling omissions, in what was otherwise a very well-equipped motorcaravan. The entrance threshold presented quite a step-up to clear the shower tray. No worries for me, but I did wonder whether it might be a problem for the many motorcaravanners with mobility difficulties.

Winter draining-down for frost protection is simplified because the loo draws its fresh water supply for flushing directly from the main tank.

### Services

The sealed-from-the-interior gas cylinder locker is located on the offside. Boasting a metal lining, gas drop-out vents and effective cylinder restraints, it appeared to be built to the correct standards. Capacity is two 6/7kg cylinders.

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Plenty of available storage in underseat boxes. Access is from the top and via drop-down flaps. Plumbing and wiring was very neatly executed. The 230V switch for the water heater was hidden inside the seat box, on the sidewall, adjacent to the boiler. Oh dear!

Fresh water enters via the lockable filler, which emerges just below the side stripe at the offside far rear. The storage tank itself is located under the centre seat at the far rear of the 'van - not an ideal position for optimum weight distribution.

Waste water collects in a tank located immediately behind the rear axle. The tank has an easy-to-operate remote emptying valve under the nearside skirt. Swift also supply a waste pipe extension.

Electricity is available via the leisure battery, base vehicle battery or 230V hook-up. For safety, the Plug-in-Systems consumer unit is equipped with an RCCB, two MCBs and a visual earth fault indicator. In addition to the water heater, space heater and fridge, 230V is also supplied to two switched 13-amp single sockets.

### All mod cons

After the takeover of Carver by Truma, and the subsequent phasing-out of Carver products, Swift (in common with most UK motorcaravan producers) have had to do some thinking on-the-roof.

The Truma Trumatic S3002P (gas) with 12V Trumavent blown-air distribution and 230V Truma Ultraheat has replaced the highly-regarded Fanmaster system. The space heater itself is on the front of the wardrobe. A thermostatic control regulates the 3.4kW (gas-fired) output. There are three outlets for the variable-speed blown-air distribution system, two in the lounge and one in the shower room. I'd have preferred to have an outlet on the forward facing wall of the shower compartment to warm the cab, usually the coldest part of a coachbuilt motorcaravan.

The 230V power for the space heating is switchable for different heats (500W, 1000W, 2000W). It was found that the corrugated chimney flue inside the wardrobe got very hot when the heater was used on gas for extended periods at a high setting.

A Truma Ultrastore heats the water. It is located under the seat box in the far rear offside corner. This unit will run on either gas or mains electricity, or both if you are really in a hurry. It stores 10 litres, so there is plenty



All the interior cabinetwork looked well screwed together and the gaps between cupboard and locker doors were uniformly 'tight'. Notice the halogen downlighters.



The 12V control panel situated just inside the caravan door (with light switches below).

available for a shower. The 230V operating switch had been hidden inside the bed box on the exterior wall adjacent to the heater itself. Awkward or what? Please, please, Swift re-site it next to the blown-air operating switch (which itself was still erroneously labelled Fanmaster).

There are plenty of halogen downlighters and reading lights to illuminate the 'van on even the darkest winter night. The four reading lights are individually switched. Switches for the overhead lights fell conveniently to hand on entering. An exterior awning light is also fitted as standard.

The easy-to-operate 12V control panel will inform (via meters) whether there is a need to get more fresh water, or to empty the waste. The voltage of both batteries can also be measured.

Goggle-boxers are provided with a fold-up TV table and power sockets. An omni-directional TV aerial and amplifier are now also standard equipment.

Although these are increasingly becoming standard on UK 'vans, the flyscreened inner door will be a useful bug excluder in the summer.

Only a small thing I know, but it was good to spot a couple of useful coat hooks on the outside of the forward-facing shower room wall (behind the driver).

### Build quality and longevity

A one-piece GRP roof and GRP-clad sandwich sidewalls should be up to resisting damp ingress. However, it is not (usually) the walls or roof themselves that let in water, but the joints between them, or less often, the seal between them and windows or rooflights. On this particular 'van, the joints and seals all looked very carefully executed. Especially appreciated was the decision to make the roof moulding not just a lid, but to extend it a short way down the sides.

All the interior cabinetwork looked well screwed together, and the shut-lines (gaps) between the cupboard and locker doors were uniformly tight. Plumbing and wiring all looked as though some thought had been given to their routing, and all appeared to be safely and neatly clipped inside the seat boxes.

Swift motorcaravans are warranted for three years under the Supercare scheme. The base vehicle has a comprehensive Fiat warranty for year one, and a Fiat Motorhome Mechanical Warranty applies in years two and three. (Warranties are subject to terms and conditions, including regular professional servicing.) This package should allow even the most pessimistic worrier to sleep soundly.

A fire extinguisher was included as standard, but not a smoke alarm. If this 'van were ours, I would try to ensure that it survived as long as possible by making the fitting of a push-to-silence smoke alarm a priority.

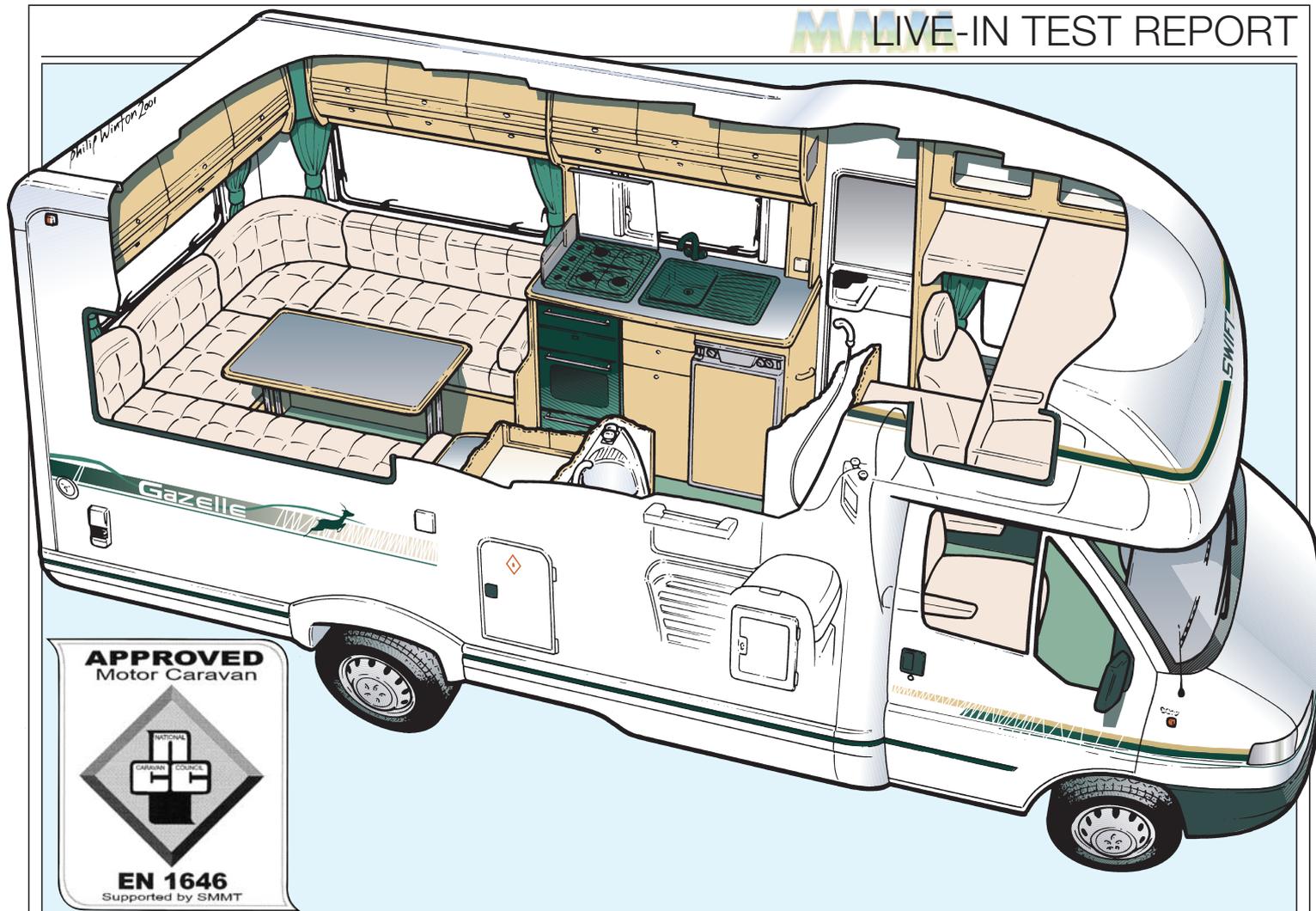
### If only

Fancy a Gazelle 61, but need to use a wheelchair? All is not lost, as the 61W has an extra-wide entrance door. Prefer VW to Fiat? No problem, the Gazelle 61 and 63 are available on the VW LT chassis.

### In a nutshell

This Gazelle (as delivered) was well prepared, had zero production faults, looked well screwed together, and was beautifully finished. Combine all that with a practical and popular layout, a comprehensive specification, and the Ducato's reputation as a serenely competent chassis, and you really do have a motorcaravan that's qualified to satisfy. □

MMM LIVE-IN TEST REPORT



**I liked:**  
 Interior ambience  
 Interior fabrics and finishes  
 Satin silver positive-locking furniture catches  
 Removable carpet  
 Interior light switch near door  
 Comfortable and supportive lounge seats  
 Choice of converting rear lounge to double or single beds  
 Asymmetrically-divided cab curtains  
 Coat hooks behind cab  
 Well laid-out shower room  
 One-piece roof  
 Slide-out exterior drawer  
 Taut, responsive chassis  
 Powerful and economical engine  
 Four speaker radio/cassette player  
 Option of wide door (61W)  
 Three-year warranty

**I would have liked:**  
 Labelling of 12V caravan fuses  
 Smoke alarm  
 Toilet roll holder  
 Option of cupboards in lieu of overcab bed

**I disliked:**  
 Not having a shower room window  
 Position of 230V switch for water heater



# SWIFT GAZELLE F61

# M M M LIVE-IN TEST REPORT

## SPECIFICATION

### The vehicle

**Base vehicle & engine type:** Fiat Ducato long wheelbase chassis cab with 2.8-litre intercooled and turbocharged direct-injection four-cylinder in-line diesel engine and exhaust gas catalytic converter, mounted transversely over the front axles

**Output:** 90kW (122 bhp) @ 3600 rpm (94kW/127 bhp on 2001 common-rail version)

**Max torque:** 285Nm (210 lb ft) @1800 rpm

**Compression ratio:** 19:1

**Gearbox & drive:** Five-speed manual gearbox, fascia-mounted gear lever, front-wheel drive

**Brakes:** Hydraulic operation with cross-over dual-circuit and load-sensitive proportioning valve. Front - twin cylinder floating caliper discs. Rear - self-centring self-adjusting shoes. Parking brake (handbrake) is on right-hand side of driver's seat, and operates on rear brakes

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

**Suspension:** Front - independent McPherson struts with telescopic hydraulic dampers. Rear - rigid tubular axle with twin leaf springs each side, and vertical hydraulically-operated shock absorbers

**Tyres fitted:** Michelin XC Camping (215/70 R15C) 7-ply

**Spare wheel position:** In purpose-built quick-release underfloor cradle, immediately forward of rear bumper

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

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

**Warning lamps:** In binnacle - ignition on/low battery charge, low engine oil pressure, high engine coolant temperature, glow plugs activated, water in diesel filter, direction indicators, handbrake applied/low brake fluid/worn front pads, Key Code immobiliser recognition, side lights on, main beam selected, rear fog lamps on. In switches - four-way hazard flashers, heated mirrors

**Windscreens wiper controls:** Stalk on right-hand side of steering wheel. Down for intermittent/slow/fast wipe. Pull towards steering wheel for electric screen wash

**Immobiliser/alarm:** Fiat Key Code transponder engine immobiliser. No alarm

**Other features:** Dipping rear view interior mirror, electrically-operated windows, electrically-adjustable heated dual-lens door mirrors, remote headlamp beam height adjustment, multi-vent heating and ventilation system with re-circulatory facility and three-speed fan assistance, cigar lighter and ashtray, sun visors, twin-bulb courtesy light, moulded driver's door bin, fascia storage and lockable glovebox with cup and pen holders on reverse of lid, driver's seat adjustable for squab height and angle plus backrest rake and seat reach, passenger seat adjustable for rake and reach only, both cab seats have adjustable armrests and are trimmed to match caravan seating, height-adjustable seat belts, Philips four-speaker RDS radio/cassette with removable front plate for security

### Performance & economy

**Achieved 30 - 50 mph acceleration time:** 7.9 seconds (3rd gear)

**Fuel consumption during test:** 28 mpg (10.1 litres/100km)

### The caravan

**Body type & construction:** Overcab coachbuilt with GRP-clad sandwich construction side walls and a one-piece moulded GRP roof. Rear panel, skirts and interface panels are all moulded GRP

**Insulation:** Roof 34mm ply/polystyrene/ply sandwich bonded to GRP skin, walls 32mm ply/polystyrene/GRP sandwich, floor - 44mm ply/Styrofoam/ply sandwich

**Conversion NCC approved:** Yes, badged as being compliant to EN 1646

**Warranty:** Three years Supercare/Fiat warranty

**Number of keys required:** One for everything Fiat, four keys for conversion

**Windows & doors:** Polyplastic tinted double-glazed top-hung windows (four in living area, one in overcab). One-piece entrance door with anti-burst lock and inner flyscreen door

**Additional ventilation:** Three four-way opening double-glazed rooflights (kitchen, overcab, and shower room). Heki 2 panoramic tilting rooflight over lounge

**Blinds/curtains:** Seitz top-roller blinds and flyscreens to all living area windows, cassette blind and flyscreen to overcab window, blinds and flyscreens to all rooflights, lined curtains with matching tie-backs to cab and lounge windows

**230V AC system:** Hook-up socket; Plug-in-Systems consumer unit with Hager RCCB, two Hager MCBs and earth fault visual indicator; two single switched 13A sockets; 230V feed to fridge, water heater, and space heater; leisure/vehicle battery charger

**12V DC system:** Leisure battery, split alternator charging, 12V control panel with circuit fuses, Clipsal wide-blade polarity-specific unswitched socket

**Capacity of caravan battery:** 75 amp hr

**Lighting:** Three 10W halogen downlighters, four 10W individually-switched halogen reading lights, 8W fluorescent unit over kitchen, two halogen downlighters in shower room, one halogen downlighter in ceiling above overcab bed, exterior awning light (all 12V)

**Cooking facilities:** Stoves Vanette enamel electronic ignition three-burner hob/grill/thermostatically-controlled oven/saucepan store combination unit with glass splashguard and hinged hob cover

**Extractor fan/cooker hood:** None fitted

**Refrigerator:** Electrolux RM4361S 89-litre three-way fridge with electronic ignition and full-width two-star freezer compartment

**Sink & drainer:** Dark green moulded sink with single drainer and matching Whale Elegance mixer tap

**Water system:** Pumped hot and cold water supply to kitchen sink, vanity sink, and shower; Shurflo pump, rigid pipework

**Hot water:** Truma Ultrastore gas/230V storage water heater with 30-70 degrees Celsius temperature selection, capacity 10 litres

**Fresh water tank:** 82 litres (18 gallons) located in rear centre seat locker

**Fresh water level gauge:** On 12V control panel

**Waste water tank:** 82 litres (18 gallons) located underfloor immediately behind rear axle

**Waste water level gauge:** On 12V control panel

**Space heating:** Truma 3002P gas-fired thermostatically-controlled piezo-ignition 3.4kW space heater, 12V Trumavent variable-speed blown-air distribution (two outlets in lounge, one in shower room), 230V Ultraheat heating (500W/1000W/2000W)

**Gas locker:** Located central offside, exterior access, metal-lined, gas drop-out vents, cylinder restraints, holds two 6kg/7kg cylinders

**Shower compartment:** Located front offside; Thetford C200 electric flush swivel-bowl cassette Porta Potti; fixed vanity basin with mixer taps and moulded cupboards under; mirrors; moulded shower tray with curtain, removable shower head (off/jet/spray), riser bar, and separate mixer taps; additional shelved wall cupboard; soap dish stand; and towel rail

**Seating:** Rear U-shaped lounge, two forward-facing cab seats

**Table(s)/storage:** Free-standing folding table with dedicated storage on forward exterior wall of shower room

**Berths:** Four sleeping berths - two doubles or one double and two singles

**Rear restraints:** None fitted as there are no dedicated travel seats in rear

**Wardrobe:** Located offside amidships, double door, shelf, transverse hanging rail

**Flooring:** Removable cut-pile bound-edge carpet over vinyl floor in caravan, and carpet over rubber mat in cab

**Additional features:** Lockable slide-out external drawer, high-level rear marker lights, and 1kg dry powder fire extinguisher

### Dimensions

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

**Overall length:** 6.30m (20ft 8in)\*

**Overall width (excl mirrors):** 2.22m (7ft 3in)\*

**Overall width (incl mirrors):** 2.54m (8ft 4in)

**Overall height:** 2.90m (9ft 6in)\*

**Length of wheelbase:** 3.70m (12ft 1in)

**Length of rear overhang:** 1.81m (5ft 11in) - 48 per cent of wheelbase

**Turning circle (kerb to kerb):** 14.6m (47ft 11in)

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

**Step-up height to caravan:** 425mm then 305mm (1ft 5in then 1ft 0in)

**Door aperture:** 1880mm H x 485mm W (6ft 2in H x 1ft 7in W) - lock keep intrudes slightly. The Gazelle 61 is also available with a wide door

**Interior length from dash:** 5.05m (16ft 6.5in)

**Interior length behind cab:** 4.15m (13ft 7in)

**Interior width at waist height:** 2.09m (6ft 10in)

**Interior height:** 2.07m (6ft 9in)

**Work surface height:** 925mm (3ft 0.5in)

**Table dimensions:** 925mm L x 582mm W x 715mm H

(3ft 0.5in L x 1ft 11in W x 2ft 4in H) - length/width is a measure of usable tabletop, bevelled edge adds extra 50mm (2in)

### Bed dimensions:

(1) Overcab

**mattress length:** 2.06m (6ft 9in)

**mattress width:** 1.30m (4ft 3in)

**mattress depth:** 100mm (4in)

**available headroom:** 540mm (1ft 9in) max

(2) Rear double

**mattress length:** 2.06m (6ft 9in)

**mattress width:** 1.88m (6ft 2in)

**mattress depth:** 172mm (7in) average

Or rear twin singles

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

**mattress width:** 0.69m (2ft 3in)

**mattress depth:** 165mm (6.5in)

**Shower compartment:** 1250mm L x 860mm reducing to 675mm W x 1900mm H (4ft 1in L x 2ft 10in/2ft 2in W x 6ft 2.5in H)

**Wardrobe:** 600mm W x 595mm D x 1350mm H (1ft 11.5in W x 1ft 11.5in D x 4ft 5in H). Drop from rail 955mm (3ft 1.5in)

**Gas locker:** 525mm W x 325mm D x 520mm H (1ft 9in W x 1ft 1in D x 1ft 8.5in H)

**Gas locker door aperture:** 335mm W x 455mm H (1ft 1in W x 1ft 6in H)

**Max authorised weight:** 3400kg

**Unladen mass:** 2746kg (empty), 2871kg (mass in running order)

**Load capacity:** 529kg

### Price (all prices include VAT)

**Standard model:** £33 395 ex works

**As tested:** £33 395 ex works

**On the road charges:** £955

### Optional extras (\*denotes item fitted to test vehicle)

**Base vehicle options:** None listed

**Caravan options:** Rear corner steadies (£155), passenger seat swivel (£145), roof rack and ladder (£465), chest of drawers in addition to rear centre seat (£125), Omnivent three-speed fan (£290), Gazelle 61W wide door (£150), circular coffee table (£95)

**Swift Gazelle F61 kindly supplied for evaluation by the converters:**

Swift Motorhomes, Dunswell Road, Cottingham, East Yorkshire

HU16 4JX. Tel: 01482 847332. Fax: 01482 841042.

Web site: [www.swiftmotorhomes.co.uk](http://www.swiftmotorhomes.co.uk)

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