



GENTLEMAN OF THE ROAD

Bessacarr E745 on 2.8JTD Fiat Ducato Al-Ko

Dave Hurrell wishes he had a good cigar to complete the image, as he takes to the road in a quintessentially British offering from the Swift Group

Bessacarr's 700 series for 2003 comprises four high-line luton overcab models and five low-line low profile overcab models. Six layouts contained within four body lengths should provide enough choice for everyone, with every variant featuring a separate circular shower enclosure.

British and proud of it

The snappily-named E745 shares the aspirations of its siblings as fully-featured, top end of the market motorhomes. First impressions reinforce these claims as the overall look is one of quiet confidence - very British in character. Bessacarr's designers have succeeded in making the luton - often carbuncle-like - look good and blend well with both the Fiat base and the rest of the body. Sandwich construction techniques dictate that the sides are flat, but the GRP roof and back panel, and alloy skirts finish things off very nicely. Understated green and gold graphics, colour-coded mirrors, and alloy wheels ice this motorhome cake to perfection. Closer inspection reveals a quality feel as well as look, with the alloy skirts being strongly constructed, and minimal signs of visible sealant on the body joints. Inside,

the theme continues with green and gold soft furnishings married to curvy, silver-trimmed, dark wood cabinets. A feeling of 'gentleman's club' pervades the interior. After spending a while in here, I felt as though I should be smoking cigars, drinking brandy and reading the *Financial Times*!

Well appointed

With an overall length of nearly seven and a half metres and none of those 'johnny-foreigner-inspired' fixed beds or garages to get in the way, there is plenty of space for living. The layout of the interior is divided into three areas with a front lounge/diner, centre L-shaped kitchen and all-important across-the-rear washroom. Two singles, or a double berth, made in the lounge are joined by a large double bed in the spacious luton. A convertible L-shaped sofa provides two safe rear travel seats to make this a genuine four-berth - travelling and living - motorhome. All of this sits, crucially, on a lowered Al-Ko chassis, which allows the inclusion of a double floor - enclosing the fresh water tank, plumbing, wiring and heating ducts and providing considerable quantities of externally accessed storage. ▶

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Looking forward from the washroom. On the immediate left is the big fridge with silver tambour door of the TV locker above. The L-shaped kitchen abuts the forward-facing passenger seat in the lounge.

The touring club

Possibly for the first time, for me the faux walnut on the dashboard works perfectly, helping to blend the cab area into the whole. Bessacarr have added similar trim surrounds to switches and sockets in the caravan. The combination of this, and cab seats, curtains and carpet trimmed to match, produce a harmonious effect - perfect to my eye. Here in the cab, Fiat provide the expected electric windows and mirrors and add key-operated central locking and a driver's airbag. Bessacarr install a bleeping Backminder reversing sensor. At over 24ft long and approaching nine feet wide to the tips of its excellent door mirrors, the E745 makes its presence felt - both on the road and in the car park.

Reversing is certainly aided by the Backminder, which bleeps at you with increasing urgency as you reverse towards a hazard, culminating in a continuous tone when dangerously close. But my advice is don't trust it in all situations (high-level objects may not be detected). I always use a 'driver's mate' to see me back when possible and were this my 'van I would have a rear-view camera fitted. This would have a useful dual role, as there is no through-vision from the interior and the camera can become your 'rear-view mirror' when on the road.

Spatial considerations aside, driving the Bessacarr is a pleasure. The range-topping 2.8-litre intercooled turbo-diesel engine delivers its power



Bessacarr's version of the Ducato cab includes removable carpet with seats covered to match the caravan interior.





The rearward view shows three-room living with lounge, spacious kitchen and across-the-rear washroom.

smoothly across the range and the plenty-of-feel steering, fingertip gearchange, and powerful all-round disc brakes are quite simply excellent. The Al-Ko chassis provides a longer wheelbase than standard, reducing rear overhang to a sensible figure and making for safe, predictable handling. Most of the heavy stuff, including bulk storage areas and tanks, is within the wheelbase and during the test handling was reassuring in all conditions. Performance was tip-top with the low mileage engine showing no signs of tightness and accelerating enthusiastically in fourth gear.

Ducato cab comfort is very good these days, with squab adjustment on the driver's seat allowing the achievement of a good driving position (in spite of the fitted seat swivel increasing overall height). Heating and ventilation is very good, with plenty of fresh air outlets and strong easy-to-use controls.

Only the oft-criticized cab door seals disappointed, letting in sudden draughts and blowing 'raspberries' when encountering gusting sidewinds.

Safe rear seat travel for two is created by removing several cushions from the L-shaped offside sofa and sliding back an infill panel. This allows the full width of the forward-facing section to be used, along with its two three-point inertia reel seat belts, giving four safe travel seats in this four-berth 'van. These seats and belts are firmly attached to a strong steel subframe that is securely bolted in place. However, my confidence in the strength did not extend to the fitted headrests. These are mounted on the thin wooden panel that separates them from the kitchen and I feel they should be made into proper head restraints of the sort that would offer some protection from whiplash injury.



Remove the four cushions (piled on the left) and slide the base section back.



This creates two belted travel seats – although I had my doubts about the headrests.

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Twin-sofa lounge combines with swivelled cab seats to provide a big lounge.

The club lounge

You enter through the nearside centre caravan door, which benefits from a sensible cassette step (with automatic retraction on start-up) and an integral flyscreen door. Turn left (towards the front of the 'van) and you're in the spacious comfortable lounge area. Two big windows and a wind-up Heki III rooflight illuminate superbly (with plenty of natural light), while the green and gold furnishings create a relaxed, conservative atmosphere. All the windows and rooflights have the latest, pleated blinds and flyscreens. These look to be quality units, with the blinds pulling up from the bottom to allow some light in while still maintaining privacy. Two inward-facing sofas dominate; the offside one is L-shaped and incorporates the previously mentioned forward-facing travel seat. The cab is cutaway and the front part of the luton bed lifts on gas struts to allow easier access to the cab area. Great for instant bed availability, this is also good for lounging as the cab seats swivel to increase the capacity of the lounge to eight people - a



Lounge becomes a comfortable diner with the addition of the free-standing table.

definite plus for those who like to entertain. Criticism is reserved for one item not actually in this area - the TV locker. Is it an afterthought? Maybe they just forgot. Either way, placing the goggle-box cupboard above the fridge in the kitchen means you'll need to invest in a pair of opera glasses for comfortable viewing from the lounge.

Four for dinner

A free-standing table is the simple solution for mealtimes and four can comfortably eat from the two sofas. Mounted on a set of folding tubular legs, the table is adequately sized and easy to put up. Shame then, that it's stowed at the rear in the wardrobe making it difficult to get at, especially when lots of clothes are hung there. The presence of the forward-facing seat and adjacent L-shaped kitchen mean that with a bit more thought a dedicated stowage position could have been provided here, right next to where the table is needed.





Midships L-shaped kitchen has full-sized cooker and enough surface to work easily.

▼ The simplest ideas are the best. The drainer-less sink allows more worktop and this natty, separate draining board sits in place for washing-up duty.

Just inside the caravan door is the kind of multi-purpose surface every motorcaravanner needs. The big cupboard door below opens to reveal a blank panel!



Club cuisine

The main kitchen area is on the offside directly behind the forward-facing seat section of the L-shaped sofa. There is plenty of room for the chef to create wonders with a full-sized cooker and deep circular stainless steel sink with domestic-style mixer tap. The cleverest feature here is also the simplest one. The sink has no drainer, which is a disappointment, but means a good area of work surface is gained. However, stored in one of the two cupboards below the sink is a natty separate drainer made of plastic. When the time comes to wash up, simply place it on the work surface and its radiused lip engages with the edge of the sink to provide a catchment area for water and suds. A fitted wooden chopping board sits on the sink to further increase the versatility of this area - just put it away in a cupboard before hitting the road to stop it becoming 'the frisbee of death' in an accident.

The Stoves cooker is finished in silver and comes with hob, grill and large oven with push-button ignition. Like many of its type it worked superbly well during the test; the oven - annoyingly - cooked better than mine at home! Above is an Electrolux two-speed extractor hood with built-in halogen



Spacious washroom - here we see the loo, basin with plenty of surface, and low-level storage.



lighting. One of the four rings on the hob is a mains electric, solid hotplate. This is potentially a great idea as it allows you to make the best of your hook-up and save gas - especially as the latest rules on electricity sales mean you may have to pay for mains power whether you want it or not. Having said that, it is always a good idea to keep an eye on the amount of lecky you are using at any one time, especially on some Continental sites where supplies can be rated as low as three amps.

A slide-out larder unit is the 'ooh mum look at this' item here and contains the only drawers, two very small affairs with room for just a few items of cutlery. The rest of this unit is very useful with strong, wire basket shelves and a lidded rubbish bag holder. Above the main kitchen unit there are two overhead lockers for storage and one that contains a microwave oven.

A microwave can be very useful - in these days of supermarket ready meals dinner could be on the table in seconds (if you're tall enough to reach this oven). However, the microwave's 700W output means allowing around four amps of peak power when calculating how close you are to tripping the hook-up circuit breaker.

Across on the nearside is the 135-litre fridge/freezer. Heroic quantities of food, both fresh and frozen, can be stored here allowing long intervals between supermarket visits. I was disappointed, however, to see it was not the excellent AES (Automatic Energy Selection) model and had to be manually switched to gas, 12V or 230V electricity.

To the left of this is another waist-level surface with three cupboards above. This would seem to be a good place for the bar area with space to pour and serve drinks. Its proximity to the caravan door, kitchen and lounge means it has potential to be a dumping area, extra kitchen work surface, or a buffet - generally a good multi-purpose feature. Below this unit is a stylish, curvy cupboard door, sure to hide another exciting gadget or innovative storage solution. Release the catch and swing it open to reveal... nothing! This unit actually houses the Truma space and water heater so opening the door reveals a blank panel. Very strange!

The executive washroom

A curving wall and sliding door separates the washroom from the rest of the interior. In here you have everything you might want, not only to wash but to dress as well (the double-width wardrobe-cum-clothes-cupboard is contained within, occupying the rear nearside corner of the 'van). Space and the ability to wash and dress or get changed in here at any time will be the reason many people choose the layout this 'van has to offer. Across the

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back wall, the vanity unit has a deep basin with mixer tap and plenty of counter top to stand cosmetics. Beneath is a large two-door cupboard with shelf and racks. Above are two excellent mirrors, another smaller cupboard and a fiddled shelf unit. In the rear wall, a large opening window is translucent, letting in light and maintaining modesty.

Stand at the basin and to your right is the twin-access wardrobe. This unit has oceans of clothes storage space with shelves behind a mirrored door next to the basin and excellent hanging space behind a full-length door to the right. To your left is the electric-flush swivel-bowl loo with separate flush water tank. This allows the use of sweet-smelling additives that help keep the toilet clean.

Keep turning to your left to see the signature circular shower enclosure found in many Swift Group motorhomes. This unit is strong and well engineered, its curved sliding door is easy to use and encloses a shower with a mixer tap that holds a preset temperature well. The circular, plywood duckboard fitted here is a tad too *Changing Rooms* for my liking, I would prefer to see something more mould and rot-proof (such as plastic) used for its construction. A recently introduced, and useful, feature is a seat moulded into the shower wall. The roof light in here is one of the new Mini Heki models. Full marks to manufacturers Seitz, as this unit is everything a standard caravan rooflight is not - namely strong and good-looking, with an easy to use push-button locking system and a choice of ventilation positions. Being front-hinged, it is less likely to get ripped off by the wind if you forget to close it before moving off.

Club class nights

Sleeping accommodation begins with the ubiquitous luton double bed. This one is large in area, as you would expect, and comfortable, providing plenty of that most important luton dimension, headroom. Headroom and ventilation (here we find two opening windows one at either side) are important, as sleeping in a claustrophobic luton bed with little ventilation is an activity to be avoided, especially in summer. Neatly made privacy curtains that follow the curved shape of the ceiling are joined by a foot-friendly alloy ladder and a security net to stop the grandchildren falling out of bed.

Downstairs, bed making is more complicated. Two singles is probably the best configuration as it allows use of the luton access ladder. Remove the backrest on the nearside sofa for a narrow six-foot bed. On the offside pull out the inward-facing sofa base and slide a panel rearwards to meet the front edge of the forward-facing portion. Add two backrest cushions for a six-foot by three-foot four-inch sleeping area. This bed could



Luton berth is big and comfortable with twin windows and the all-important good headroom.



Downstairs beds are made from an unconvincing mélange of sliding boards and sprung staves.



Circular shower enclosure now has a built-in seat. Fitted timber base-board is best left to the ducks.

probably be used as a compact double by two smaller people. Finally, to make the large double, extend the nearside, slatted sofa base across to meet the offside bed. Add the remaining backrests and a long, tight infill to produce a six-foot by seven-foot double bed. The biggest problem with this design is that the nearside half has sprung slats and the offside a solid board base.

Because access to the rest of the living area is on the nearside, sleeping heads to the offside would seem sensible, making it easier to slide out of bed, especially in the middle of the night. However, if you sleep this way round the heaviest part of your body, your torso, rests not on those sensible sprung slats but on the old-fashioned solid base. This bed design seems like a bit of a mishmash to me, so if you plan to buy, do a lot of bed testing beforehand - you're going to do a lot of sleeping on that bed once you've parted with your hard-earned cash.



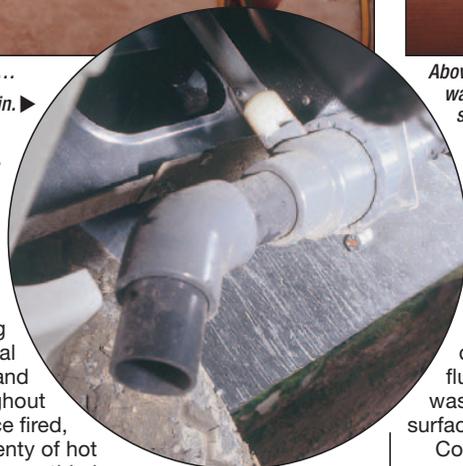
Sleeping with heads to the offside is best but puts most of your body weight on the solid base rather than the slats.



▲ Grovel-free control in base of wardrobe...
...operates large-bore waste drain. ▶

Silver service

Those modern motorhome services are all here with the double floor construction and good levels of insulation creating a 'winterized' motorhome. The trusty Truma Combi space and water heater leads the services pack. This six kilowatt gas/electric (space heating by gas only) unit provides dual temperature settings for hot water, and blown-air heating to outlets throughout the interior including the luton. Once fired, and up to working temperature, plenty of hot air is delivered - enough to keep even this large motorhome interior warm. All heating ducts are routed through the double floor area thus conserving heat. Two small hatches in the floor give access



Above the caravan door the control panel shares space with Truma's heating and hot water selector switch. The off-berated faux wood on the dash links in nicely with a similar treatment applied to all the switches and sockets in the living quarters.

to the water pump and fresh water tank, both contained within the double floor cavity. A large lid atop the tank gives access for cleaning, draining is via a bung-style, large diameter outlet.

The waste water tank is fed from sink, basin and shower by large diameter rigid pipework. It has a sensible drain with a large rigid outlet pipe and a valve operated from within the base of the wardrobe. Full marks for grovel-free tank emptying!

Lighting is adequately taken care of by a selection of circular downlighters, domed ceiling units and adjustable spots, with a lone fluorescent in the luton. The one area lacking in respect of illumination was in the kitchen. I would fit additional spotlights above the work surface as the only lights here are the two built into the extractor hood.

Control functions are dealt with via an LCD-equipped panel above the caravan door. Switches (all functions) and indicators (vehicle and leisure batteries, waste and fresh water tanks) are joined by a clock and internal temperature displays.



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Good grief! Two 13kg gas cylinders in a British built 'van, surely not?

I was disappointed to see a woefully inadequate leisure battery fitted under the driver's seat. Capacity-wise it was probably constrained by the amount of space available, but rated at only 85 amp hr it is far too small for a motorhome of this size and complexity. In theory, this unit will deliver 8.5 amps for ten hours; the reality, however, is rather different as when demand increases and battery content begins to diminish, so battery voltage falls. Units such as the Truma heating system are voltage sensitive and a winter situation (remember this 'van is 'winterized') with dark nights and low temperatures would soon see the leisure battery voltage fall low enough to make this heater (which is the life-blood of the motorhome - especially in winter) cut out. My minimum leisure battery capacity for a 'van of this size and with this amount of 12V equipment would be double the supplied rating.

One thing that's not in doubt is the capacity of the gas locker. The nearside rear skirt lifts to reveal a well-designed easy-access space that stores two 13kg cylinders.

Last but not least is the provision of just three keys for everything - one for the vehicle and two for the caravan. Best practice is demonstrated by some manufacturers with just two keys for everything. However the two caravan keys are different in design, so we don't have the infuriating situation of going through a bunch of virtually identical keys every time we want to open a locker or fill up with water.



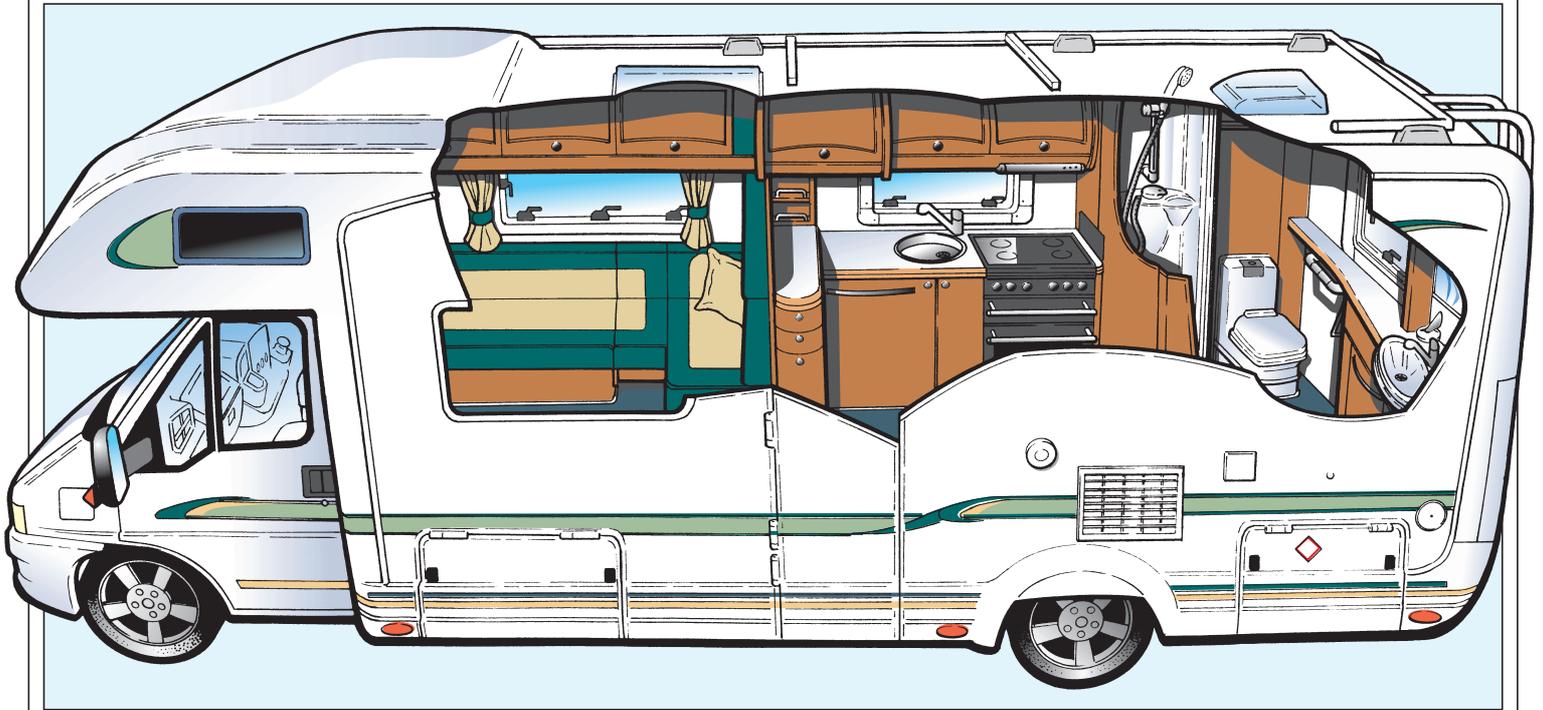
▲ A large external access door lifts to reveal super storage...
...that extends under the double floor - nearside to offside.▼



The locker room

As you would expect, aircraft-style lockers populate the lounge and they and the previously mentioned cupboards give plenty of storage for food, drink and personal effects. Additional space for less well-used items can be found under the offside sofa, with some informal storage in the base of the wardrobe behind a sliding panel. Move outside and the storage story moves





up a gear. The double floor provides high levels of outdoor kit space behind hinged sections of the alloy skirts. One hatch on the nearside allows access to the inside of the nearside sofa base and a slim space that extends under the floor to a hatch on the offside. There's loads of room under the seat for bulky stuff like barbecues. That slim through-space will take tables, chairs, windbreaks or skis. On the offside, another hatch conceals a moulded box-like locker, perfect for hook-up lead, water hose and levelling wedges. The impressive thing about these areas is the apparent level of quality in their construction. The hinged sections in the alloy skirts seem strong and well made and the storage sections are beautifully finished.

Gentleman's relish, or a right old pickle?

This big Bessie is very much a 'van for living in and will suit anyone who motorhomes all-year-round, with internal space and comfort providing luxury living for four, even when you need to spend those long winter evenings 'indoors.'

Lounging, cooking and washing-and-dressing are all catered for to perfection, with near-domestic standards being achieved. Storage too is excellent - there's even room for a folding bike or two in the under-sofa locker and the double floor cavity takes all those awkward things like tables and chairs easily.

I liked

- Stylish body with alloy skirts
- Colour-coded door mirrors
- Alloy wheels
- Driver's airbag
- Luton with good headroom
- Big, comfy lounge with swivel cab seats
- Capable L-shaped kitchen with clever, removable draining board
- Large, practical washing/ changing area with access to wardrobe
- Stylish circular shower
- Toilet with dedicated flush tank
- Large capacity gas locker

Sensible, easy to use

- waste tank drain
- Large capacity external storage
- Inboard fresh water tank
- Build quality

I would have liked

- Radio/CD to work continuously with the ignition off
- Waste tank to be mounted inboard
- Bigger kitchen drawers
- Greater caravan battery capacity

I disliked

- Lack of support for rear passenger seat headrests

It's when bedtime comes that the waters get a bit muddy. I was not convinced by the downstairs double bed, which seems to be a victim of its own versatility. With a mishmash of sprung staves and solid panels making little sense, this berth (which will probably be the one most often used) is the main 'let down' design-wise.

General build and design both seem excellent. Features like double floors and rigid, large bore waste plumbing are an indication that Bessacarr know they must play catch-up with the Continental competition - some of whom have been building-in these features for years.

My biggest criticism is reserved for the stupidly small size of the leisure battery. I have to conclude that Bessacarr's designers assume that their customers will spend all their time using mains hook-up. In this situation the built-in leisure battery charger will keep the 12V system going, but more than a few hours living aboard without mains electricity will see a failure of low voltage equipment - the most important being the heating system.

Maybe the achievement of winterization status, or 'approved for operation in low ambient temperatures' as the jargon goes, should include a minimum leisure battery capacity?

British through-and-through, the E745 cuts a dash as the perfect live-aboard 'van for the uncertainties of the British climate - there's even room for your skis or snowboard. Just be certain not to stray from mains hook-up; if you feel you must, get your friendly Bessacarr dealer to fit bigger batteries! □



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SPECIFICATION

The vehicle

Base vehicle and engine type: Fiat Ducato Al-Ko Super Low-Line chassis cab with 2.8-litre four-cylinder common-rail turbocharged and intercooled diesel engine

Output: 94kW (127bhp) @ 3600 rpm

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

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

Compression ratio: 18:1

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

Steering: Power-assisted rack and pinion

Suspension: Front - independent MacPherson strut type, with coil springs and integral telescopic dampers. Rear - Al-Ko trailing-link torsion bars and telescopic dampers

Tyres fitted: Michelin XC Camping 215/75 R16C

Spare wheel position: Underslung in cradle to the rear of chassis

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 lamp, water in fuel filter warning, indicators, immobiliser function, injection system failure, airbag failure

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

Immobiliser/alarm: Electronic engine immobiliser, ignition key activated. No vehicle alarm fitted

Other features: Key-operated central locking, one-touch electric windows, electric mirrors, driver's airbag, 12V socket, map/document holder, lockable glovebox, Backminder reversing aid, headlamps adjustable from cab, Blaupunkt single CD/radio with four speakers, removable cab carpet, adjustable steering column, adjustable upper seatbelt mountings, alloy wheels

Performance and economy

Achieved 30-50mph acceleration time: 12 seconds (3rd gear)

Fuel consumption: 23.2 mpg (12.2 litres/100km) overall

The caravan

Body type and construction: Bonded sandwich construction double floor body, with GRP luton, roof and rear panel sections. Alloy lower skirts

Insulation: Total thickness: roof and walls 28mm, caravan floor 34mm, chassis floor 12mm

Conversion NCC badged as EN1646 compliant: Yes. Thermal insulation to classification three for operation in low ambient temperatures

Warranty: Three years for both caravan and base vehicle

Number of keys required: Three. One for cab doors and ignition, two for all caravan locks

Windows and doors: One-piece caravan door with integral flyscreen and key operated lock. Windows all top-hinged, acrylic double-glazed. Two in lounge, one in kitchen, one (translucent) in washroom

Additional ventilation: Wind-up Heki III rooflight in lounge. Two Mini Heki push-up rooflights, one in kitchen, one in washroom

Blinds/curtains: Pleated cassette blinds and flyscreens fitted to all windows. Lined curtains in lounge area and to the inside of the cab

230V AC system: Mains hookup feeding control unit/leisure battery charger with RCD and MCBs. Three 13amp sockets (all unswitched) one in lounge, one in kitchen, one in TV cabinet

12V DC system: Single caravan battery feeds DC circuits via control unit with control panel above caravan door. LCD panel with switches (water pump, lights and auxiliary supply) and displays (fresh water, waste water, vehicle battery and caravan battery levels)

Capacity of caravan battery: 85 amp hr

Lighting: All 12V operation. One oval fluorescent in luton, one ceiling-mounted circular halogen and four adjustable halogen spots in lounge, single downlighter adjacent to caravan door, one circular halogen and two downlighters in kitchen, one circular halogen and two downlighters in washroom, two downlighters in shower compartment, awning/porch light

Cooking facilities: Mains-operated Daewoo 700W microwave in locker above sink. Stoves DF500DIT full-sized slot-in cooker. Hob with three gas and one mains-operated solid hotplate. Separate grill and oven, all electric ignition

Extractor fan/cooker hood: Electrolux two-speed extractor hood above stove

Refrigerator: Electrolux RM6501 three-way fridge/freezer; capacity 135 litres

Sink and drainer: Circular, stainless steel sink with inset wooden cutting board and separate, removable plastic draining board (stowed in cupboard below when not in use)

Water system: Inboard fresh water tank mounted within and to the rear of the double floor. Pressurised water system feeding mixer taps at kitchen sink, washbasin and separate shower. Underslung waste water tank fed by rigid plastic pipework and served by a large diameter dump valve with control handle mounted inside in the base of the wardrobe

Water heater: Truma Combi gas/electric storage

Fresh water tank: Inboard within double floor, 100 litres (22 gallons)

Fresh water level gauge: LCD display on control panel reads 0 to 100 per cent

Waste water tank: Underslung to rear of chassis, 100 litres (22 gallons)

Waste water level gauge: LCD display on control panel reads 0 to 100 per cent

Space heating: Truma Combi blown-air (gas only). Outlets in lounge, washroom and luton

Gas locker: Externally accessed and vented. 2 x 13kg capacity

Washroom: Across the rear location. Thetford electric-flush swivel-bowl cassette toilet with dedicated flushing water tank. Vanity basin, separate circular shower compartment, two mirrors, two double-door cupboards and one shelf, towel rail, towel ring and toilet roll holder

Seating: Two swivel cab seats and two inward-facing sofas (one rectangular and one L-shaped). Removable sofa section creates two forward-facing travel seats with three-point belts

Table(s)/storage: One free-standing table with lightweight folding legs for use in lounge area. Dedicated stowage in wardrobe

Berths: Four. Two in luton double bed, two in lounge (choice of two longitudinal singles or one transverse double)

Rear restraints: Two three-point inertia-reel belted seats mounted on steel subframe on rear end of L-shaped sofa. Removable cushion and sliding panel creates space for offside passenger

Wardrobe: Large two-section wardrobe with dual access from washroom only. Side-to-side hanging rail and separate compartment with three shelves for folded clothes

Flooring: Three-section removable carpet over vinyl flooring, removable carpet in cab

Additional features: TV cabinet, three external storage lockers, alloy roof rack and ladder, electric cassette step with auto-retract on start up

Dimensions

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

Overall length: 7.48m (24ft 5in)*

Overall width (excl mirrors): 2.24m (7ft 4in)

Overall width (incl mirrors): 2.64m (8ft 8in)

Overall height: 2.96m (9ft 8.5in)

Length of wheelbase: 4.46m (14ft 7.5in)

Length of rear overhang: 1.9m (6ft 3in), 42.6 per cent of wheelbase

Turning circle (kerb to kerb): 15.9m (52ft 1in)

Driver's max leg length: 990mm (30in)

Step-up height to caravan: Three steps - 380mm then 220mm then 160mm (1ft 3in, 8.5in, 6.5in)

Door aperture: 1.88m x 520mm (6ft 2in x 1ft 8.5in)

Interior length from dash: 5.9m (19ft 4in) max

Interior length behind cab: 5.0m (16ft 5in) max

Interior width at waist height: 2.18m (7ft 2in)

Interior height: 1.95m (6ft 5in)

Work surface height: 940mm (37in)

Table dimensions: 1.09m x 560mm x 720mm H (43in x 22in x 28.5in H)

Bed dimensions:

(1) Luton double mattress length: 2.01m (6ft 7in)
mattress width: 1.32m (4ft 4in)
mattress depth: 100mm (4in)

(2) Lounge double mattress length: 1.8m (7ft 0in)
mattress width: 1.80m (5ft 11in)
mattress depth: 150mm (6in)

or two lounge singles

Nearside single mattress length: 1.8m (5ft 11in).
mattress width: 730mm (2ft 4.5in)
mattress depth: 150mm (6in)

Offside single mattress length: 1.8m (5ft 11in)
mattress width: 1.0m (3ft 3.5in)
mattress depth: 150mm (6in)

Shower compartment: 1.9m x 810mm W x 670mm D (6ft 3in x 2ft 8in x 2ft 2.5in)

Wardrobe: 1.22m wide (includes shelved area) x 585mm D x 1.25m height from rail (4ft 0in x 2ft 8.5in x 4ft 1in)

Gas locker: 575mm x 670mm x 370mm D (1ft 10.5in x 2ft 2.5in x 1ft 2.5in)

Gas locker door aperture: 575mm x 670mm (1ft 10.5in x 2ft 2.5in)

Max authorized weight: 3850kg*

Unladen mass: 3355kg*

Load capacity: 495kg*

Price (all prices include VAT)

Standard model (as tested): £43,995 on the road

Optional extras

Base vehicle options: None

Caravan options: Status TV aerial (£150)

Bessacarr E745 kindly supplied for evaluation by:
Bessacarr Motorhomes, Dunswell Road, Cottingham,
East Yorkshire HU16 4JX (tel: 01482 847332;
e-mail: enquiry@swiftleisure.co.uk;
web site: www.bessacarrmotorhomes.co.uk E&OE

