

CRUISING IN COMFORT

Bessacarr E795 Elegance on 2.8JTD Fiat Ducato Al-Ko



Revisions for 2006 make Bessacarr's flagship more than usually tempting. Dave and Fiona Batten-Hill tried a pre-launch example

There's a not-so-old adage that can be applied to the manufacture of motorcaravans. To say, 'if it ain't broke, don't fix it' is wise but the Swift Group's Bessacarr E795 has been subjected to the application of a more appropriate adage – 'if it's popular, improve it'.

This is just what the company has done to its top-of-the-range, Al-Ko chassis coachbuilt. A number of items that were options have been incorporated into the standard specification, further additions to that specification have been made, and detail points have been modified. Sounds good? Yes it does, but to establish if it actually is good takes a live-in test, which is exactly what Fiona and I carried out on the E795.

BEFORE THE EVENT

The Bessacarr that was delivered for testing was so new that it had only just been given a registration. With a mere 8 miles on the odometer, it would need sympathetic treatment (and a forest of packaging plastic – covering the reverse camera's screen, the Thetford WC and the cab seating – had to be disposed of before we could use the vehicle). Having only seen service on the back of a transporter, the E795 was a glittering prize; it seemed a shame to take it on the nasty, grimy roads, but we had to.

So, what did we have? A 7.48-metre coachbuilt

on a low-slung, galvanised, Al-Ko rear chassis, with a Fiat Ducato 2.8JTD providing motive power, and a range of goodies, to try out. Externally, smart, silver-finished alloy wheels and a recessed awning were the most obvious additions, but the one-piece entry door with sliding window and blind/flyscreen are new for '06, as is the door's involvement in the central-locking system – a long-awaited, welcome development.

Having come eyeball-to-headlamp with the E795, we had a prow around it. Though big, its low-profile underpinnings made it sleek. And the graphics and badging – so restrained as to be subtly suggestive of the vehicle's identity – served to reinforce what the E795 already had... style.

The exterior treatment of the shell used mouldings and sections to good effect. Motorcaravans risk appearing boxy by nature but the one-piece GRP roof, curvaceous rear quarter panels and tough, alloy skirt sections softened the Bessacarr's lines. Though boasting a locking roof access ladder and roof rails, an awning, and a large luton, none of these elements appeared to be an afterthought. Naturally, colour-keying the front bumper and cab mirrors helped but the overall effect, stemming from the shape of the assorted parts and the way they'd been combined, was of flowing lines. And in a neat trick, the various materials involved had been expertly blended.



The locking ladder is a standard fitment, giving access to the roof rails. Note the reversing camera.



The cab that wood be king – a little plastic tree goes a long way.

◁ *The all-new entry door features an opening window with blind and flyscreen, central locking, and a bin.*

There was no shade difference in the white finish, regardless of whether it adorned aluminium, GRP or ABS. The fit of the panels was as good as the finish, again regardless of the base material, and the usual service perforations, to accommodate the works of Truma, Thetford, Fiamma and Dometic, had been as neatly executed as had the fitting of the hardware.

Perusing the Bessacarr, we were inclined to refer to it in terms fitting its top-drawer status. Such as? Well, not 'bodywork' but 'coachwork', and 'finish' instead of 'paint'. This seemed appropriate, but far from being intimidated by the E795's regal air, we nicknamed it... Bess, as in good queen!

QUEEN OF THE ROAD

Climbing into the familiar Fiat cab, it was pleasant to spot that the hectares of grey plastic were relieved by a little mock walnut. Not being averse to plastic tree, I felt it lent a touch of class to the Sevel-made mouldings. This had been taken a step further, with a 'gold' trim line and initial letter in front of the passenger. And the same step had been taken outside: on the front it didn't say 'Fiat', it said 'B', in gold on green.

Firing up the 2.8 JTD brought the expected muffled grumbling from down in steerage – but good sound-deadening, garnished with quality carpeting (in a restrained green stipple pattern

with corded edge binding), kept the rude mechanicals well out of the picture.

The first manoeuvre instantly highlighted the value of what was an exemplary reversing camera system. Its full colour, fisheye image of Bess' tail sprang into view on the selection of reverse. At night, infrared made events aft equally visible – and audio helped, particularly when pedestrians were just out of shot. Other manufacturers please note – a camera should be standard. I say this even though the E795's deep rear window gave splendid through vision. This view made monitoring who or what was tail-riding a cinch, but one cannot see round corners. The



Woodwork, in cherry wave, with silver sand fittings, makes for a sophisticated look. The view forward shows L-shaped sofa opposite kitchen.



The low-line chassis made for a small step up into the Bessacarr.

camera made keeping the 'van's corners intact and unscathed a simple matter.

Selecting reverse gear had highlighted what might be expected of a brand-new base vehicle. It was drum-tight, so, as the Americans say, I 'babied' the engine and transmission for much of the test mileage.

There's no denying that Bess was a large vehicle. The profile may have been similar to that of any coachbuilt but there was more in the way of overall length. This gave the vehicle its huge internal volume and on the road, it had pros and cons. A long wheelbase, especially in concert with a low-profile chassis, lends a vehicle superior dynamic abilities. While the overall weight, even on the (now standard) 4-tonne chassis with ABS, loaded the suspension sufficiently to negate much of the Ducato's notoriously lumpy ride, the wheelbase kept fore and aft pitching to a minimum. The ground-hugging Al-Ko chassis did the same for roll as the wheelbase did for pitch, and the combination gave excellent directional stability. So, while the lorries' wakes and open-road crosswinds remained as challenging as ever, the E795 wasn't unduly bothered by either.

Everything has a price and the E795's on-road poise had costs of its own. Swift is aware of the uprated chassis' ability to tow and uses a wheelbase slightly longer than Fiat's own extra-long chassis to keep the tail overhang (and therefore the effects of trailer nose weight) as small as possible. The consequence is a compromise in manoeuvrability, in the shape of a larger turning circle. To keep this in perspective, it's wise to consider how punitive this cost might be. In fact, the Fiat base has a reasonable turning circle as standard, the Al-Ko makes little difference, and the E795 is lengthy anyway. In practice, all that's required is consideration of the path of the rear wheels, both when taking tight bends and when parking or reversing. Manoeuvring with this in mind highlighted the benefits of a modest rear overhang. Although some parking spots were simply too tight, using the E795 in town was relatively fuss-free.

And what about the open road? There, the combined ideas of royalty and seagoing vessels became particularly apposite. Bess' size, wheelbase and weight made her into a cruiser and a capable one at that. But we're not talking pocket battleship here. Instead, it was a matter

of remembering that the QE2 is a svelte cruiser, an attribute shared by Bess. So, traversing the A-road and motorway miles was a matter of imperious progress, smooth, forceful, and surprisingly efficient in covering point-to-point distances. This behaviour became less unruffled, to use a double negative, when inclines – of any length or of significant steepness – were encountered. Then, the load on the JTD's 127bhp could be felt, and seen in the steady downward progress of the instrument's needles. The 2.8JTD is a gutsy motor but if it hadn't met its match in the E795, it had been formally introduced.

To be fair, this aspect could have been magnified by the test vehicle's modest mileage. To test this, I waited for a known adversary on the homeward leg of our trip. The run up to Blubberhouses Moor is long, steep, and taxing for any vehicle with *avoirdupeis*. With 350 miles or so showing, Bess tackled it at a steady 55mph in fourth gear, a feat that shows the promise of the engine's potential, when it's fully run-in. The engine's tightness also had an effect on fuel

consumption, the figure of 23.4 mpg being less than the Bess may be capable of. Tight engine notwithstanding, the overall performance over the 450 miles we covered was good enough to be notable.

Of equal importance is the fact that the cab was both comfortable and quiet. The all-round vision was good enough to take for granted, the controls lightened as the mileage increased, and the Fiat seats, as versatile as ever, offered full adjustability (including lumbar support) to permit the tailoring of an ideal driving position. All the cab-mounted bells and whistles were present and correct, bar an airbag for the passenger.

Electric mirrors (including Fiat's useful, wide-angle lower lens), one-touch electric windows, seat swivels, a decent radio/CD, and additional overcab map lamps, added to driver comfort. Consistent chirruping from the luton – a common coachbuilt failing – was noticeable, especially on poor surfaces. It was, however, a small price to pay for the convenience of a lifting overcab bed. There is a possibility that cutting away the cab roof





A long story. The view to the E795's rear shows front sofa with travel seats, centre washroom and twin-sofa lounge in the distance.

weakens the structure marginally but hinges and gas struts allow the bed to be stowed in the luton, greatly easing cab entry and egress. All I really missed were outboard armrests for the cab seats, there being only an inner one on each seat.

FIRST CLASS CABIN

The low chassis made entry into the E795 easy, just a small step up via the single-tread electric Omnistep into Bess' one-step stairwell. Of course, it was essential to carefully wipe one's grubby plates on the personalised doormat, but then quality tends to breed respect.

Inside, Bess' status was plain to see, in the furniture and fittings. Being a capacious

vehicle, the E795 could stand richer colours. The woodwork, in cherry wave finish with silver sand fittings, was darker than most and looked less 'fashion victim' in consequence. A green theme continued, figuratively as well as literally, with silver-green bark-and-leaf trim to the neatly edge-piped cushions. Pads of the same bark-trim material adorned strategically placed areas between the locker doors and in the lounge corners. In all, the effect was more gentleman's club than leisure vehicle interior but lined curtains and the aforementioned pads avoided an overly masculine feel. Could it have been classier? Well, there's a cream hide trim option...

One element of the centrally placed washroom



Microwave is standard.

and wardrobe layout was the way in which it zoned the vehicle's interior. We liked it, but of the several interested parties (from campsite personnel to complete strangers) who had a sneak preview of the inside, quite a few found it divisive. In practical terms, the arrangement meant that the leading area could be devoted to culinary matters, while the 'west wing' (or north, south or east wing, depending on the pitch) at the tail could become a workplace or an area for relaxation. Having created a thumbnail sketch of the interior, we can look at the respective elements in more detail.

COMMISSARIAT

The kitchen area scored points on style before it was even used. Stretching from the entry door to immediately abaft the passenger seat, it featured a logical layout, and packed a lot into a relatively modest space.

At its forward end, the kitchen had a modish island unit giving dedicated workspace beneath



Galley storage is abundant, and this is just the lower half of the kitchen.

the solitary mains socket. Below, this unit held vertically-ranked drawers for cutlery and utensils, beneath which was a pull-out, housing wire racks to accept canned food, fruit and vegetables and packet goods, with a platform at the base tailored to accept even two-litre bottles. Above, concealed in a high-level locker, was an 700W output microwave oven, set at an ideal height, and looking, in its silver finish, as sharp as its maker's name. A full-sized, dual fuel cooker offered a separate grill and oven, not to mention an 800W electric hotplate, as well as pan storage underneath. Next to the cooker, a slim cupboard stored a draining board while offering further storage space. Above, a recessed, stainless steel sink carried a food grade chopping board and was served by a chromium plated, swivel mixer tap. Next up, beneath the head-level lockers, was a Dometic extractor (complete with a two-speed fan and halogen downlighters) in a smart, black and silver finished housing.

The over-arching element of the kitchen lay in how well it worked. The worktop space was adequate, and for more ambitious culinary excursions, the freestanding table could be placed opposite to give more than enough workspace. Neat touches, like fixed, protective glass panels to keep the hob's heat from damaging the woodwork, and a useful plated wire mesh divider bearing adjustable holding baskets, suggested a design team with experience of cookery in motorcaravans. Up top, a newly devised, anti-rattle crockery holder (complete with elastic tie-downs) lived up to its name in transit. The concealed fridge, with freezer compartment, featured automatic energy selection. This last was the kitchen's only shortfall, being modestly sized for a five-berth vehicle.

EN SUITE DREAMS

In the waist of the E795, a sizeable washroom was accommodated easily by virtue of its curvaceous exterior walls. Accessed via an equally curved door, it had a pleasant interior, with three, frosted downlighters giving excellent illumination, particularly to the large mirror on the forward wall. Having a head-level locker on the outside wall and a cupboard below its basin, the washroom offered plenty of storage space for the essential paraphernalia of showering and shaving.

The expected Thetford electric-flush WC had more than adequate room around it, though the need to replenish its header tank via an exterior water filler (mounted on the opposite side to the main fresh water inlet) meant that hose length, and the vehicle's position, was an issue at fill-up time.

The basin, mounted partly in a convenient shelf below the mirror, was big enough even for enthusiastic ablutions and the water system scored well for its ability to provide hot water at a good pressure while draining equally well. The outstanding part of the washroom was a drum-shaped shower, with a simple and effective two-piece acrylic screen. A wooden duckboard extended the usable floor space and with the screen rolled into place, our showers could be extravagantly sybaritic without fear of flash floods.

Hot, but extremely humid, conditions during the test highlighted one of the washroom's two shortcomings. The translucent side window could be opened for ventilation but took no account of heat's tendency to rise. Thus, steaming up was a problem, making a roof vent conspicuous by its absence. And the second shortcoming? No towel hook(s) or rail.

Opposite the washroom lay a spacious wardrobe, which was also home to the folded freestanding table, the mains/12V power handling unit, and a Status aerial's internal hardware. Like the washroom, the wardrobe's door was



Neat touches: these wire baskets could be placed to suit, and the hardwood handle below was strong enough to aid entry through the caravan door.



The wardrobe, complete with stored table and status TV aerial hardware.



The washroom is half as big as it looks here but the big mirror would have you believe otherwise. It featured all mod cons but lacked high-level ventilation.





Longing par excellence was offered by twin sofas in the rear.

Even the services in the TV locker had a touch of wood trim to add class. ▷





This fast-action tabletop was in use most of the time, leaving the freestanding table for more formal dining.



Overhead lockers in the rear lounge offer versatile stowage for lightweight items.

latched by a new, positive locking system. Unlike the washroom, the wardrobe had no light, the illumination coming from the awning light, if it had been switched on. The wardrobe sat atop a compartment housing the Truma Combi boiler. With the door open, access to a full-length mirror allowed serious preening.

LIVING SPACE

The multi-role nature of the domestic space in a motorcaravan dictates compromises by default. In the E795 these had been intelligently and elegantly addressed, to good effect.

The curvilinear shape of the hardwood-edged furniture made moving around particularly painless. No sharp edges to assault the more delicate parts of the human frame imply comfort, and the use of fully-sprung cushions underscored it. For lounging purposes Bess offered an ideal environment; the sofas were big and were cushy numbers par excellence. The tail lounge had plush corner cushions too, as well as a bespoke TV locker (with signal feeds, 12V & 230V power, and a slide-out turntable). The lighting, courtesy of adjustable, switched spotlights, was excellent. There was a further mains socket in the face of the left-hand bed and the stowage space beneath this side was accessible via an external locker door.

The lounge was also characterised by the no-cost option of a chest of drawers. Just two drawers between the sofas were useful enough, but the ability of this unit's top to unfold to make a small table was immensely practical. Set up in seconds, this little table was more than adequate for two, while the free-stander could cater for more ambitious dining.

At the other extremity, the L-shaped side sofa/travel seat arrangement offered the same level of comfort as the tail lounge. The outer of the two travel seats, each having a lap-and-diagonal seatbelt, could be given full legroom by removing an infill cushion and sliding back the seat unit's base. Left complete for lounging, the sofa could become a dinette or work/play station, simply by adding the freestanding table. The area had lockers above. By night it could be converted into a generous single bed. We thought this to be commendable versatility, in a unit lacking only an adjacent power feed.

NIGHT MOVES

Bess' nautical leanings could be enhanced at nightfall with the ability for her to become a cabin cruiser. Starting at the front, we could assemble the overcab bed swiftly, simply by pulling the base down to the horizontal, fitting the supplied alloy ladder, pulling the coordinated, pleated blinds and making up the bed. The overcab had its own, switchable light unit, a net stowage pocket, a blown-air heating outlet, a safety net, and



Unearth the table from the wardrobe and it can be used in the rear lounge or here in the forward dinette. The side sofa/dinette is roomy but it was best to set up the table after the meal was prepared.



The overhead bed is beech slat sprung and sumptuous, if modest on height.

curtains. Like the tail bed, the overcab's base was of sprung beech slats and, despite being shallow at its forward end, it was very comfortable.

Making the side sofa into a bed was easy too, simply a matter of sliding out the forward section of its base, extending a filler board backwards

from the top of that base and swapping around the cushions. This involved storing two cushions in the cab, which was no hardship while closing the Remis blinds – a further 2006 addition to the standard specification.

Making up the tail bed was also a simple task.



This forward dinette bed is classed as a single berth: the word is generous.



Making up the rear bed was simplicity itself.

The unequal length side sofa bases had integral tubular-section legs. Having pulled the bases together and set the legs to the vertical, assembly merely involved placing the backrest cushions flat, outboard of the base cushions.

In night trim, the E795 was able to accommodate the needs of all its occupants. The interior was heated by the quiet, gas/mains

blown-air system; the washroom, wardrobe and kitchen could be accessed from any of the beds; the overcab ladder failed to significantly hinder the use of the kitchen; and both the overcab and the tail bed could be screened off. Curtains gave privacy to the overcab bed while a concertina partition closed off the rear bed. As the lighting was individually switchable once the main ceiling

lights had been extinguished, reading and night time necessity visits could be undertaken with minimal disturbance. Though obviously an excellent 'van for family use, Bess was a positive luxury liner for just Fiona and me!

WEST SITE STORY

Our test of the Bessacarr took place mostly in the Lake District, which gave us the opportunity to drive the vehicle in all conditions. More importantly, it let us sample Bess' on-site attributes to the full.

Having arrived on our allocated hardstanding, we didn't take long to tumble to the benefit of having the pitching gear kennelled in the low-mounted right-side locker. But before that, we'd discovered that filling up the water tank was a quick and easy process. Later on, draining the grey water proved equally simple. Being mounted in the floor of the garage, the drain tap's big operating lever remained unsoiled by road dirt and, had accurate parking over a drain point proved problematical, a drain hose was provided.

Having raided the abovementioned locker and rigged the mains hook-up, all that was left was to turn on the gas. The brochure specified two 7kg propane bottles, but the gas locker held a single 13kg bottle and plainly had room for another. A call to the manufacturer gave the explanation. In order to cover payload issues, especially in relation to towing, the published specification allows for the expected trailer nose weight loading and the weight of the optional towbar. In practice, owners not planning to tow could carry a pair of the larger bottles, subject to a confirmatory call to the factory.

Whilst on site we were also able to test out the various combinations of ventilation, heating, and even entertainment, that Bess offered. Fully buttoned up, the vehicle had two, permanently open mushroom vents in the tail lounge roof. These were initially adequate and (summer being what it is in the Lakes) were soon verified as being totally weatherproof. As the temperature rose two days later, the desirability of the Heki 3 rooflight became obvious, as did that of the opening side and tail windows. Leaving any or all of these open carried the obvious risk of entomological intrusion, but the provision of flyscreens as well as neat, colour coordinated pleated blinds kept insect life at bay. This even applied to the entry door's vertical window, which also had a blind/flyscreen combo; the fact that this window could be slid right down for ventilation meant that the absence of a flyscreen for the door itself was of no consequence.

The Truma Combi's versatility was particularly valuable in the changeable conditions. When it was hot and humid, switching the unit to just heat



The sill locker on the right side was immensely useful for keeping grimy pitching gear in.



Room for one more inside: the brochure specifies two 7kg bottles but there's room for two 13kg cylinders subject to payload considerations.

the water was enough. When the temperature dropped at night, the background electric space heating at its lower level took off the chill, while a really cold snap-ette was combated by a quick blast of combined LPG and mains input.

In between taking pictures, measurements and notes, a little test lounging included a trial of the sound system. The radio/CD player was equipped with the expected speakers in the cab, plus a further pair mounted under the top lockers in the lounge. Adjusting the fade setting on the radio meant that audio output could be had at either or both ends of the E795. Still more welcome was Bessacarr's having bypassed Fiat's 20-minute radio cut-out (which I feel is unnecessary for any vehicle with a half-decent engine battery).

And the TV locker provision? Not being aficionados of the 'haunted fishtank', we didn't try it, other than to establish that it was well placed for viewing within the lounge and had the necessary power supplies and feeds to input the aerial's signal as well as one from an optional Blaupunkt CD/DVD player.

VERSATILITY AND VALUE

That the Bessacarr E795 withstood the most intense of scrutiny is beyond doubt. When considering a vehicle of Bess' calibre, the fact that it offers the abilities and amenities it is claimed to offer isn't enough – this is an accepted fact.

In the case of the E795, it wasn't so much a matter of what the vehicle could offer, as the way in which it fulfilled its promises. A top-of-the-range coachbuilt should be rather special, a cut above the rest. In this respect, Bess didn't disappoint. With good dynamics, quality appointments, and more than a touch of class, the E795 engendered more than a little pride in us – no mean feat when that couldn't be pride of ownership.

In many ways, the addition, for 2006, of previously optional equipment to the standard

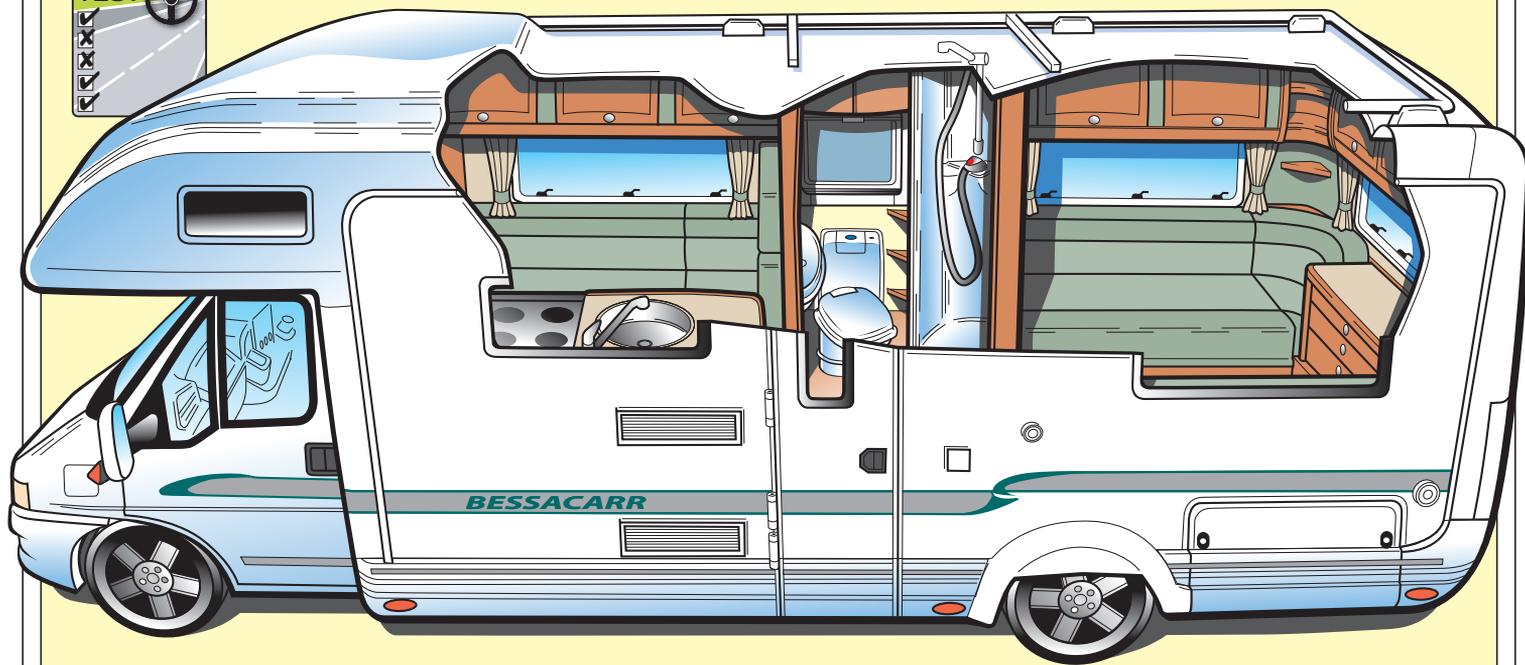
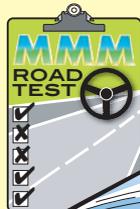


specification was what stood out about the E795. Far from being a lily-gilding exercise, this has reinforced the status element of the potential purchase. As with any upper echelon vehicle, the expectation of a high initial specification has become de rigueur as model ranges have developed over time. Including such a detailed standard specification puts a new slant on the

concept of 'value'.

At the time of the test, the on-the-road price of the E795, as well as the prices of its now reduced list of options, were still to be released (although the implication was that any price increases would be modest). If the final price falls within the suggested parameters the Swift Group should have a winner in its corporate grasp. □





MMM SUMMARY

I LIKED

- The homogeneity of the bodywork
- Recessed awning
- Subtle graphics and badging
- Central locking on the entry door
- Standard roof ladder
- Sill locker
- Fit and finish of the cabinetwork
- Reversing camera
- Chest of drawers with folding tabletop
- Washroom (particularly the shower)
- Versatile side sofa/dinette
- Lift-up overcab bed

- Microwave oven

I WOULD HAVE LIKED

- A roof vent in the washroom
- Towel rail/hooks in washroom
- Automatic illumination in the wardrobe
- A larger fridge
- The option of more engine power
- Provision of passenger airbag
- Outboard armrests on cab seats

I DISLIKED

- Position of the filler for the Thetford WC flush tank (see text)
- Noisy luton (see text)

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato Al-Ko chassis cab, 2.8-litre common-rail, turbocharged and intercooled, four-cylinder diesel engine
- **Output:** 93.5kW (127bhp) @ 3600 rpm
- **Max torque:** 300Nm (221lb ft) @ 1800rpm
- **Gearbox and drive:** Five-speed manual gearbox, front-wheel drive
- **Brakes:** Servo-assisted, dual circuit discs all round, with ABS
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front - independent McPherson struts with trailing anti-roll bar. Rear - independent torsion bar with telescopic dampers
- **Tyres fitted:** Michelin XC Camping 215/75R16C
- **Spare wheel position:** In cradle under tail
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Speedometer, tachometer, fuel level, coolant temperature, LCD panel displaying clock, odometer, trip meter, oil level, service indicator
- **Warning lamps:** Indicator/hazard, main beam, handbrake applied/low hydraulic fluid warning, diesel pre-heat, alternator charge, oil pressure warning/injection system failure, coolant level/overheat, airbag failure, seatbelt warning, door open warning, front brake pad wear warning, water in fuel, rear fog lights on, road lights on, key code recognition, ABS failure, low level fuel
- **Windscreen wiper controls:** Right hand column stalk, up for flick wipe, down for intermittent, speed one and speed two, pull back for wash/wipe
- **Immobiliser/alarm:** Fiat electronic immobiliser actuated by chip in ignition key. No alarm fitted
- **Other features:** In-dash radio/CD (factory 20-minute shutdown bypassed), CCD colour/infra red reverse camera, 12V socket and cigar lighter, drinks can holder, cab door bins, cab seat swivels, inboard armrests, seat height/reach/recline, lumbar and armrest adjustments, height-adjustable steering wheel, electric windows, central locking, driver's airbag, electrically adjusted/heated mirrors

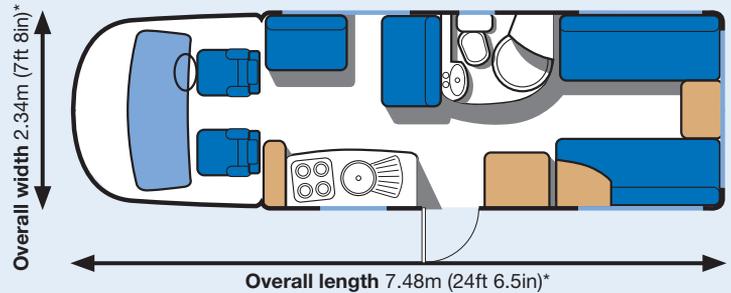
PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 11.6 seconds (third gear)
- **Fuel consumption during test:** 23.4 mpg overall



THE CARAVAN

- **Body type and construction:** Sandwich construction High-Line coachbuilt, GRP-clad outer walls, colour-coded aluminium alloy skirts, GRP tail panel, colour-coded GRP wheel arches, colour-coded front bumper, full-length GRP roof and luton moulding
- **Insulation:** Walls 32mm, roof 34mm, floor 44mm
- **Conversion NCC badged as EN 1646 compliant:** Yes
- **Warranty:** Three years base vehicle and conversion
- **Number of keys required:** Two, one for base vehicle, one for conversion
- **Windows and doors:** Slimline aluminium-framed Polyplas V-X/B double-glazed windows with night latch ventilation, two opening luton windows. One-piece caravan door with opening window incorporating integral blind/flyscreen, bin, moulded liner, and burstproof lock
- **Additional ventilation:** Panoramic Heki 3 rooflight featuring wind-up mechanism, pleated blind and flyscreen, Mini Heki clear skylight with blind and flyscreen, two fixed mushroom vents
- **Blinds/curtains:** Remis cab blinds. Seitz pleated cassette blind/flyscreen assemblies. Overcab curtains, functional lined tie-back curtains to front and rear areas
- **230V AC system:** RCD/MCB mains protection in unit with transformer/leisure battery charger and mains feeding fridge, mains element of water heater and mains sockets
- **12V DC system:** Leisure battery feeds control panel over doorway, water pump, Truma heater, cooker extractor fan, toilet flush, awning light, interior lighting, TV aerial booster
- **Capacity of caravan battery:** 110 amp hr
- **Lighting:** Six switched adjustable halogen spotlights in lounges/bed areas, two halogen downlights in washroom, light pelmet over washroom mirror, reading light in luton area, two halogen bowl lights, two halogen downlights, awning light, halogen entrance light, lighting in cooker hood
- **Cooking facilities:** Flush-fitting stainless steel dual-fuel Stoves Newhome DF500DIT-T3 cooker with electric hotplate, three gas burners, grill and oven, all with electronic ignition. Sharp 700W output built-in microwave oven
- **Extractor fan/cooker hood:** Dometic cooker hood incorporating two-speed extractor fan and halogen lighting
- **Refrigerator:** Dometic RM7405L three-way with full-width freezer compartment and automatic energy selection (AES). Capacity 93 litres
- **Sink and drainer:** Recessed, stainless steel bowl with pillar tap, removable drainer and chopping board
- **Water system:** Pressurised water system feeding washroom, basin, shower mixer, water heater and kitchen sink
- **Water heater:** Truma Combi C6002EH gas/electric boiler. Capacity 12 litres (2.64 gallons)
- **Fresh water tank:** Inboard - capacity 110 litres (24.2 gallons)
- **Fresh water level gauge:** LCD, percentage displayed on control panel
- **Waste water tank:** Underfloor - capacity 100 litres (22 gallons)
- **Waste water level gauge:** LCD, percentage displayed on control panel
- **Space heating:** Truma Combi C6002EH 6kW gas and 2kW mains electric heater providing blown-air heating to interior and luton
- **Gas locker:** Externally accessed and vented, fixed regulator, capacity two 7kg cylinders (see text)
- **Washroom:** Thetford electric-flush toilet with integral water tank. Sealed shower cubicle with sliding acrylic door, adjustable shower head on riser rail, and duck board. Vanity basin with swivel mixer tap and locker below. High-level locker. Corner shelves. Large mirror
- **Seating:** Two swivelling cab seats, L-shaped four-seat sofa on offside opposite kitchen, two inward-facing sofas in rear lounge (seating up to six)
- **Table(s)/storage:** Freestanding table with dedicated storage in wardrobe. End table in rear lounge, consisting of top surface of chest of drawers with folding extension
- **Berths:** Five: two in luton double, one in forward seating area, two in transverse double in lounge
- **Rear seat belts:** Two three-point restraints fitted to forward-facing section of front sofa
- **Wardrobe:** Nearside to rear of entry door. Three-quarter length, with fore-and-aft hanging rail and three-quarter length mirror
- **Flooring:** Removable bound-edge carpet over wood block-effect vinyl
- **Additional features:** Aluminium access ladder to overcab bed, concertina partition door, doorway panel with coat hooks and umbrella storage, hardwood doorway access handle, wind-out awning, lockable roof access ladder, single tread electric step, external underbed storage access door, tambour-doored overhead TV locker (with slide-out turntable, mains, 12V and DVD/AV inputs, boosted TV aerial)



DIMENSIONS

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

- **Overall length:** 7.48m (24ft 6.5in)*
- **Overall width (excluding mirrors):** 2.34m (7ft 8in)*
- **Overall width (including mirrors):** 2.72 (8ft 11in)
- **Overall height:** 3.01m (9ft 10.5in) (including TV aerial)
- **Length of wheelbase:** 4.55m (14ft 11in)
- **Length of rear overhang:** 1.95m (6ft 4.5 in) - 42.85 per cent of wheelbase
- **Turning circle (kerb to kerb):** 17.1m (56ft 1in)
- **Driver's maximum leg length:** 1.01m (3ft 4in)
- **Step-up height to caravan:** Step one 250mm (10in), step two 250mm (10in), step three 190mm (7.5in)
- **Door aperture:** 1.86m x 560mm (6ft 1in x 1ft 10in)
- **Interior length from dash:** 5.92m (19ft 5in)
- **Interior length behind cab:** 5.00m (16ft 5in)
- **Interior width at waist height:** 2.08m (6ft 10in)
- **Interior height:** 1.98m (6ft 6in)
- **Work surface height:** 900mm (2ft 11.5in)
- **Table dimensions:** Freestanding table: 1.18m L x 560mm W x 680mm H (3ft 10.5in x 1ft 10in x 2ft 3in). Fixed rear table (opened out): 860mm L x 690mm W x 720mm H (2ft 10in x 2ft 3in x 2ft 4.5in)
- **Bed dimensions:**
 - (1) Overcab bed:
 - **mattress length:** 2.00m (6ft 6.5in)*
 - **mattress width:** 1.33m (4ft 4.5in)*
 - **mattress depth:** 115mm (4.5in)
 - (2) Front offside single:
 - **mattress length:** 1.90m (6ft 3in)*
 - **mattress width:** 960mm (3ft 2in)*
 - **mattress depth:** 152mm (6in)
 - (3) Rear double:
 - **mattress length:** 2.14m (7ft 0in)*
 - **mattress width:** 1.75m (5ft 9in)*
 - **mattress depth:** 152mm (6in)
- **or two rear singles**
 - Nearside rear single:
 - **mattress length:** 1.90m (6ft 3in)*
 - **mattress width:** 730mm (2ft 5in)*
 - **mattress depth:** 152mm (6in)
 - Offside rear single:
 - **mattress length:** 1.75m (5ft 9in)*
 - **mattress width:** 730mm (2ft 5in)*
 - **mattress depth:** 152mm (6in)
- **Washroom:** 1.61m W x 930mm D x 1.90m H (5ft 3.5in x 3ft 0.5in x 6ft 3in)
- **Wardrobe:** 560mm W x 580mm D x 1.27m H (1ft 10in x 1ft 11in x 4ft 2in)
- **Gas locker:** 760mm W x 380mm x D 670mm H (2ft 6in x 1ft 3in x 2ft 2.5in)
- **Gas locker door aperture:** 690mm W x 590mm H (2ft 3in x 1ft 11in)
- **Maximum authorised weight:** 4000kg*
- **Unladen mass:** 3577kg* (includes 75kg driver, engine coolants, 90 per cent of fuel, water and gas capacity)
- **Load capacity:** 423kg*



PRICE (All prices include VAT)

- **Standard model as tested:** £47,720 (on the road)

OPTIONAL EXTRAS (options prices are yet to be fixed)

- **Base vehicle options:** Lux Pack upgrade - Fiat satnav, phone, cab air-conditioning and fog lamps (plus 10kg weight) - £2500. Blaupunkt Chicago (ivdn-7002) satnav, DVD/MP3/CD/RDS radio with LCD colour screen (+ 7kg) - £2165. Detachable towbar (conforming to 94/20/EC) including electrics (+ 50kg) - £695.
- **Caravan options:** Wraparound cushions in place of rear chest (minus 11kg) - FOC. Swivel-arm coffee table (+ 4kg) - £120.

SUPPLIED BY

Bessacarr E795 Elegance kindly supplied for evaluation by:
Bessacarr Motorhomes, Dunswell Road, Cottingham, East Yorkshire HU16 4JX
(tel: 01482 847332; web site: www.bessacarrmotorhomes.co.uk)

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