



AVANTI WITH VIVANTI

Vivanti V4S on MWB 2.0HDI Peugeot Boxer

Roger Mechan gets intimate with a Continental wannabe. Does it have genuine je ne sais quoi, or is it just a Brit in a loud shirt?

'We have watched the market carefully and have identified a need for a range of motorhomes, at competitive prices, aimed at the rising number of first-time and family purchasers. Customers buying on a budget, who require more of a Continental feel, shouldn't have to sacrifice quality - which is why we created the Vivanti Motorhomes concept.'

Not my words, but those of Dave Putt, Operations Director of Vivanti Motorhomes. So, picking out the bones of that statement, all Vivanti Motorhomes should be cheap, robust and modern in design. It sounds good, but first we have to identify this new 'Continental' intruder and then examine if it lives up to the hype.

You could be forgiven for thinking the Vivanti is a subsidiary of the ever-expanding Trigano Group, or perhaps a sheep from Hymer in Wolfgang's clothing? In fact we need to look closer to home; none other than Auto-Sleepers manufactures Vivanti. Those stalwarts of craftsmanship and tradition are going head-to-head with low-priced budget vehicles from across the Channel. I decided to spend a few days getting intimate with the four-berth V4S to see what all the fuss was about.

The Vivanti range (two-berth high top, and four-berth and five-berth

coachbuilts) is marketed as a separate brand that will presumably stand or fall on its own merits. I assume - in layman's terms - this means if you and I don't buy it, Vivanti will end up forgotten, or as a pile of dusty brochures propping open doors at various motorcaravan dealerships across Britain. Or maybe not, as Vivanti is, of course, the name that launched the Auto-Sleepers Group into the hire market, so it is reasonable to suppose that these motorhomes could continue to be produced for hire - even if the brand doesn't become a good seller.

The basic (on the road) price for the Vivanti V4S, our test vehicle, is £29,448. Now I suppose that could be termed a budget price in motorhome terms, but it is still a substantial packet of cash to spend out on one single item.

The view from the outside

On the outside there is nothing that looks different from any other motorcaravan. It's white, with a splash of 'graffiti' pink and blue graphics, presumably to imbue a sense of fun and freedom. The decals are bold, cheerful and break up what would otherwise be a tall white thing on wheels.

VIVANTI V4S ON MWB 2.0HDI PEUGEOT BOXER



The Boxer cab is full of useful nooks and crannies.

No cab carpet, just easy-clean vinyl. You can add your own loose mats.

The overhead cab bulge is larger than some, but its curvaceous lines make it pleasant to look at, and the skirt and bumpers match the body colour (the latter is an optional extra).

On the nearside is the gas locker, awning light, fridge vents, and, at the rear, the one-piece caravan door. The offside sports the water heater vent, fresh water filler, 230V inlet, cassette toilet servicing hatch, and waste and fresh water drain taps. Only two keys are needed to operate this 'van and one of those is for the ignition. Both fresh and waste water tanks are external but there is the option of an internal fresh tank - a necessity, I'd think, if you are an all-year-round traveller.

At the front and rear there are high-level marker lights. The spare wheel is kept in a cradle under the rear bumper and, unlike some (Peugeot-based) conversions, is not tucked away halfway along under the vehicle floor.

Taken overall, the outside is all you would expect. The seams where the roof and rear panel meet the sidewalls are tight and should remain so, and if you pay the extra for the roof ladder, the roof bars extend up to the luton extension.

A 'van by any other name is still a 'van

When you and your front seat passenger climb into the cab you can admire the copious storage provided by the door pockets - en route to realising (shock! Horror!) that there is no carpet in the front cab. Not only that, but the original headrests sit naked on top of the original van seats. At least the seats have been saved their blushes by being covered in the same material as the caravan upholstery, and the cab ceiling has been clothed with a light coloured fabric. But, cor blimey, no carpets, is this not terrible?

Well, to be honest, no. What you have is a cool, practical, vinyl floor that is easy to clean and will absorb all the sand (or in our case mud from the dog) that can be thrown at it and wipe clean in an instant. It will not harbour dust, wear out from having your right heel constantly digging into it, and, if you have to, it can be protected by cheap loose mats (rubber or otherwise) you can buy from any motoring outlet. I may be in a minority of one, but to me that's not budget, it's common sense when compared to the non-removable cab carpets that can be found today. As for the headrests, look



The toilet cassette is easily accessed. Above is the flushing tank filler.



Enough gas to go for some time between changes.

upon them as an architectural feature, a sort of filigree arch that at least you can see through.

Driving force

There is the option of a 2.0-litre, 2.2-litre, or 2.8-litre turbo-diesel engine. This vehicle had the 2.0-litre, turning out 85 bhp. This is a good, punchy little engine that will have you bobbling along without any problem. It is pretty quiet and, if you wiggle the dash-mounted gearlever around like a hyperactive wand, you can make safe and fast progress. The problem comes on hills. Power trails off quickly and you are soon reduced to changing down to maintain momentum. The engine range is not great



Spare wheel is relatively easily accessible. The rear steadies are an optional extra.



Generous pockets to both cab doors give useful storage.



Driver's seat adjustment is good, in spite of the table being stored directly behind.

This gap may be easy for a dog to get through but for a great lump like me it was a little more difficult.

between gears and you are left to tackle hills at a stately pace rather than being able to accelerate up them. You've also probably come across the same annoyance on motorways as I have. Someone pulls into the inside lane from a slip road causing you to slow down. You pull into the middle lane, change down a gear and pull away. Not so with only 85bhp under your right foot; 60mph seems to be the limit for fourth gear, changing up to fifth is like hitting a flat spot, and changing down at that speed to third could have your pistons forcing their way through the bonnet. If you are never in a hurry, go for the 2.0-litre. If you are, but can't afford the extra £2525 for the 127bhp 2.8TD option, it might be worth your while testing the 100 bhp 2.2-litre. It's an extra £1645 but could make all the difference to your driving pleasure.

Mind you, all the power in the world is no substitute for being comfortable behind the wheel and once you have discovered the Peugeot's electric windows, CD player, and various nooks and crannies, you will need to make your seating position comfortable. You sit on these seats not in

them. The driver's has rake and squab movement as well as lumbar support. I was pleased to find (even with the dining table stored behind the driver's seat) that I could adjust the rake sufficiently on the backrest to be comfortable. Quite often this is not so when there is, as in this case, a dinette back support in the way. The steering wheel also has some up-and-down movement, which can be useful.

On normal roads there was very little noise from the caravan, an occasional rattle from the blinds, but that was all. On motorways the cab doors did bulge to let in some wind noise, but it was not the conversation-stopper I've experienced in some Fiat-based 'vans. The chassis has recently undergone around twenty tweaks and realignments and is now a far stiffer outfit. Ride is firm and although the tyres tend to investigate every indent in the road, it is not unpleasant and the effect never reaches the hands.

The worst thing about the cab was leaving it to get into the living quarters. For some reason the non-folding overcab bed has a base that



VIVANTI V4S ON MWB 2.0HDI PEUGEOT BOXER



Dinette (with forward-facing belted seats for two) opposite longitudinal settee, makes a practical four-berth layout. The kitchen and washroom live comfortably in the rear.

appears to be far lower than it needs to be, reducing the height of the gap between cab and caravan considerably. I never banged my head, as I was too busy scraping my back, and if you have a bad back, you might find this 'stoop through' difficult.

Once through the keyhole

Inside the caravan, a classic set-up will greet you. Nearside lounge settee, offside dinette with a pair of facing seats for four, bathroom on the offside, and kitchen across part of the back wall. Walls and ceiling have light, wipe-clean surfaces and the floor is covered in a woodblock-effect vinyl. There is an optional carpet for the caravan floor. This was fitted to the test vehicle and after a few hours it was consigned to the storage space under the seat. The carpet had no securing poppers (so moved about), had to be taken out when making the beds (the seat squab legs could not be lifted over it), and it got covered in grass, sand and dog hairs. Anyway, not having a carpet is very 'over there'. Did you know the Continentals think we are strange for having bathroom carpet?

Natural light and a breeze came through two picture windows, as well as the rear, opening window in the kitchen - in lieu of an extractor fan. A Heki



Two forward-facing belted seats for safe travel.



All three overhead lockers on the nearside have shelves and, although the angle of the open doors may look a little steep, access was not a problem.



The view to the front sees lounge/diner and overcab bed.

2 rooflight, located in the overcab bed area, provided an unusual but pleasurable light source for the whole 'van. Interestingly, there was no vent in the main living area roof. I had my doubts at first, but found its absence made the caravan cooler and had very little effect on the overall light levels; I liked it. Night-time light came from three, 16W fluorescent ceiling lights (one of which shone into the overcab section) and four swivel reading lights (one in each corner of the lounge/bedroom area).



Nice detailing, in the form of rounded, upholstered corners on the dinette base.



The wardrobe with side to side hanging rail and shelf over.



I thought the TV cabinet was well made and quite an attractive feature. All sockets are included, but you will have to pay for the swivelling TV table.

Soft furnishings benefited from deep, firm cushions with buttoned upholstery and the cabinetwork had a pleasant light wood-effect grain. Thick, lined curtains complemented blind/flyscreen cassettes at the main windows, and the curtains extended into the cab area for night privacy.

On the outer wall of the wardrobe was the control panel that gave waste and fresh water levels and battery conditions, and contained the master switches for the lights and pump. The caravan/vehicle battery switch was also located here. Underneath this panel, the gas and mains electric controls for the water heater completed an efficient and stylish set-up.

Storage was good, as it would need to be for a four-berth. There were eight overhead lockers and a television cupboard with a small smoked glass cupboard under. Presumably this was a cocktail cabinet but, thankfully, clips had not been fitted and we could use it to store other things. A double floor-level cupboard with a cutlery tray is built-in under the sink. Under all the caravan seats (with the exception of the forward dinette seat that housed the hot water tank) there was further unobstructed storage space.

A large wardrobe, with a top shelf and transverse hanging rail, fitted neatly between the dinette and the bathroom. The circuit breakers and gas isolation valves were located in the wardrobe.

If you're one of those who would never make use of the three-point seatbelts on the forward-facing dinette seat for passengers, then the capacious overcab bed will also be at your disposal for storage.

A nice touch was the padding to the corners of the dinette, which prevented bruised legs. The pattern of our 'van's upholstery was blue, with black circles and what looked like paint spots dotted around. Camel-coloured piping on the cushions and accessories proved an interesting contrast. Blue is not my favourite colour, but that's a subjective comment; you may well disagree.

VIVANTI V4S ON MWB 2.0HDI PEUGEOT BOXER



With the passenger seat swivelled, the living area offers a variety of lounging places.

The fridge has a half-width freezer and the surface above provides the only worktop.



Lounging with the best of them

With the passenger seat swivelled there is sufficient seating for - at a push - nine people. Being a curmudgeonly old sot, that means a variety of places for me to lounge and snooze, read, or write, as the fancy takes. At the rear of the dinette seats are adjustable flaps that allow the backrests to slope. The same effect can be achieved by sliding the lounge settee squab to an intermediate position. There are two armrests on the lounge settee, which, on first sight, seem superfluous. They proved not to be so in use. They did add to the comfort of the settee, even if they had to be stored when the bed was made. The material for the soft furnishings was tightly stitched, with very

few loose threads hanging about, and it looked as if it would wear well.

The television cabinet above the fridge was an attractive addition with its rounded, sliding doors. On some 'vans this feature tends to protrude out too far and becomes an eyesore. This one was squatter and, hence, fitted in well with its surroundings. All the necessities were present for switching on; 230V socket, 12V socket and TV aerial point. You would, however, have to shell out a further £196 for an aerial and £96 for a swivelling TV table. So it's back to the coat hanger and dinner plate. Two other 230V sockets had been fitted, one to the side wall of the cocktail cabinet and the other to the lower edge of the rearward-facing dinette seat. Both sockets were useful additions. Corner steadies are an optional extra and were fitted to the test vehicle, but as I never felt an unpleasant bounce whilst lumbering around inside, I never felt the need to deploy them.

Kitchen matters

Indeed it does, matter that is, especially when you are catering for four. A Spinflo Caprice gas cooker with four burners, grill and oven, sits quietly and rattle-free in the rear offside corner of the kitchen. With a small storage section at floor level, the cooker would undoubtedly suit most needs. This is the one area where the Continental theme went out of the window. Normally, Continental motorcaravans come with a box of matches and a candle, over which ten hairy, Bavarian hikers will roast wild boar whilst polishing their lederhosen and shaving their legs. If they had what the Vivanti had in the way of cooking facilities they would, no doubt, invite the whole of Lower Saxony for a ram roast. I like my food and I like it cooked in a proper oven; thankfully this 'van has one.

Where the kitchen fails is in the lack of work surface on which to prepare food. There is only the surface above the fridge, and, if no one else is using it, the free-standing dinette table that hooks to the wall between the two dinette seats. There was no sink cover in the 'van, or even a loose chopping board that could fit over the sink. Having been provided with a decent cooker, a substantial fridge, and free crockery, I would have liked to have seen a slide-out section under the fridge on which to prepare the feast. Or at the very least a sink cover; I hate my cabbage to taste of washing-up liquid.

Once food is cooked, there is room for five to eat around the aforementioned table, with the fifth one sitting on the settee. So, to summarise; the equipment in the kitchen is first class, there is a comfortable place to eat what you have cooked, but a lack of preparation area lets the kitchen down.

And so to toilet

Awaiting one's attention between the wardrobe and the cooker is the bathroom. A Thetford swivel toilet, with the water-saving (hand-operated) stirrup-pump flushing tank, sits in the corner, with ample room in front of it. A shower head is screwed to the wall facing the door and a curtain is provided to keep the water off the works. The shower has its own mixer tap, although I would have preferred the outfit to be fixed to the rear wall out of the way. There is an opening window in the toilet (in addition to a roof vent), so the shower can be used outside. A removable slatted rubber mat protects the floor and there are three large plugholes to take the water away, whichever way the 'van is tilted.

On first sight I was a little disappointed with the size of the basin, until I realised the mixer tap swivelled out of the way and it was deep enough to get sufficient water in to shave. The amount of space in the bathroom meant there was also enough room for me to bend down and reach it. A vertical



A comprehensive rear kitchen layout, but a sink cover would have been a useful addition.



There is ample legroom in the washroom, but the mat is an extra. I felt storage was limited and would have liked a cupboard with a built-in towel rail on the back wall.

fluorescent light stood on the corner wall and there was a small shelf of limited functionality under the mirror.

I would have liked a cupboard on the rear wall, as there was only one cupboard and that was under the sink. I could get a lot in this cupboard, but not as much as I would have liked. Although this was an effective space in which to undertake one's ablutions, a few extras would have turned a good washroom into an excellent one.



A soap dispenser and toothbrush holder are useful additions. The tap swivels out of the way to give unimpeded access to the bowl.

After bath, bed

The test vehicle had a couple of lower bed configurations (two singles or a huge double) both made by moving around the seat squabs and back cushions. Although not difficult, there is the need to find homes for the sofa armrests, and three cushions from the dinette, as well as all the scatter cushions. They can be stored in the overcab bed area, or, failing that, in the cab.



There's dining room for four, or five with one at the end. The table is light and easy to erect.



Slide the sofa base forwards to make the nearside berth. With two single beds in use there's a very narrow aisle in between.



Squabs slide and backrests drop in to form a generous, offside single.

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Unmade, the double bed looks the size of a football pitch. There's a few cushions and armrests to move about but you soon get the hang of it.



The large Heki roof vent in the overcab bed, together with easy-clean light-coloured walls, makes this a good room for children. The mattress is very supportive without being too hard.

The offside single is made by pushing on a lever that releases a catch (enabling the squabs to be rolled forward on easy-glide runners). The backrests then drop down to fill the gaps, and there you have it.

A similar process completes the nearside single, leaving a small corridor between the two beds. If you are really into single beds then there is the option to have two settees (at a cost of £293), which presumably would leave a greater corridor and require less storing of cushions.

For the double bed it is a simple matter of pulling the settee out a little further until it meets the dinette seats. To be honest there was sufficient room on the double to sleep three (I say), if you had bedding large enough to fit it. If you slept in this bed on your own you would need a map to find your way around. Despite the number of joins the bed was comfortable - as the cushions were extremely supportive (some might say a little hard). I had a great night's sleep in the double and woke without any creaky joints.

The large button that has to be pressed to release the catches to enable the squabs to move is user friendly and requires very little pressure. However, the large back squab on the settee is cumbersome and has to be handled with care. It would be worth keeping an eye on the floor covering too. I noticed indentations were appearing in the vinyl from the metal legs

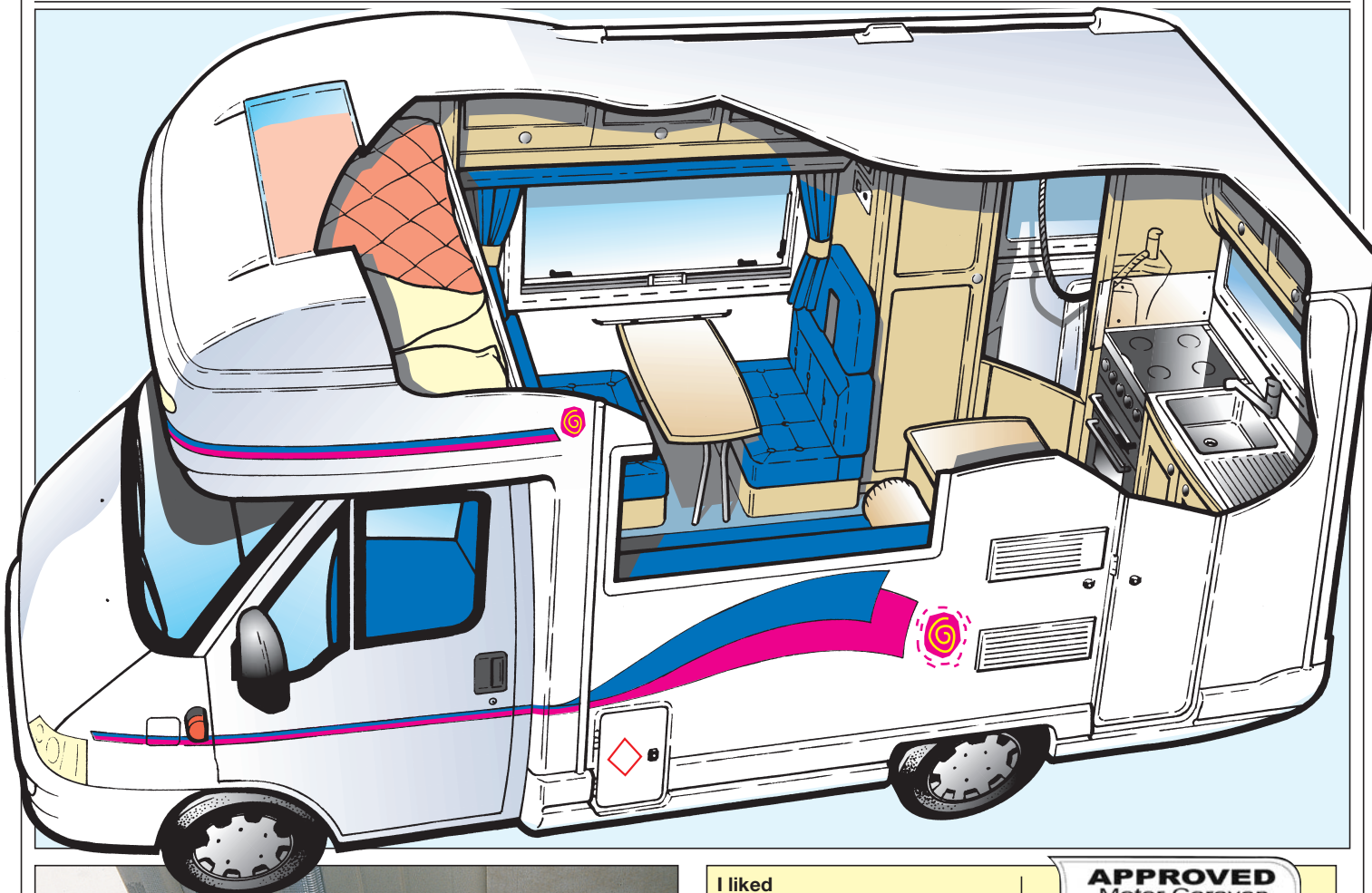
that supported the lounge section of the bed.

Overcab bed spaces can be a bit dismal and although this section is a little boxy, it is offset by the light, slightly cushioned, wipe-clean vinyl that lines it. A large Heki rooflight with flyscreen and blind, and an angled ceiling (with an attractive plastic moulding that contains the fluorescent light) also help to brighten it. The folding, overcab access ladder is kept in a felt bag when not in use. There are curtains to pull across for privacy and a safety net to prevent your 'little treasures' from landing on you in the middle of the night. The choice of materials used in the overcab area, the Heki rooflight and the sloping roof access make what is often a gloomy glory-hole a pleasant sleeping area for a couple of children.

So, how did they do?

From the graphics to the soft furnishings, there is definitely a Continental feel to this 'van. With the vinyl floor and carpetless cab it is geared to outdoor living, with the emphasis on features that are practical and easy to wipe or brush clean. Although the layout is not in any sense of the word original, it is a tried, tested and popular one, still featuring in many manufacturers' repertoires.





This is the light for the overcab bed. The angled roof section with light plastic liner helps make this space user-friendly.

I would certainly look to have at least the 2.2-litre engine, ABS braking, TV swivel table and aerial, inboard fresh water tank, and swivel cab passenger seat. (I would make my own shower floor mat, I'm sure I could do it for less than £26.) My ideal V4S then would set me back around £31,800.

This vehicle does have obvious Auto-Sleepers underpinnings, but it is also a product that has evolved from the rental market, a sector populated by users who know they will be handing the vehicle back to someone else at the end of a fortnight. I would have thought toughness and reliability

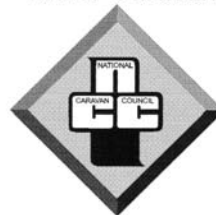
I liked

- Sturdy construction of interior
- Rear three-point seatbelts
- Three 230V sockets
- Quality of overall finish
- Heki 2 rooflight in overcab bed
- Storage capacity
- Comfortable beds
- Well-designed TV cabinet
- Stylish and functional control panel
- Easy clean floors in cab and caravan
- Lighting
- Generous curtains
- Easy-glide lounge seat squabs
- Wipe-clean vinyl in overcab bed

I would have liked.

- Option of electrically-operated caravan step

APPROVED Motor Caravan



EN 1646
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More bathroom storage cupboards

I disliked

- Restricted access between cab and living quarters
- Lack of kitchen work surface
- Position of showerhead

would need to be the watchword for that sector, so I would expect this vehicle to wear well. The test 'van was certainly built well and if all I could find to complain about were a few exposed screw heads (on the kickboards of the dinette and settee seats) things must be pretty good.

So, kitchen apart, it has a Continental feel and, given its heritage, will probably be durable. But is it a budget 'van'? Look at the list of options and put together your ideal version, then compare it with the competition on a like-for-like basis. It may well be that if you are not over ambitious in your choice of extras, you too could afford to avanti with Vivanti. □



VIVANTI V4S ON MWB 2.0HDI PEUGEOT BOXER

SPECIFICATION

The vehicle

Base vehicle and engine type: Peugeot Boxer MWB chassis cab with 2.0-litre 4-cylinder common-rail turbocharged diesel engine

Output: 64kW (86 bhp)

Max torque: 193Nm (142lb ft) @ 1900rpm

Gearbox and final drive: Five-speed manual, dash-mounted gearlever, front-wheel drive

Brakes: Servo-assisted dual-circuit system. Front: discs. Rear: self-adjusting drums (disc brakes all round on 2.2HDI)

Steering: Power-assisted rack and pinion

Suspension: Front: independent MacPherson type struts and coil springs. Rear: single taper-leaf semi-elliptical springs with telescopic dampers acting on rigid beam

Tyres fitted: Michelin XC Camping 215/70 R15C

Spare wheel position: In underfloor cradle at the rear

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

Instruments: Speedometer in mph/kph with digital readout for total miles, trip and clock. Coolant temperature gauge, rev counter, fuel gauge

Warning lamps: Headlamps main beam, sidelights/dipped beam, hazard warning lights, indicators, handbrake/fluid/pad wear, battery charge, oil level, coolant temperature, low fuel level, step out warning buzzer

Windscreen wiper controls: Flick-up stalk for driver controlled wipe, pull for wash/wipe, one down for intermittent wipe, two down for normal speed, three down for fast speed

Other features: Single disk CD/radio, electric front windows, electrically heated and adjustable door mirrors, central locking for cab doors, height adjustable driver's seat with lumbar support, passenger cab seat swivel, both cab seats have single armrest, tinted cab glass, mobile telephone handset pocket, central dash folding clipboard, adjustable steering column, colour coordinated bumper, wood-effect dashboard trim, lockable glove box, door pockets on both cab doors, height-adjustable front seatbelt mounts

Performance and economy

Achieved 30-50 acceleration time: 11 seconds (third gear)

Fuel consumption during test: 28.8 mpg overall

The caravan

Body type and construction: Sandwich construction sides with GRP outer skin. GRP roof, side and rear panels. GRP skirts

Insulation: Polystyrene foam. Floor 40mm, sides 25mm, roof 25mm

Conversion NCC badged as EN1646 compliant: Yes

Warranty: Two years on base vehicle and conversion

Number of keys required: Two. One for base vehicle, one for caravan

Windows and doors: Double-glazed top-hinged acrylic caravan windows. Two in lounge, one each in kitchen and bathroom. One-piece caravan door with anti-burst rotary latch

Additional ventilation: One opening roof vent with flyscreen in bathroom, one opening roof vent with flyscreen and blind in kitchen, Heki 2 rooflight in overcab area with blind and flyscreen

Blinds/curtains: All double-glazed windows fitted with cassette blinds/flyscreens, and lined curtains. Curtains between cab and living area

230V AC system: Mains hook-up, RCD and 2 MCBs, battery charger. Three switched 230V sockets

12V DC system: One 12V socket, 12V control panel on outside of wardrobe

Capacity of caravan battery: 80 amp hr

Lighting: One fluorescent light in kitchen and lounge, one in overcab bed, four swivel reading lights, footwell light at caravan entrance, twin-tube vertical fluorescent light in bathroom

Cooking facilities: Spinflo Caprice 2020 with flush-fitted glass lid, four-burner hob, grill and oven. All with electronic ignition

Extractor fan/cooker hood: None fitted

Refrigerator: Dometic RM4223 three-way (gas/230V/12V), tilt-tolerant, 70-litre capacity, with half-width freezer compartment

Sink and drainer: Stainless steel sink and drainer with mixer tap

Water system: Outboard fresh water tank fitted under floor filled by external lockable filler, Shurflo water pump serves kitchen tap, washbasin tap and separate showerhead

Water heater: Gas/electric Truma Ultrastore heater

Fresh water tank: 50 litres (11.0 gallons) capacity

Fresh water level gauge: On control panel, push-to-read, graduated scale

Waste water tank: Underfloor, 38 litres (8.36 gallons) capacity

Waste water level gauge: On control panel, red light indicator when 75 per cent full

Space heating: Trumatic gas space heater, blown-air ducted to bathroom and lounge

Gas locker: Externally accessed, on offside of vehicle, 2 x 6kg/7kg cylinders capacity

Shower compartment: Walk-in bathroom in rear offside corner.

Thetford swivel-bowl cassette toilet with manual flush, fixed washbasin with mixer tap, undersink storage, soap holder and soap dispenser, mirror, towel rail, shower curtain, separate showerhead, roof vent and opening window with cassette blind and flyscreen, shower tray with three water outlets and removable meshed mat

Seating: Cab passenger seat swivels to face lounge, central dinette with two forward and two rearward-facing seats, side-facing sofa opposite dinette

Table(s)/storage: Single dinette table. Stores behind driver's seat retained by two clips

Berths: Four. Double in overcab, double or two singles converted from dinette and settee

Rear restraints: Two three-point inertia reel seatbelts fitted on forward-facing dining seats

Wardrobe: One side-to-side hanging rail with top shelf

Flooring: Black vinyl floor covering to cab. Carpeted walk-through to caravan. Woodblock-effect vinyl flooring to living accommodation with removable carpet

Additional features: Awning light, smoke alarm, fire extinguisher, retractable caravan step, under-bed storage, high-level rear brake light, side marker lights, cutlery drawer, dedicated TV cupboard

Dimensions

(*denotes figure supplied by base manufacturer or converter)

Overall length: 5.96m (19ft 7in)*

Overall width (excluding mirrors): 2.17m (7ft 2in)*

Overall width (including mirrors): 2.49m (8ft 2in)*

Overall height: 2.92m (9ft 7in)*

Length of wheelbase: 3.20m (10ft 5in)

Length of rear overhang: As measured from centre of rear wheels, 1.65m (5ft 5in) 51.6 per cent of wheelbase

Turning circle: (kerb to kerb): 11.00m (36ft)

Driver's maximum leg length: 609mm (24in)

Step-up height to caravan: 533mm (1ft 9in) in two steps

Door aperture: 1.87m x 482mm (6ft 2in x 1ft 7in)

Interior length from dash: 4.52m (14ft 10in)

Interior length behind cab: 3.50m (11ft 6in)

Interior width at waist height: 2.0m (6ft 7in)

Interior height: Max - 2.10m (6ft 10in), min - 1.89m (6ft 2in)

Work surface height: 889mm (35in)

Table dimensions: 838mm x 558mm x 889mm high (33in x 22in x H 28in)

Bed dimensions:

(1) Overcab bed:

Mattress length: 1.85m (6ft 1in)

Mattress width: 1.04m (3ft 5in)

Mattress depth: 76mm (3in)

(2) Lounge double bed:

Mattress length: 1.84m (6ft 0in)

Mattress width: 1.99m (6ft 6in)

Mattress depth: 140mm (5.5in)

Or

Single bed offside:

Mattress length: 1.84m (6ft 1in)

Mattress width: 920mm (3ft 0in)

Mattress depth: 140mm (5.5in)

Single bed nearside:

Mattress length: 1.84m (6ft 0in)

Mattress width: 620mm (2ft 0in)

Mattress depth: 140mm (5.5in)

Shower compartment: 1066mm long x 736mm wide x 1981mm high. (42in x 29in x 76in)

Wardrobe: 558mm wide x 533mm deep x 1066mm high (22in x 21in x 42in)

Gas locker: 543mm wide x 285mm deep x 585mm high (22.5in x 11.5in x 23in)

Gas locker door aperture: 304mm wide x 495mm high. (12in x 19in)

Max laden mass: 3300kg

Unladen mass: 2770kg

Load capacity: 530kg

Price (all prices include VAT)

Standard model: £29,448 on the road

As tested: £29,962.56 on the road (see options below)

Optional extras (*starred items fitted to test vehicle)

Base vehicle options: 2.2-litre engine on 330M chassis (£1644.92), 2.8-litre engine on 330M chassis (£2526.18), ABS braking (£470), alloy wheels (£381.88), *colour coded front bumper (£117.50)

Caravan options: *TV swivel table (£96.35), *removable overlay carpets (£80.78), Omnivent in lieu of roof ventilator (£136.60), TV aerial with booster (£196.17), satellite navigation (£1410), Heki 3 roof ventilator (£200), *shower mat (£26.38), exterior access to an underbed locker (not available with inboard fresh water tank) (£125.02), roof rack and ladder (£235.40), *rear corner steadies (£87.80), twin settees and mid-table (£293.75), *swivelling cab passenger seat (£105.75), inboard fresh water tank in lieu of underfloor tank (not available with exterior access locker) (£47.50), Truma Ultraheat 230V heating system (£298.45)

Vivanti V4S kindly supplied for evaluation by:
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