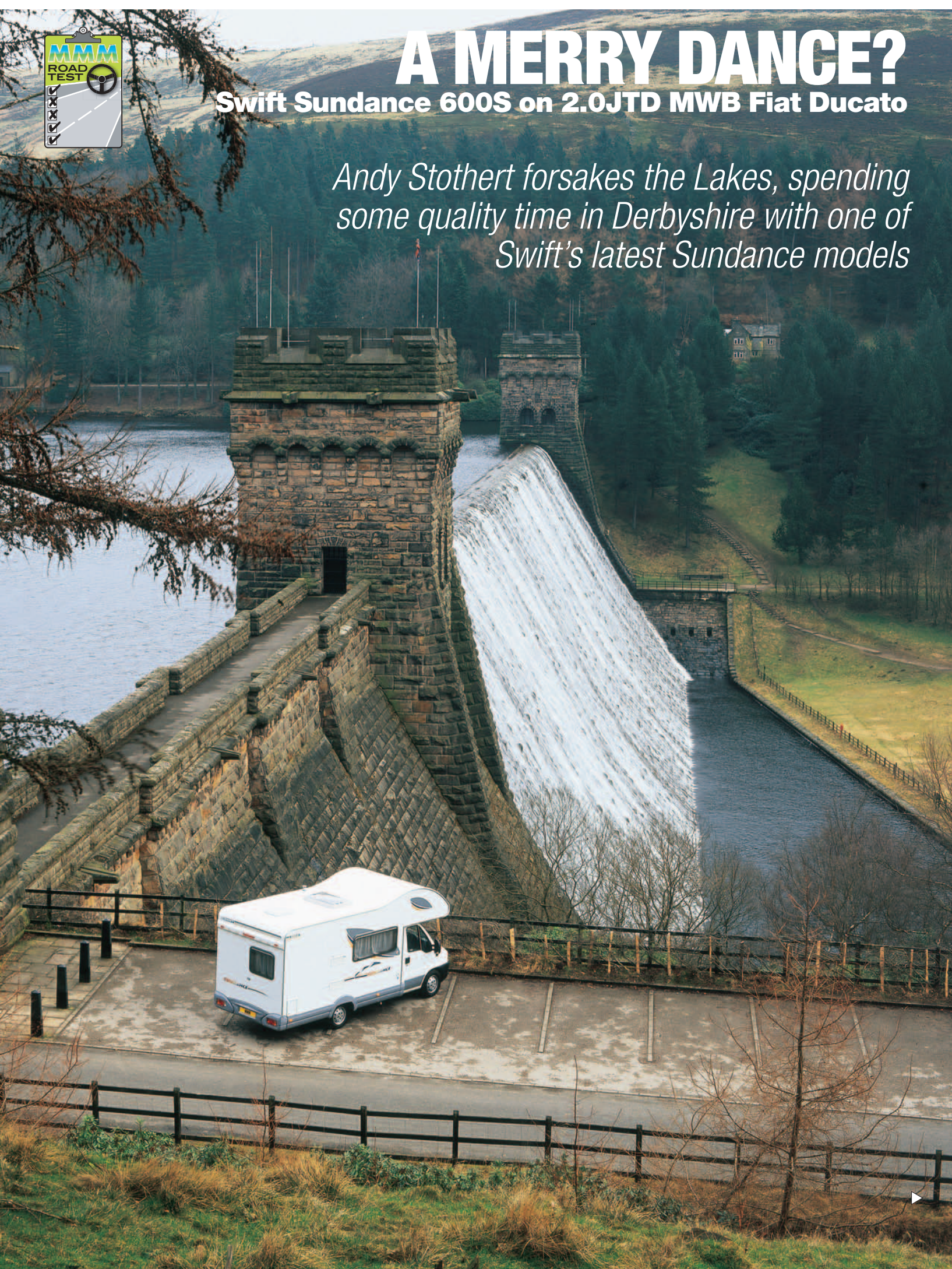




A MERRY DANCE?

Swift Sundance 600S on 2.0JTD MWB Fiat Ducato

Andy Stothert forsakes the Lakes, spending some quality time in Derbyshire with one of Swift's latest Sundance models





Looking forwards from the washroom door. It's a spacious open layout.

I must be a complete mug. For weather forecasts that is. Time and time again we watch the forecasts, believe them, then clear off somewhere other than the Lake District - only to discover on our return that God's country has been bathed in glorious light the whole time we've been poking around under grey skies in some less interesting or handsome corner of Britain. Not that I'm saying Derbyshire isn't interesting, or handsome. So, because the BBC suggested that we would get a bigger helping of sunshine in Derbyshire than the Lakes during this particular week, like gluttons to the trough, we trotted off to the Peak District with the Sundance 600S.

The Sundance range is made up of eight models and is Swift's 'entry-level' range, but not 'budget', which they don't do. This one, the

600S ('S' for Sofa?), costs a whisker under thirty grand, and is, despite that big bump on the front, strictly a two-berth motorhome. Much more strictly two-berth than we first realised, which is another installment in the (thankfully) long running saga/farce of our travelling lives, but first things first.

BUTCH OR SUNDANCE?

Well more Butch than Sundance really. Bright, cheerful and slightly imposing (high) it is, but smooth and slick the Sundance is not. The flat sides are made from sandwich panels made of a nicely finished glass fibre (GRP) outer, with the usual polystyrene core and plywood inner. The roof and rear panels are aluminium sheet, with the joints covered with a distinctly caravan-like and

somewhat archaic looking aluminium moulding. The grey coloured lower skirts, which break up the many acres of white panelling, are made of tough and functional aluminium, which inspires a lot more confidence for a long life than the plastic bits found on some of the cheaper foreign competition. I know this is a personal thing, but Swift also makes the almost identical Ace range of motorhomes, and we both think the Ace models, with their brighter colours and graphics, look much better. Overall, this is a functional rather than stylish range of 'vans, so the typical buyer of a Sundance will not be as concerned with its looks as its potential to take you to places - such as the Peak District in spring. With a glorious weather forecast promising sunshine, what more could you ask?

DANCING IN THE STREET

What more could you ask? Getting there a bit faster for starters! Well, not so much faster, as an ability to reach 55mph against a headwind. What we hadn't fully realised was just how strong the headwind was until we crawled under the flight path of Manchester airport and saw the jumbos landing backwards. Perhaps it was a too cruel an initiation for the lofty Sundance, and once the wind had settled, and the motorways departed, it became, in some ways, a much more amiable beast to drive.

But the basic problem remains - that the standard model is fitted with an engine designed to propel a small car, or light-load-carrying panel van, and whilst the 2-litre JTD unit makes a manful attempt, it isn't really up to the job of pulling up to 3.4 tonnes of overcab motorhome up hill, down-dale and along windy motorways. Thankfully, there is a simple answer - you just dig a bit deeper into your bottomless pockets and fork out for the optional 2.3 or 2.8-litre engines. They, in turn, can bring their own problem of too-tall gearing, but overall are much less frustrating to use.

On the return journey, when the wind had departed for somewhere else, cruising at 60mph on the motorway was quiet and civilised, though



The familiar Fiat cab. This one's two-litre motor proved not quite man enough for the job.



From the cab backwards. Light, elegant and easy on the eye. The big bathroom is at the back.

any kind of incline knocked a few miles-per-hour off the speed. When I say 'quiet and civilised', I refer only to the Fiat component, as the Swift parts were rattling and banging like mad, and I always wonder why (or how) some manufacturers make their coachbuilt motorhomes so quiet, whilst others (like this Sundance) are so noisy?

I also attempted a few miles of 70mph cruising, but gave up because it took several miles to coax it up to the legal limit from 60, lost it all again on the first gradient, and you just know, instinctively, that constantly pushing that hard with the right foot will cause physical and financial pain in the near future. And it did, to the tune of only 25.5 mpg - even though I otherwise kept the Sundance at 60 or below, and treated it very gently throughout the test. As for the physical pain, I find these Sevel 'vans comfy to drive long distances even though I don't feel particularly comfy when I first get in. Both driver and passenger seats have height adjustment and a lower seat box to accommodate the swivels, so the complaints from tall drivers about being so high they can't see out of the screen, and from shorties that their feet don't touch the floor, don't apply in here.

The really odd thing is that by the end of the week, after cursing for those first few days about being a mobile traffic jam, I'd decided that the lack of power wasn't that important and was bumbling around quite happily. In truth, on the hilly bumpy roads in rural Derbyshire, rushing isn't an option anyway in a coachbuilt motorcaravan, so taken with the tendency of the tall body to lurch around bends somewhat if pushed, a slow approach to progress really is the order of the day. If bumbling around quite happily isn't in y'r nature then the overall driving dynamics of the Sundance may not be for you, no matter which engine resides under the bonnet.

BARNDANCE

The layout is slightly unusual in the present fad for beds on wheels, in that there isn't a fixed bed to be seen anywhere downstairs (there is one





Dining is for two only with this layout, but it does it well.



The three upper lockers above the kitchen are usefully large, but will require some owner input to organise them.

◁ Lounging in sitting mode is a bit stretched with deep squabs and slightly too high seating. However, we've seen much worse. The comfiest seats in the house are in the cab, where both chairs have lowered bases and height adjustment.

above the cab, which swings up out of the way). Downstairs is a floor plan which is certainly different from the rest. From front to back on the offside is the sofa, which faces inwards. On the nearside, opposite the settee, and at the front, is the entrance door. The kitchen unit runs down the nearside to the rear of this, whilst aft of the big sofa is a unit containing the fridge. At the back - right across the back - is a vast bathroom which also houses the wardrobe. Any thoughts of this being a four-berth 'van (a reasonable enough kind of conclusion to arrive at initially) should be

quickly dispelled by the lack of any further travel seats besides the two in the cab.

Our first impression when we clapped eyes on the 600S was of spaciousness, and room to move around. Like all the interiors in Swift motorhomes, the colours and textures are carefully mixed and matched to create a very appealing ambience. This interior is all light browns and beiges, which combine both warmth and light. Cosy but spacious. So first impressions were very positive in the living section, but did it work in practice?

SOFA SAMBA

A single settee doesn't sound like a lot of lounge, but it's over six feet long and both cab seats swivel to face the seating area, so there is potential for six big healthy adults to sit in reasonable comfort in the lounge area. As usual the sofa seat height (20ins) is a touch too high to be properly comfy, but with the two cab seats available (this being a two-berth motorcaravan) the sofa only really saw duty as a feet-up reclining place and a dining seat. The squab depth on the settee is also too great, as a result of the necessary compromise in its role as part of the downstairs bed, but a couple of bolster cushions will sort that out satisfactorily.

The essence, or idea, of this layout, with the lounge looking directly at the kitchen, may not sound or seem such a good idea, but in practice it works perfectly. That it does, is because the corridor is so wide between the two, and Swift has cunningly tapered the kitchen unit down a little where it faces the sofa.

One small fault which came to light was that there aren't any lamps in the cab, so reading whilst seated there wasn't as easy as it should be.

The dining arrangements are fine for the intended two occupants, but dinner parties are out I'm afraid. Another good reason to buy then? The obvious way for two to sit and eat is by simply sitting next to each other on the big sofa, which is what we did initially. Within a couple of days and a few meals under our belts we decided that angling the table slightly, and utilising the swivelled passenger seat, allowed a bit more elbow room. Yes, I know we were all instructed (in those far off halcyon days of senseless etiquette) to keep the elbows tucked in tight to the sides whilst dining, but it's more pleasant to spread out a little and relax with y'r grub.

For two people, the lounging and dining modes in this layout work very well.





Work surfaces galore, an excellent cooker, and well placed mains sockets, made this kitchen a pleasure to use.

◁ *The biggest cupboard in the kitchen base unit is stuffed full of water heater – we'd prefer to keep food here. White object in foreground is plastic drainer tray.*

SPICY SALSA

I have this template-type form for filling in when assessing the various features in these motorhome tests - and where it says 'kitchen', two-thirds of the way down is a space for 'work surfaces'. I haven't filled it in for months, such is the scarcity of these useful (essential really) items in the motorcaravan kitchens of today. And it's not just the foreign johnnies either. Now I know a lot of you like y'r fixed beds, but they consume precious space like no other facility, and in motorhomes of moderate length a fixed bed means something else just has to give – and it's usually the kitchen space which bears the brunt.

In the 600S, with this layout, there appears to be loads of space everywhere, and the cookery section is colossal. There is a very posh-looking Stoves cooker with three gas burners, all of which are slightly varying sizes for different tasks, plus an electric hotplate on the hob, a grill, and underneath that, an oven. The gas burners all lit instantly with electronic ignition, and everything worked efficiently. Now you may call this nowt but blind patriotic drum-banging, but I reckon the cookers made in this country are better than most of what's produced in the rest of Europe (or

perhaps that should be most of the cookers fitted to Continental motorcaravans imported into this country). It's a grill thing, usually and mainly, but the Stoves unit fitted in the Sundance is a very well designed and functional piece of kit.

Next to the cooker is the trendy, circular sink. Personally, I can't see the logic of putting something round in a square space, losing the usable corners, but they look nice I guess. The problem manufacturers have is that no matter how good their product, if it hasn't got showroom appeal somebody else will get the sale. Next to the sink is several acres of work surface, which is something of a (welcome) novelty, and in case you've spotted the lack of a draining board, Swift provides one of its plastic trays which hook onto the lip of the sink for the purpose.

The three upper lockers above the kitchen are roomy, but will need personalising by an owner to get the best out of them. If this kitchen has a weakness it is a lack of places to store your food. There are two small slide-out cupboards in the lower bank of furniture, but the biggest cupboard under the kitchen is stuffed full of water heater. I know it's a complex juggling act to get everything to land in all the right places, but the water heater

plainly hasn't, and would be better somewhere else. Perhaps by moving the gas locker under the big sofa, or behind the space heater? In the end we decided that this layout provides so many benefits elsewhere, this lack of food storage is a minor whinge.

The fridge, which lies across the gangway from the main kitchen area, is an economy pushbutton spark ignition model, uses its capacity very effectively, and proved easy to use. I also like to have that little window in the bottom to see how clean the gas is burning. The fridge is raised nicely off the floor too, so there is none of that bending double to retrieve stuff from the bottom shelf.

The only real criticism we could level at the kitchen in the Sundance is that it proved so pleasant and effective to use that we could find no excuse (not hard usually) for idly sloping off on our much-loved gastronomic expeditions to local eating houses.

SMALL-ROOM DANCING

Yes, I know, this one is a tenuous link with the washroom, but I've got two left feet, and know nothing about the black art of dancing without falling over. However, with a bottle of wine inside



You can see here how much space there is in the washroom. This really is an excellent facility.

◁ *Our old radio found a comfy home above the fridge. There's a 230V socket nearby, for like uses.*



Conventional people will put their clothes in here instead of cameras (and furry slippers), but no matter what you use it for, the wardrobe's big enough.



Under the wardrobe are these handy 'small's' drawers.

me, or a few pints, I'm game for anything, but at my time of life usually end up seeking the washroom, and dancing off there in a quickstep.

Before going into lurid detail about the sensitive scenes played out in the small room of the 600S (perhaps S stands for Small-room?) I'd

just like to recap where we're at so far in this waltz around the Sundance: the lounge proved spacious, effective, and pleasant; the kitchen proved equally spacious and even more efficient. And all this in a motorhome 3in longer than 20 feet. In our long experience, of things long and

short, this is huge - but in present-day terms 20 feet is not a lot bigger than a tiddler.

Not only do the lounge and kitchen feel colossal, but so does the bathroom. This large small room occupies the entire back end of the body (if you'll excuse the expression, and the mental image which accompanies it), but because it incorporates the wardrobe (and any dead space to access it - which is usually a corridor) into the bathroom space, then it is actually a very sensible use of space.

The separate shower is of the circular variety, and as long as you aren't too wide to tango, this will be one of the best motorhome showers you'll ever experience. I do have a minor gripe with the toilet, in that persons of male disposition, or big girls (I'm on about wide shoulders here by the way), get a shelf rammed in their left arm whilst enthroned. I'm aware that this shelf may have structural implications and it is only a minor discomfort, but be aware that the bigger you are the less time you'll be sitting comfortably in here.

The washbasin is big enough and well placed enough for us athletic ablutionists to exercise to the full, and storage space within the washroom, for all those bits and bats associated with cleanliness of the body, is well taken care of. This is exactly the right spot to have the wardrobe, and, of course, it's big. Below the wardrobe are three shallow drawers for your sequinned smalls. There are too many mirrors for my tastes, but I heard no complaints on this score from the better looking one.

There's a vent in the roof, and an opening window to remove the steam from the atmosphere, ample lighting, and, yes, this is as good as a bathroom can get in a 'van of this price. Or any price really.



The circular shower is better than most, although of modest dimensions.



The lower bed makes up very simply but cushion gaps down the length of the bed are not a good idea.



The broken bed structure. All that was holding the whole bed was a half-inch-thick strip of ply. The thicker piece of timber wasn't fixed to the leg. Very strange. A steel frame might be a good idea here.

BREAK DANCING

It's bedtime, and making up the lounge bed from the big sofa is but the work of a few moments. All you do is pull out the sofa base along with the two cushions, then slot in the two fill-in cushions, which are stored above the cab, to create a 4ft wide double bed. Easy.

I'd been poking around in the Sundance the day we picked it up, and had a good look at the bed frame and construction – sprung slats across the whole base, a very easily-slid mechanism and, what's this, a very bendy outer frame support rail. There are metal legs at each end of the bed, but what lies between is 6ft 2in of very thin ply.

Just get your imagination in gear now as the conversation unfolds, because these weren't the exact words. 'Just look at this' says I. 'If a large motorhome sits here (pointing to the outside edge of the bed) they may break the framing timber'. I pressed it down to demonstrate my



The upper bed lifts into the luton roof with the aid of two gas struts.

point and it bent a fair way too, and I'm a world renowned weakling.

'Yes', says the boss, 'but it will have to be someone really large and of dubious parentage to break it, surely?' Again not the exact words, but I'm sure you get the gist.

Well, Swift have been making motorhomes for years and they must have done their sums when it comes to something as basic as bed supports. So there we were, bed made, her in her purple fleece nightie (with Snoopy

embroidered on it) and rollers, whilst I was stark naked (except for a £5.99 wristwatch, and a pair of Rupert the Bear socks). Marion was safely tucked up in bed, with me lowering myself onto the edge of the bed to remove the Ruperts. I know this is not a pretty picture, but the whole frame broke as I settled upon the bed, and I ended up on the floor in the debris.

Maybe, just maybe, Swift hadn't done their sums after all.

At this point I would like to explain that yes, I





This is where we slept, and comfy it proved too. For an overcab bed it had decent headroom and was easy to get in and out of.

am certainly a very gluttonous individual, but, as with almost everything I attempt, I've been an unsuccessful one - and I've only managed to get to 10 stone 8lbs so far in my eating career.

Undaunted, we moved upstairs into the overcab bed which, earlier in the day, I'd thought was a completely unnecessary feature of this distinctly two-berth van. I still think it is, with the proviso that Swift strengthens the downstairs bed frame and makes it usable. What the downstairs bed also lacks is a headboard for the person (it would've been me) sleeping in the centre of the 'van. We usually retire to bed to read for an hour or more, so a headboard is vital to our lifestyle, and I don't think we're alone in this approach. It wouldn't be difficult for Swift (or an enterprising owner) to install a slide-out headboard, so it isn't that big a problem.

We suspect that the sleeper nearest the outside of the 'van, with two longitudinal cushion gaps to disappear into, may have some comfort issues, but because this bed broke the first night, we can't be sure.

The upstairs bed proved to be comfortable, roomy and will not suffer from condensation if used continually, as it has a fully-sprung and ventilated base. I expected problems getting up and down the ladder, and manoeuvring in, but

these fears were unfounded and we both found the upper bed easy to use. In summer, a five-way roof vent would be a necessity to provide much-needed fresh air when temperatures rise.

So there we are - we think that if I'd been a bit slimmer (say six stones wet through) both beds would have been eminently usable and comfortable, but we'll never know.

I have since contacted Swift about the bed and the company thanked me for my efforts as a daredevil motorhome mattress test pilot, assuring us that the design will be changed on production models. So there: it turns out I'm useful after all.

THE KIT-TERBUG

Don't worry, I've nearly finished. This is the section which deals with everything I've forgotten, can't quite associate with anything else and haven't yet thought of.

General storage first. The Sundance has an externally-accessed wet locker in the rear nearside corner, which will be ideal for skis, or even those awful windbreaks which caravanners attempt to use as boundary fences around their pitches on sites. (Even some motorcaravanners do it. Why? It's only a matter of time before some folk fit electrified barbed wire around the top.) I'm sure this locker will also be good for hanging up



The exterior wet locker. As a ski locker it is fine, but with only outside access the top two feet are inaccessible.



The Truma heater, which, with optional blown-air and Ultraheat, proved an excellent and flexible unit.



The well-designed gas locker made cylinder changes easy.

wet coats, or placing y'r muddy boots in, but as it reaches from top to bottom of the 'van, if you aren't a skier (or a campsite fencing contractor), then a lot of the space is unreachable from outside. And it isn't quite wide enough for folding chairs, which don't really have any other natural home in the Sundance. If there was an external access door to the under-sofa space this would be ideal, as getting stuff in and out of the lower underseat locker is difficult from above - when the weight of two six foot cushions and all the slats is just too much to be supported on the back of your head.

Otherwise the Sundance scores very well for storage, with loads of cupboards, that huge wardrobe, and the overcab space for bedding. Incidentally, the overcab bed lifts away into the roof on gas struts and this is a much better arrangement than some of the folding and sliding procedures found in many overcab spaces. The gas locker is well planned and enables quick hassle-free cylinder changes, water seems to go in and out easily, though mudflaps on the rear

wheels would save the waste water drain becoming so filthy and help stop muck finding its way into the gas locker.

Water heating is taken care of by the usual mains and gas Truma Ultrastore. Space heating is by the excellent Truma Trumatic with Ultraheat, which gives the option of simple convection, or blown-air heat from mains and/or gas, though the blown-air is an option that will cost you an extra £235.

I don't think I've mentioned the furniture anywhere, but we thought it all looked modern, simple and elegant. The upholstery is always good quality stuff in these Swift Group 'vans but, unusually, the decorative curtains on the windows and around the cab were very poor, with signs of distress showing already.

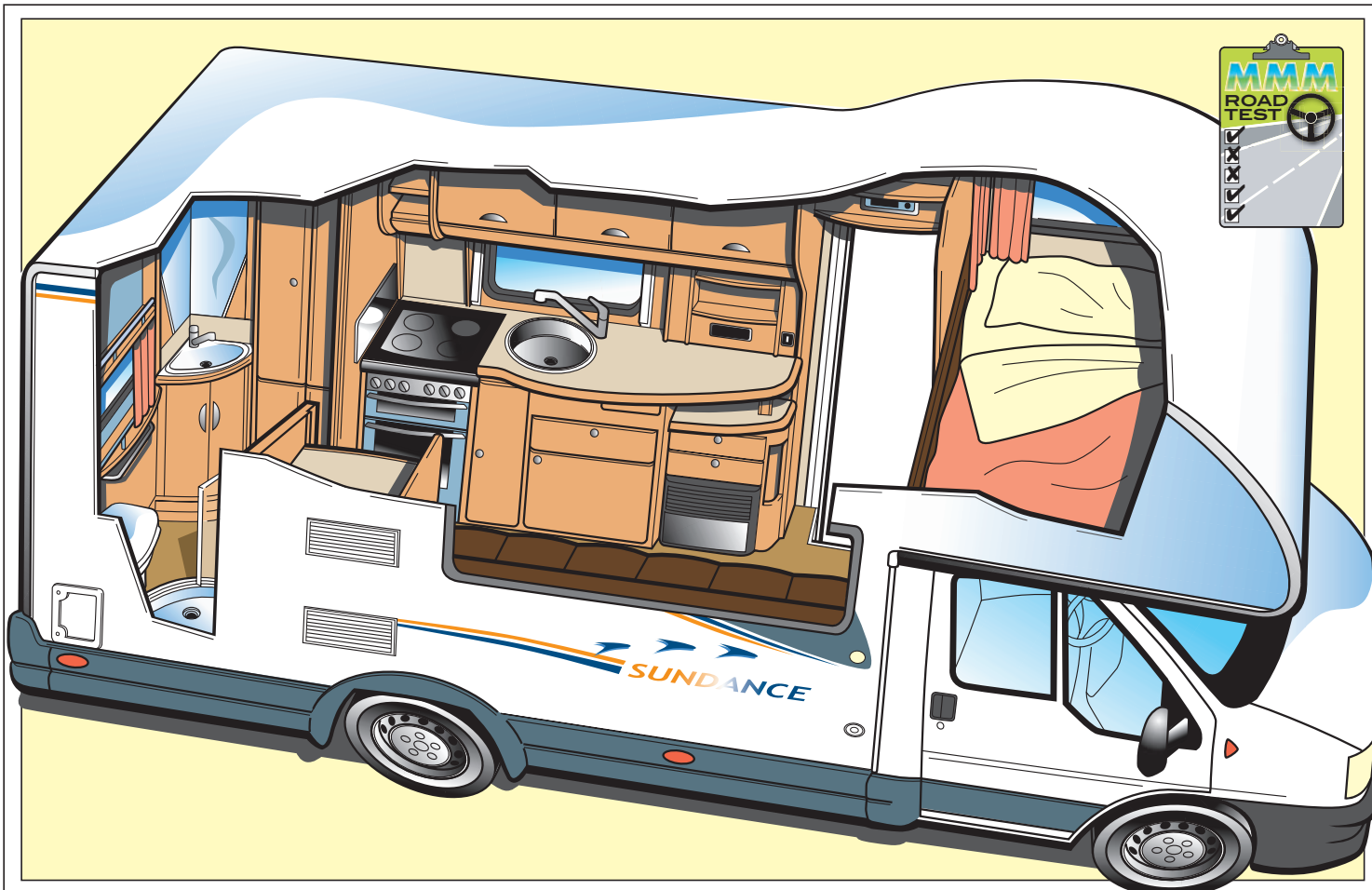
THE LAST WALTZ

This is a great layout for two. You get a big comfy lounge, a spacious and usable kitchen, a really excellent bathroom, and an easily-made bed. The interior design and colour coordination is spot-on, and the whole feel inside is one of wide open spaces. The boss reckons (if the bed hadn't broken) that this would probably have been the best motorhome we've ever inspected. I wouldn't go that far, as I think the Sundance 600S, to be perfect, is just begging for a low-profile body, bigger engine and longer wheelbase chassis. But at this money, with the bed repaired, it's just about as good as you'll find. Oh, and the weather was lousy in Derbyshire, whilst (so my spies tell me) they were frying eggs on the pavements in Keswick. □



The upper lockers have sensible, removable shelves fitted.





MMM SUMMARY

I LIKED

- Interior décor and colours
- Quality upholstery
- Good use of space throughout
- Comfortable spacious lounge
- Excellent wash/changing room
- Large practical kitchen with ample work surfaces
- General storage provision
- Easily-made beds
- Heating system
- Construction and style of cabinets
- Wet locker for skis

I WOULD HAVE LIKED

- More food storage provision

- Reading lights for cab seats
- Locking catches to upper lockers
- External access for under-sofa locker
- Better handling (longer wheelbase chassis)
- More powerful engine (option)
- Low-profile body option

I DISLIKED

- Water heater occupying largest kitchen cupboard
- Weak bed structure (to be changed on production models)
- Poor quality of curtains

SPECIFICATION

THE VEHICLE

- **Base vehicle and engine type:** Fiat Ducato MWB chassis cab, 2-litre direct-injection common-rail, turbo-charged and intercooled four-cylinder diesel engine
- **Output:** 62kW (84bhp) @ 4000rpm
- **Max torque:** 192Nm (141.5lb ft) @ 1900rpm
- **Gearbox and drive:** Five-speed manual gearbox, gearshift on dashboard, front-wheel drive
- **Brakes:** Servo-assisted, dual circuit, discs front, drums rear
- **Steering:** Power-assisted rack and pinion
- **Suspension:** Front - MacPherson strut type with coil springs and integral dampers. Rear - leaf springs and telescopic dampers, rigid axle
- **Tyres fitted:** Michelin XC Camping 215/75 R15C
- **Spare wheel position:** In cradle under rear
- **Fuel tank capacity/type of fuel:** 80 litres (17.6 gallons), diesel
- **Instruments:** Speedometer, tachometer, coolant temperature, fuel level, LCD panel displaying trip and total mileage, clock, service indicator
- **Warning lamps:** Headlamp main beam, side lights/dipped beam, hazard warning lights, immobiliser, handbrake/brake fluid level/brake pad wear indicator, alternator charge, oil pressure, high coolant temperature, coolant level, low fuel level, rear fog lamp, water in fuel, injection system failure, seat belts, diesel pre-heat
- **Windscreen wiper controls:** Two speeds plus intermittent and single wipe, screen wash/three wipes, all on single stalk control
- **Immobiliser/alarm:** Electronic immobiliser automatically activated by ignition key. No alarm fitted
- **Other features:** Electrically-adjustable mirrors, electric cab windows, cab door pockets, lockable glovebox with pen and cup holder on inside of lid, cab seats upholstered to match caravan, flip-up map and document holder, driver and passenger seat with height and tilt adjustment, radio/CD, removable cab carpet, height adjustable upper seat belt mountings

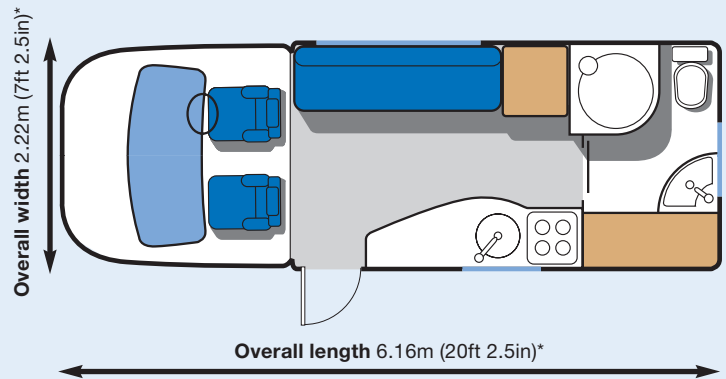


PERFORMANCE AND ECONOMY

- **Achieved 30-50 mph acceleration time:** 10 seconds (3rd gear)
- **Fuel consumption during test:** 25.5 mpg overall

THE CARAVAN

- **Body type and construction:** Sandwich construction coachbuilt with GRP outer skin. Aluminium roof, overcab, and rear panel. Aluminium skirts.
- **Insulation:** Walls 32mm, roof 36mm, floor 45mm
- **Conversion NCC badged as EN 1646 compliant:** Yes
- **Warranty:** Three years on base vehicle and conversion
- **Number of keys required:** Two, one for base vehicle, one for caravan and locker doors
- **Windows and doors:** All caravan windows top-hinged double-glazed acrylic. Caravan door with burstproof key-operated lock
- **Additional ventilation:** Heki roof vent above lounge and kitchen area, five-way roof vent in washroom
- **Blinds/curtains:** Cassette blinds and flyscreens to all caravan windows, blinds and flyscreens to all roof vents, full-length curtains enclosing cab
- **230V AC system:** Mains hook-up, RCD, MCB, feeds automatic leisure battery charger, water and space heater, fridge, cooker hotplate, and three 13A mains sockets (two centrally near kitchen and lounge, one above fridge)
- **12V DC system:** Leisure battery feeds control panel, water heater, space heater and blown-air system, water pump, lighting, cooker ignition, 12V socket near kitchen. Control panel incorporates indicators/controls for caravan and vehicle battery condition, water pump
- **Capacity of caravan battery:** 110 amp hr
- **Lighting:** Halogen type dome lamp above kitchen, two halogen downlighters in lounge and kitchen, four in washroom, two halogen spotlights in lounge, awning light
- **Cooking facilities:** Stoves DF500 built-in cooker with hinged glass lid, three-burner gas hob, electric hotplate, gas grill and oven, all with electronic ignition
- **Extractor fan/cooker hood:** None fitted
- **Refrigerator:** Dometic RM7350 three-way with full-width freezer compartment and push-button ignition. Capacity 80 litres
- **Sink and drainer:** Stainless steel sink with chopping board/cover, removable plastic drainer tray
- **Water system:** Pressurised water system feeding kitchen sink, washroom basin, shower mixer, and water heater
- **Water heater:** Truma Ultrastore with gas/230V operation, capacity 10 litres (2.2 gallons)
- **Fresh water tank:** Inboard - capacity 100 litres (22 gallons)
- **Fresh water level gauge:** On control panel, graduated over full range
- **Waste water tank:** Underfloor - capacity 82 litres (18 gallons)
- **Waste water level gauge:** On control panel, graduated over full range
- **Space heating:** Truma Trumatic Ultraheat 3kW gas heater with 230V 2kW element, and blown-air distribution to lounge and bathroom
- **Gas locker:** Externally-accessed and vented, fixed regulator, capacity two 7kg cylinders
- **Washroom:** Walk-in washroom across rear of vehicle with vanity basin with mixer tap and cupboards under. Electric-flush swivel-bowl cassette toilet fed from main fresh water tank. Separate circular shower cubicle with semicircular door, mixer tap/showerhead/riser rail, soap dish, and single outlet shower tray. Two half-length mirrors, vinyl flooring
- **Seating:** Inward-facing sofa, two swivelling cab seats
- **Table/storage:** Free-standing table stored in dedicated cupboard
- **Berths:** Four: double bed above cab and double bed in lounge utilising sofa
- **Rear restraints:** None fitted
- **Wardrobe:** Located in rear nearside corner of washroom, with side-to-side hanging rail
- **Flooring:** Vinyl flooring with removable carpets throughout
- **Additional features:** Full height wet/ski locker in rear nearside corner with external lockable access door, electrically-operated step to caravan door, side marker lights



DIMENSIONS

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

- **Overall length:** 6.16m (20ft 2.5in)*
- **Overall width (excluding mirrors):** 2.22m (7ft 2.5in)
- **Overall width (including mirrors):** 2.64m (8ft 8in)
- **Overall height:** 3.00m (9ft 10in)*
- **Length of wheelbase:** 3.20m (10ft 6in)
- **Length of rear overhang:** 2.03m (6ft 8in) – 63.4 per cent of wheelbase
- **Turning circle (kerb to kerb):** 11.00m (36ft 1in)
- **Driver's maximum leg length:** 1.00m (3ft 3.5in)
- **Step-up height to caravan:** Step one 250mm (10in), step two 200mm (8in), step three 290mm (11.5in)
- **Door aperture:** 1.70m x 520mm (5ft 7in x 1ft 8.5in)
- **Interior length from dash:** 4.83m (15ft 10in)
- **Interior length behind cab:** 3.90m (12ft 9.5in)
- **Interior width at waist height:** 2.08m (6ft 10in)
- **Interior height:** 1.94m (6ft 4.5in)
- **Work surface height:** 960mm (3ft 2in)
- **Table dimensions:** 890mm x 550mm (2ft 11in x 1ft 9.5in)
- **Bed dimensions:**
 - (1) Lounge double:
 - Mattress length:** 1.88m (6ft 2in)
 - Mattress width:** 1.22m (4ft 0in)
 - Mattress depth:** 140mm (5.5in)
 - (2) Overcab double:
 - Mattress length:** 2.06m (6ft 9in)
 - Mattress width:** 1.35m (4ft 5in)
 - Mattress depth:** 100mm (4in)
- **Washroom:** 1.94m x 1.58m x 1.22m (6ft 4.5in x 5ft 2in x 4ft 0in)
- **Wardrobe:** 640mm W x 510mm D (2ft 1in x 1ft 8in), hanging height 1.00m (3ft 6.5in)
- **Gas locker:** 690mm W x 300mm D x 570mm H (2ft 3in x 1ft 0in x 1ft 10.5in)
- **Gas locker door aperture:** 520mm W x 590mm H (1ft 8.5in x 1ft 11in)
- **Max authorised weight:** 3400kg*
- **Unladen mass:** 2889kg* (includes: driver (75kg), essential fluids, fuel tank 90 per cent full, fresh water tank 90 per cent full, gas bottles 90 per cent full)
- **Load capacity:** 511kg* (in standard trim)

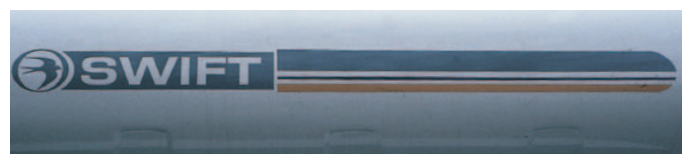
PRICE (all prices include VAT)

- **Standard model:** £29,945 (on the road)
- **As tested:** £30,180 (on the road – see options below)

OPTIONAL EXTRAS (*fitted to test vehicle)

- **Base vehicle options:** Engine upgrade to 2.3-litre JTD (£750), engine upgrade to 2.8-litre JTD (from 2.3-litre, further £750), alloy wheels (£465), detachable towbar including electrics (£875), reversing sensor (£190), Blaupunkt Chicago SATNAV/DVD/CD/MP3/RDS radio (£2165), walnut effect dash (£95)
- **Caravan options:** Blown-air kit for heater (£235)*, roof rack and ladder (£490), Status TV aerial (£155), pair of scatter cushions (£55)

SUPPLIED BY



Swift Sundance 600S kindly supplied for evaluation by:
 Swift Motorhomes, Dunswell Road, Cottingham, East Yorkshire HU16 4JX (tel: 01482 8473322; web site: www.swiftmotorhomes.co.uk)

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