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AUTO-SLEEPERS' SMALLEST COACHBUILT

Nuevo twins – 2 or 4-berth



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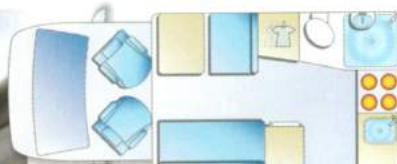
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Auto-Sleeper

Nuevo ES and EK

Coming in at well under six metres long, this very British 'van can be had as a two-berth low-line or four-berth overcab coachbuilt

Words Dave Hurrell



FACT FILE

BASE VEHICLE	Peugeot Boxer
PRICE FROM	£52,700 (EK), £53,100 (ES)
BERTHS	2 (EK), 4 (ES)
TRAVEL SEATS	2 (EK), 4 (ES)
LENGTH	5.71m
WIDTH	2.32m
HEIGHT	2.87m (EK), 3.00m (ES)
GROSS WEIGHT	3,300kg (EK), 3,500kg (ES)
PAYLOAD	476kg (EK) 564kg (ES)

AT just 5.71 metres (18ft 9in) long, Auto-Sleepers' Nuevo range offers a pair of the most compact British coachbuilts on the market.

Inside, arrangements see a classic layout that's been around for many a year and for good reason – Auto-Sleepers' advertising blurb calls it iconic and, for once, that statement is entirely true. It simply works brilliantly in a small coachbuilt 'van such as this.

As is traditional with Auto-Sleepers, the base vehicle is Peugeot's Boxer, now with a brand-new downsized, 2-litre, Euro VI-compliant engine that's far smoother than its rather rattly, vocal, 2.2-litre predecessor.

The gearbox is a six-speed manual or you can opt for an automatic, but it'll come fitted to Fiat's near-identical Ducato (as the Pug chassis doesn't offer one).

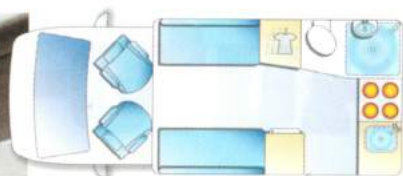
In foundation-model Nuevo EK, cab seats turn to face a cosy twin-sofa lounge that easily makes into a transverse double bed or alternative lengthways singles using the cab seat bases as the foot of each bed.

Two tables do duty, the first a full-sized free-stander, plus a pedestal-mounted smaller brother that mounts between the cab seats for drinks and snacks.

Further aft there's a cabinet on the nearside that doubles as working space for the kitchen and a sideboard for the lounge.

This also makes a handy nightstand when the double bed is made. Above is a microwave, below a good-sized fridge with the added luxury





BUY AN AUTO-SLEEPER FROM...

Marquis Motorhomes is part of the Auto-Sleeper stable and with the biggest dealer network in the UK there should be a branch not too far away. Of the 11 outlets, the most northerly is near Durham, the most southerly not far from Plymouth in Devon. Blackpool, Sheffield, Northampton and Ipswich are all covered, while south of London, Berkshire, Hampshire, Dorset and Sussex all have branches.



A further 20 independent dealers also cover the UK, from Perthshire Caravans in Scotland, to Simpsons in Great Yarmouth and 3A's Leisure in Wales, while three cover the south of England. The rest are dotted around Midlands and the north, while there are also five dealers selling Auto-Sleepers' products in Germany.

WHO IS AUTO-SLEEPERS?

In 1961 the Trevelyan family created their own campervan conversion for a holiday, travelling to the south of France.



Based on that holiday experience, a second, refined version was put together and it attracted the attention of Bristol-based dealer, Henlys. An order for five 'vans was the result and Auto-Sleepers was born. Based in the quintessentially English Cotswolds, Auto-Sleepers is a quintessentially English company, building van conversions and coachbuilds based on Peugeot, Fiat and Mercedes chassis. For the first chunk of its life, the firm concentrated on van conversions, while later introducing full-moulded GRP coachbuilds that are legendary for both design and the kind of quality that could see them outliving their owners.

Auto-Sleepers does not go in for entry-level 'vans, preferring to produce upmarket offerings that come extremely well equipped in standard form.



of automatic energy selection.

Ranged across the rear, the rest of the kitchen is very nicely equipped, with a full, domestic-style cooker and stainless-steel sink – plenty of drawers below, two lockers above.

Next door, in the rear offside corner, the bathroom makes the very best use of space thanks to the fact that the washbasin is mounted on a swing-wall that moves forwards, helping to create a spacious semi-separate shower. The loo is one of Thetford's swivel-bowl stalwarts and, above, there's a reasonably roomy wooden locker.

Forward of the bathroom, the Nuevo circular

tour is completed with a roomy wardrobe with drawer below. Truma's Combi boiler lives beneath – the drawer nicely warmed, so might house some nicely toasty socks!

To the stablemate and the ES version, which has an overcab pod that offers a double bed with decent headroom and makes this Nuevo into a diminutive four-berth.

Now rear travel seats are needed and the lounge provides them with a sofa-replacing half-dinette, complete with two belted places.

Opposite, the other sofa remains, as does the ability to make two single beds or a

transverse double.

Nuevo's standard-fit kit list is very impressive indeed and starts with the motor, which is the flagship 160bhp version (with the auto it's a Fiat 150bhp unit). There's a DAB radio with Bluetooth and steering wheel-mounted controls and the central locking extends to the habitation door.

Living area services include an underfloor gas tank, dual-fuel boiler/heater, USB sockets and an external barbecue point.

The two versions of the Nuevo pack huge amounts into small spaces and in thoroughly practical fashion.