

# Auto-Sleeper Symbol

## Van conversion, rear kitchen/bathroom

**H**ERE'S a real classic. Auto-Sleepers has been producing this style of layout for around three decades. There used to be lots of similar designs from rival makers, too, but now (IH aside) Auto-Sleepers pretty much has

this niche to itself.

If the extra length is not an issue for driving/parking, we would point you towards the Kingham (with its fixed bed, our favourite in the range) or the Warwick Duo (another classic,

with its rear lounge but with the rare benefit in this class of a separate shower). But the Symbol's USP is its size – there's a lot less choice in the medium-wheelbase category and this is Auto-Sleepers' only such offering.

It still manages to squeeze in a well-specified kitchen and a small corner washroom with tip-up basin and cassette toilet. In the lounge, the cab seats are rather higher than the settee and single rear travel seat, but these convert into a choice of twin berths or a transverse double. Just be sure to check out the beds' dimensions by actually stretching out on them as they're not the biggest.

New features across the Auto-Sleepers van conversion range are limited to cosmetics. The striped fabric isn't hugely different but the new leaf pattern is an alternative and there are now five colours of each, including green and mustard. Another new option is the Limewash Oak furniture with contrasting slate grey strips on the top lockers, dark grey carpets and matching worktops.



### FACT FILE

**PRICE FROM** £53,995 (inc Premium Pack)

**LENGTH** 5.41m

**BERTHS** 2

**TRAVEL SEATS** 3

**BASE VEHICLE** Peugeot Boxer

**GROSS WEIGHT** 3,300kg

# Auto-Sleeper Bourton

## Low-profile, front lounge/end kitchen

**T**HE star feature of the Auto-Sleeper Bourton is the star – three-pointed, of course – on the grille. Here is one of the few modern coachbuilts to be available on a Mercedes chassis and it is a rarer breed, too, as it comes on a 3,500kg chassis (the Sprinter is a heavier base vehicle than the Fiat/Peugeot twins, so few Merc-based coachbuilts can offer a reasonable payload at 3.5 tonnes).

Like its little brother, the Stanton, the Bourton has a classic rear kitchen and corner washroom floorplan, with side settees up front providing a spacious two-berth format. The settees form instant single beds (without using the cab chairs) or pull together to make a very large double.

Much of the appeal of the German chassis surrounds the seven-speed automatic gearbox, which – in theory – is an option, as it forms part of the Premium Pack, but in reality is something that 99.9% of buyers choose. The standard power unit here is the 163bhp diesel, which has plenty



### FACT FILE

**PRICE FROM** £70,495 (inc Premium Pack)

**LENGTH** 6.44m

**BERTHS** 2

**TRAVEL SEATS** 2

**BASE VEHICLE** Mercedes Sprinter

**GROSS WEIGHT** 3,500kg

of grunt for a motorhome measuring less than 6.5m overall.

You'll easily differentiate the 2018 Bourton – and all of its Auto-Sleeper coachbuilt cousins – by the new, more angular rear panel and striking

LED tail-lights. Habitation air-conditioning has become a delete option for 2018 Mercedes models, too, so you're unlikely to see a Bourton without it. And look out for the two new upholstery styles, each in a choice of five colours.