

GREAT VALUE BEST-SELLING MOTORHOME MAGAZINE



BUDGET A-CLASS

**BRIT-FRIENDLY
ROLLER TEAM**

MMM

THE MOTORHOMERS' MAGAZINE

WINTER WONDERS

**Captivating Cumbria • Breathtaking Northumberland
Tantalising Devon • Dramatic Dordogne
Spectacular northern Spain**



ESSENTIAL ADVICE
Touring in Germany

TECH HELP
Importing a new 'van
Fixing a fridge door catch

BARGAIN HUNTER
Great savings on used
single bed motorhomes



£4.50
DECEMBER 2017

TESTED
Sunlight's all-new budget campervan
Ford-based Benimar with huge lounge
Owner review: British Auto-Sleeper



HOW TO... Add a spare toilet cassette • Respray a bonnet



Owner report



Mike & Jo Eastman... return to the marque that first introduced them to the world of motorhoming

2008 Auto-Sleeper Warwick



Our Auto-Sleeper Warwick is our sixth motorhome, and we purchased it in 2010 when it was just two years old. We traded in our 2004 Trigano Tribute against it, a camper we had owned for just one year, after we downsized from a Swift Sundance 600S.

The previous motorhomes were a Ford Transit-based Herald Squire 400RL and a Ford Travelhome IV (which was stolen). But our very first camper was an Auto-Sleeper Frisky, also on a Ford Transit base, which we loved, although it was quite small.

All of these 'vans have been used in connection with my work in the film

and television industry and, of course, have made excellent holiday homes, always available to take short breaks in between jobs.

Until recently, we had two dogs, then, later on, just one, but all of the 'vans have been the perfect solution for holidaying with them.

ON THE ROAD

Our Warwick is fitted with the Fiat 3-litre engine, alloy wheels, cab air-conditioning, cruise control and passenger airbag.

I really feel that there is no substitute for cubic capacity and

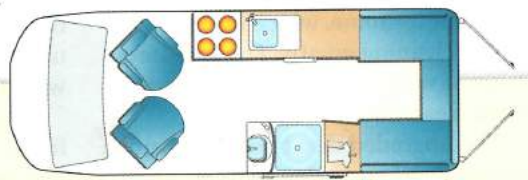
the 2,999cc engine should be the minimum fitting for all but the very smallest of motorhomes.

It is smooth, exceptionally quiet and you would be forgiven for thinking you were driving a six-cylinder petrol engine when on the road. It also has the twin camshafts driven by chains, which are running in oil, so there are no nasty 'elastic bands' (rubber timing belts) to renew every few thousand miles.

With regular servicing, there is no reason why it should not go 'round the clock', along with careful use.

As for economy, it regularly >

Price from: £29,995 **Berths:** 2 **Travel seats:** 2
Base vehicle: Peugeot Boxer
Length: 5.99m **Gross weight:** 3,500kg





The central box and cushion folds away at night to make the double bed

Why we bought it

Because we wanted a rear lounge set-up and it had many upgrades and accessories already fitted

What we love

The 3-litre diesel engine, comfortable bed, excellent shower and toilet, kitchen with ample worktop surfaces and the fuel economy

How we would change it

The only way we would change it is to have longer settees in the lounge and an automatic gearbox

When we buy our next 'van

We'd love an automatic gearbox. We quite like the look of the Warwick XL, if we were in a position to upgrade

returns between 31mpg and 38mpg, depending on the journey. It also meets all of the emission requirements of some of the later engines at MoT test time.

The six-speed manual gearbox is as smooth as silk and the short dash-mounted lever is perfectly to hand and positive when changing gear.

However, it is also rather unforgiving if you attempt to do a fast boy-racer gearchange.

The clutch, though, is too car-like and light for my liking (I am used to driving HGVs). It is not an endearing quality in what is quite a large vehicle, but it has never given any signs that it is not up to the job and works well.

The A-pillars on each side of the windscreen are quite large and can give blind spots, so extra caution at roundabouts and road junctions is a must. Once in the driving seat, though, the large door mirrors, with extra lenses below the main ones and the high driving position, will give any driver confidence.

I have fitted wiper arm washer jets to the motorhome, which improve screen cleaning greatly. The standard Peugeot washers were pathetic, even when clean and adjusted.

The upgraded disc brakes all round are excellent and bring the 3,500kg

vehicle swiftly and safely to a stop in any condition. This is assisted also by the ABS system fitted.

RELAXING

The front passenger seat, which has an armrest, is fitted with a swivel plate and can be easily turned to face rearwards. This means it makes for a comfortable armchair when pitched up. But, the main area for relaxing on site is the rear lounge.

Here, you will find two settees, both with lift-up bases, which reveal large storage areas beneath.

There is a central folding box arrangement at the rear, by the back doors. This box has a matching cushion, which makes it into a U-shaped lounge.

The standard Avtex television/DVD swings down from beneath one of the top lockers on the offside and completes a comfortable den.

We found the folding dining table, as supplied, was too low, so we modified it with wooden blocks fixed underneath the tabletop. The legs were then refitted to them.

Even with this arrangement, it still fits in its original storage place in the overcab recess.



Sheepskin covers for cab seats

SLEEPING

Come bedtime, the aforementioned middle rear box folds up and lays on the floor with its large cushion on top. The two settee bases then slide easily out and the backrests drop in to fill the gap. This makes the most comfortable of double beds.

The settees themselves are not quite long enough to sleep on lengthways (as single beds). I have, on occasions, made up a transverse single across the rear using the box and the middle cushion, when travelling in the 'van solo. Each settee has two swivel reading lamps fitted on the underside of the roof lockers.

EATING

The kitchen is located along the offside wall and has a full cooker with three gas rings, an electric hob, grill ▶



and oven, an overhead hood with extractor fan and a microwave.

Jo finds the microwave is a little high, as she is only 5ft 5in. She needs to exercise great care when bringing hot food out to serve up.

But, there's a long worktop area (longer than in many coachbuilts) next to the stainless-steel sink fitted with mixer tap and dark glass lid.

With a large 70-litre fridge below the worktop and two large cupboards, it must be almost the perfect *cordon bleu* kitchen.

PRACTICAL KITCHEN

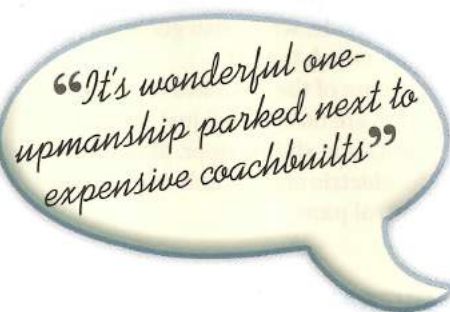
In the first of the two large, lower cupboards can be found a slide-out cutlery drawer and the gas isolation valves for fridge/cooker. Above that is a shelf for storing tinned foods and other articles.

The rear cupboard, with its bi-fold door, houses the mains RCD box, switches for the electric hob, the room heater, the water heater and, boxed in below, the 12V water pump, Truma dual-fuel water heater and blown-air electric heater.

The switches for the Eberspächer diesel-fuelled heater, gas water heater, 12V TV supply, aerial socket and 13A electric socket are on the kitchen

window frame between the tinted athermic glass windows, one of which – behind the sink – has a sliding ventilator fitted.

At the rear end of the worktop, there's a slide-out ironing board. This is unique in my estimation and a wonderful one-upmanship when parked next to expensive coachbuilt owners. It's a great talking point, too, when comparing notes at campsites!



Above the sink, you will find an illuminated dark glass-fronted locker with the standard Auto-Sleeper full crockery set, all in its velcro-strapped holders, plus terry clips for the wine glasses and space for a few more accessories, if needed.

Moving rearwards along the offside, above the worktop, is the next locker. This is the home of the TV aerial booster and junction box for the external TV point and space for

lots more. Above the twin settees are four more lockers (two on each side) for small clothing items, washing kit, and shaver, etc.

ABLUTIONS

The washroom is fitted forward of the half wardrobe (the lower half becomes a gas locker outside the 'van). The room doubles as a shower/toilet and has a rooflight/ventilator fitted, with a bench-type Thetford electric flush toilet.

Above the bench is a drop-down sink, fitted with mixer tap, along with a mirror-doored bathroom cabinet.

The shower pipe is hooked on the wall with its mixer tap below. A long shower curtain, on a ceiling-mounted rail, slides around to keep the entrance door dry.

The shower tray is fitted with two drains, one in each corner, thus ensuring adequate drainage.

The toilet is serviced from outside the 'van, when the side sliding door is full open. Above the cassette hatch, there is an external shower pipe in its own small cupboard.

The washroom is illuminated with a long LED lamp attached to the side wall and has its own switch, which is more than bright enough for the job. ➤



The wiper arm washers are an improvement



Fuel economy is impressive



The rear lounge is the main living area



The mudflaps were an aftermarket addition

EXTERNAL FITTINGS AND SERVICES

An external gas locker is fitted on the nearside of the 'van and is stocked with two 6kg propane cylinders. I have retrofitted a Gaslow gauge to the isolation tap, to readily see the contents of the bottles.

Towards the back of the camper, there's an external barbecue point, with an isolation tap, but we have never used this.

On the offside is the water tank filler point, external TV antenna socket and the mains hook-up socket, with waterproof door. The fridge and water heater vents are also here.

SUN AND LIGHT

The Warwick is glazed externally all round with athermic tinted glass and looks really tasteful and smart. It's not at all like a campervan, more like a classy limousine!

Inside, all of the windows have sliding blinds and flyscreens, with the exception of the rear door glass, which has lined curtains. The cab area has

two full curtains, which slide from the B-pillar on either side and press stud fix in the middle.

Natural light is abundant with the fitting of a large Heki rooflight, complete with its own flyscreen and roller blind, in the ceiling of the rear lounge. It has a manual screw lever to open it in hot weather.

Internal lighting consists of ceiling lights, downlighters and a fluorescent light over the kitchen worktop. On the outside, we've also got an awning light, which is LED.

Some of the switches for these lights are on the wall just inside the habitation sliding door, along with the electric step switch and master control panel.

OVERALL IMPRESSIONS

So, we love the 3-litre diesel engine, the excellent washroom and the full kitchen with its large worktop area.

There's really very little wrong aside from the A-pillar blind spots, maybe, but the extra caution needed makes for a safer drive. **MMMM**

FACTS AND FIGURES



PRICE

Price new today: £49,200 (for Warwick Duo)

Price of similar aged 'van today: £29,995 (but with smaller engine and no Driver's Pack)



BASICS

Berths: 2

Travel seats: 2

Length of ownership: 7 years

Annual mileage: 2,000 to 3,000



DIMENSIONS

Length: 5.99m (19ft 8in)

Width: 2.26m (7ft 5in)

mirrors folded

Height: 2.79m (9ft 2in)

Gross vehicle weight: 3,500kg

Payload: 407kg



BASE VEHICLE

Type: Peugeot Boxer 335 LWB

Engine: 3-litre engine

turbo-diesel

Fuel economy: 31-38mpg



BEDS

Lounge bed: 1.85m x 1.37m (4ft 6in x 6ft 1in)



RUNNING COSTS

Base vehicle service cost: £264.50 (service and MoT)

Insurance: £306 (Adrian Flux)

Habitation service: £160

Road tax: £245

OPTIONS

Modifications include: Hella DRLs, wiper arm washer jets, mirror guards, mudflaps, longer waste emptying pipe, plastic cover for engine, extra drain pipes and rerouting pipes on front windscreen scuttle, updated fridge door panel

WHAT WENT WRONG

Van battery had to be replaced. A water leak under the sink area (fittings had vibrated loose)

FURTHER READING

Our sister magazine, *What Motorhome* reviewed this model in August 2007, while we pitted a Warwick against an Autocruise Tempo in January 2008. Head to outandaboutlive.co.uk/motorhomes/reviews to read more

WANTED

Want to earn £250 for writing about your motorhome? Send up to 1,700 words • Info for 'Why we bought it', 'What we love', 'How we would change it', 'When we buy our next 'van' and details for our facts and figures panel • Ten or more photos, including one of yourself.

Rachel Stothert, MMM, Warners Group Publications, West Street, Bourne, Lincolnshire PE10 9PH rachels@warnersgroup.co.uk