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CAMPERS &
MOTORHOMES
REVIEWED

**CAMPER-SIZED
COACHBUILT**
NEW FROM NU VENTURE



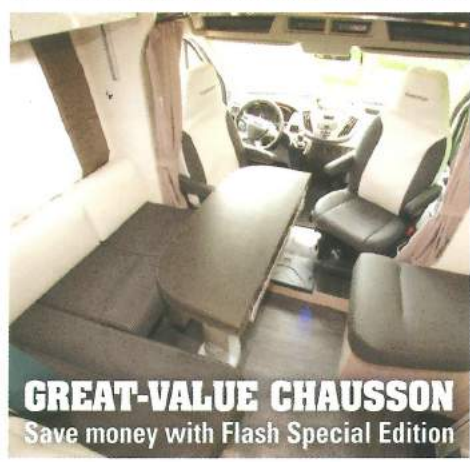
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Shire's new mid-lounge van conversion



Auto-Sleeper Stanton

A very British style of compact motorhome – on that most Teutonic of base vehicles



FACT FILE

BASE VEHICLE Mercedes Sprinter

PRICE FROM £63,495

BERTHS 2

TRAVEL SEATS 2

LENGTH 5.98m

WIDTH 2.26m

HEIGHT 2.85m

GROSS WEIGHT 3,200kg/3,500kg

PAYLOAD 351kg/651kg



If you want the most compact of Auto-Sleepers' coachbuilts, there's now a choice of three possible base vehicles. The Peugeot-based Nuevo (£56,700 with the essential Premium Pack) comes with a 2-litre 160bhp engine and manual gearbox. Swap the French lion badge for Fiat's five-bar logo and the same motorhome with a Comfort-Matic robotised gearbox costs £58,700 with the 2.3-litre 130bhp engine or £60,700 with 150bhp. Then there's this, the Stanton, on a Mercedes chassis with rear-wheel drive, a 'proper' automatic gearbox and the most powerful motor of all, a 2.1-litre offering 163bhp. It's £67,495 (including the

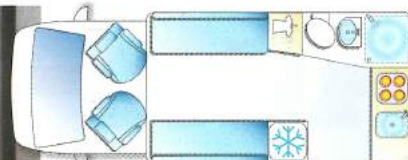
must-have Premium Pack once again).

While the Merc is a Stanton, rather than a Nuevo, the layout is the same. That's swivel cab seats, side settees behind the cab (shortish ones because this is a short 'van), a kitchen across the back wall and a bathroom in the rear offside corner.

New features for 2018 are a Truma iNet control box for remote operation of your heating (a gas/electric Combi boiler), a Trackstar Leisure vehicle tracking system, Truma Aventa roof-mounted habitation air-conditioning (a £1,000 delete option), and

GRP bodywork with scratch and impact-resistant platinum-coloured sides and an all-new rear panel with Hella LED tail-lights. Essentially, though, this is still the motorhome formally known as the Marquis Devon special edition back in 2008. Typically, it has gradually evolved and improved in the time-honoured





BUY AN AUTO-SLEEPER FROM...

As the largest manufacturer of van conversions in the UK (as well as building a range of coachbults), Auto-Sleepers has retail outlets throughout England, Wales and Scotland, including both independent dealers and the 12 branches of sister company, Marquis Leisure. The extensive Auto-Sleeper dealer network is shown in full at auto-sleepers.com/find-dealer/



WHO IS AUTO-SLEEPERS?

The small village of Willersey in the Cotswolds seems an unlikely home for a motorhome manufacturer, but Auto-Sleepers has been here for over 50 years.



All Auto-Sleepers' models have obtained European Whole Vehicle Type Approval – and, indeed, the company now has a small network of dealers in Germany. Today, it offers UK buyers a range of seven Peugeot Boxer van conversions, a further nine Peugeot coachbults, plus six coachbults on the Mercedes Sprinter chassis.

Auto-Sleepers (along with sister company, Marquis) is now part of the French-owned Trigano Group.



Auto-Sleepers fashion.

The other news this season is a greater range of fabrics. The existing Catalan soft furnishing scheme (in three colours) is now complemented by Casa Mila (subtle leaf pattern, as shown) and Sagrada (stripy), each offered in five shades – mauve, blue, brown or new green or gold.

Of course, the elephant in the room with this particular motorhome is that Mercedes has announced an all-new Sprinter, due to go on sale as a commercial vehicle later this year. So, the 2019 Stanton will be a different animal – though still rear-wheel drive.

For now, though, this little Auto-Sleeper is a

model that still sells, at least partly, on the badge appeal of its chassis. The CDI engine is good but it's the seven-speed automatic that's not just the icing on the cake, but the real flavour of the gâteau, too. Comparing its slick changes with Fiat's Comfort-Matic is like comparing a learner driver with Sebastian Vettel. And, if your skills aren't Vettel-like, then it's good to see adaptive ESP, ASR, Brake Assist, Electronic Brake-force Distribution and Start Off Assist fitted as standard.

Despite its dinky size, the Stanton doesn't want for much inside – as long as you can forgo a fixed bed. You can choose from making your

lounge into a transverse double or twin singles (with your feet resting on the cab chairs). And, although the washroom lacks a true separate shower, its swing-wall design (where the basin and the wall it's mounted on rotate to create a cubicle) is the next best thing.

Then there's a spec list that (with the Premium Pack) includes a 25-litre underslung gas tank, 80W solar panel, overcab Skyview sunroof, Thule awning, reversing camera, sat-nav, alloy wheels and even a crockery set and crystal glasses. On the outside you'll also find barbecue and mains electric sockets. Clearly, the spec list is as long here as the body is short.