

Auto-Sleeper Bourton

A new version of the Mercedes Sprinter cab is the key aspect of this classic design's appeal



FACT FILE

BASE VEHICLE Mercedes Sprinter

PRICE FROM £70,995

BERTHS 2

TRAVEL SEATS 2

LENGTH 6.49m

WIDTH 2.26m

HEIGHT 2.86m

GROSS WEIGHT 3,500kg

PAYLOAD 517kg

If you want a coachbuilt motorhome based on the recently launched, new-generation Mercedes-Benz Sprinter then there are, currently, very few options available. If you want one with rear-wheel drive and a sub-7m overall length then your shortlist is shorter still. Of Auto-Sleepers' five-model Merc range, this is the only one that you could call compact – and the sole model that's on a 3,500kg chassis.

The new Sprinter is instantly recognisable by its slimmer headlights. It looks more contemporary but in an evolutionary, rather than revolutionary, way. And, although the new cab comes with either front or rear-wheel drive,

Auto-Sleepers has retained the traditional rear-drive format for all of its motorhomes.

The revolution is instead in the driver's cab. Firstly, you'll see the new central pod on the fascia, proudly showcasing Merc's MBUX system with the smaller 7in touchscreen display. A DAB radio is incorporated, as well as Mercedes PRO connect services, Apple CarPlay, Android Auto and satellite navigation.

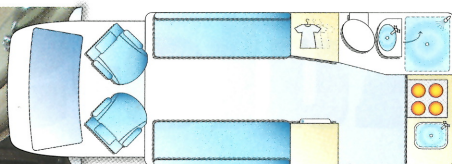
The steering wheel looks equally as if it has been purloined from a current car with the three-pointed star. It features myriad minor switches and just behind are the paddles to manually override the automatic gearbox (part

of the Premium Pack but an essential part of any Mercedes Auto-Sleeper).

More modern touches include the keyless starting and electric parking brake – both operated by dashboard-mounted switches. No longer is there a bulky handbrake to obstruct swivel seats.

You can't see them but just as valuable are features like the Highbeam Assist (which dips headlamps automatically on detecting oncoming vehicles), Crosswind Assist and Adaptive ESP. You should have plenty of power, too, from the 163bhp engine, which meets the latest Euro 6.2 regulations, but you can now upgrade to the





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As the largest manufacturer of van conversions in the UK (as well as building a range of coachbuilds), 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 coachbuilds, plus six coachbuilds on the Mercedes Sprinter chassis.

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



190bhp V6 if you want the ultimate performance.

The Bourton from Auto-Sleepers has also evolved gently to compliment the new cab. New features are a Sargent Category 6 tracker system, colour reversing camera (as part of the Premium Pack), Santani furniture (Valencia cabinetwork remains as an alternative), an easy-to-use LCD control panel and a Metalarte habitation door with central locking and sliding flyscreen. The bodywork continues to come with a full impact-resistant GRP finish, aluminium skirts, LED rear lights and platinum-coloured sides.

To complete the spec of your Bourton, you'll

need to add the £4,000 Premium Pack, which not only includes the aforementioned automatic gearbox (seven speeds rather than the nine ratios of front-drive Sprinters), MBUX system and reversing camera, but also alloy wheels, cab air-conditioning, cruise control, a Thule awning and 80W solar panel. Further options to consider are the Winter Pack (including a heater upgrade and tank heater blankets for the rather modest 62-litre fresh and 53-litre waste reservoirs) and the Media Pack (with automatic satellite dish).

The layout is a traditional two-berth format that is rarely seen at this price level. It makes up for its

lack of rear travel seat versatility with a pair of long settees, which adapt easily to single beds and create a spacious lounge with masses of room for feet-up chilling out. The beds are claimed to be 1.92m long, but you can reconfigure the lounge as an even longer transverse double bed, if you prefer.

At the rear, the kitchen comes with a dual-fuel hob, separate oven and grill and a fitted microwave, as well as little luxuries like a set of crystal wine glasses. The bathroom has a swing-wall arrangement to make good use of the space in its corner location and features chrome fixtures and fittings and a swivel cassette toilet.