



Our motorhome

Tim & Jeanette Witcher opted for a French bed campervan and then adapted it to suit their needs

2014 AUTO-SLEEPER KINGHAM



My first camping holiday was in a Bedford CA Dormobile and, as a kid, I loved it. My parents then moved to caravans.

I very nearly bought an Auto-Sleeper Duetto in 2000 for windsurfing but ended up with an estate car.

Our first motorhome was a Trigano Tribute 665 Sport, which we bought in 2010 for windsurfing trips and weekends away. Soon the windsurfing lessened and we found ourselves having more holidays in it.

A trip to the NEC motorhome show in 2013 had us looking for a 'van with a bit more lounge space and without travel seats, which we never used.

Having seen the review of the Auto-Sleeper Kingham in MMM we thought it would fit the bill. However, it was soon dismissed due to the storage space under the fixed bed being taken up by the Truma boiler.

Then we started to look for a narrow coachbuilt that met our requirements, but with no success. After numerous trips around the country looking at other motorhomes that were not on display at the NEC, we gave up.

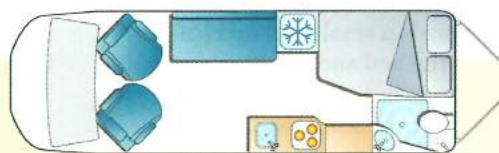
In February 2014, back at the NEC show, we were giving the Kingham another look. We got talking to a man from Truma about relocating

the boiler to under the lounge seat. Following calls to Auto-Sleepers, we were told that it could be done at an additional cost.

The 'van was ordered with the Premium Pack, which included Omnistor awning, alloy wheels, cab air-con, cruise control, reversing camera, LED running lights and Air Top rear suspension. The Winter Pack came with tank heaters, Truma 6E upgrade and wheelarch blankets.

We also added a roof-mounted air-con unit and negotiated, FOC, a sheet of wallboard to box in the under-bed pipework and some worktop laminate to make a larger table. ►

Price from: £43,000 **Berths:** 2 **Travel seats:** 2
Base vehicle: Peugeot Boxer **Length:** 6.36m
Gross weight: 3,850kg (upgraded)





The kitchen worktop space was a bonus for us

Why we bought it

We wanted a comfortable fixed bed, no travel seats and plenty of worktop and space to store our bikes and chairs

What we love

The size (it is easy to drive and manoeuvre), the large sliding door and not having to make up the bed

How we would change it

We would just like a slightly wider bed or a drop-down bed and bigger washroom with roof vent

When we buy our next 'van

It would be a van conversion with drop-down bed with plenty of storage space and kitchen worktop

SLEEPING UP HIGH

The bed is a bit on the narrow side, but we have got used to it. Having raised the bed height to accommodate bike storage beneath, I made a ladder to make it easy to get in and out.

The mattress has been changed to an air mattress with a custom Duvalay topper as this is the next best thing to our waterbed at home.

The bed frame lifts up to access the storage underneath and there are four overhead lockers, which we use for clothes and biking gear. There are 12V and aerial sockets on the back of the wardrobe and switches for the overhead light.

Another two-way switch at the head of the bed has now been changed to operate the low-level blue LED bed lights and a strip of LEDs in the washroom. This is a bit easier on the eyes for a night-time trip to the loo.

Jeanette has also made two wall pockets in the same fabric trim for reading glasses, phone, etc.

There is a small pop-up roof vent above the bed and we attach a small 12V fan in hot weather, if we are off grid and cannot use the mains-powered air-conditioning.

A PROPER LOUNGE

The lounge is so much better without any travel seats. Both the cab seats swivel and, with the sofa, we can seat five people in comfort.

We really love lounging with the sliding door open and have made a wind blocker curtain to go across it. This means we can keep the door open even if the wind is cool.

There are three overhead lockers above, all fitted with positive catches.

Next to the lounge is the Dometic AES fridge with a wardrobe above, which is

heated. On the side wall I fitted our Avtex TV; the aerial and 12V sockets were already fitted.

Underneath the sofa is the Truma 6E boiler (6kW with gas and electric operation), electrical control unit and two leisure batteries. Two mains power sockets are mounted on the base and control units are mounted over the door.

All windows are athermic flush fitting and insulating privacy glass with the front two opening and all fitted with blinds and flyscreens. The 'van also has Grade III insulation.

There is a large wind-up roof vent above the lounge, but the air-

"The lounge is so much better without any travel seats"

conditioning unit robs us of the centre roof vent and tends to make that area a little darker than it would otherwise have been.

The table leg is fitted between the cab seats and we use this for dining with the choice of our two tabletops. It does make it a bit tight to get into the driver's seat, but we can watch TV while eating.

The free-standing table that was supplied with the 'van is too big and blocks the aisle, so we leave it at home. The small tabletop is stored behind the sofa backrest and the large one underneath the seat.

RIDE ON

With the Peugeot 150bhp engine, there is no lack of power, though it can be a bit raucous when pushed hard and from cold. The visibility is good apart from the thick A-pillars and the side window blinds that, together, partly obscure the blind spot mirrors.

I love the high-up driving position and the lumbar adjustment in the seat, which is now fitted with a heater. One thing I do miss is the right-hand armrest that our previous Trigano had; Jeanette has now made me a padded armrest for the door.

Our fuel consumption is around the 28-30mpg mark. The cab is fitted with ►