



Trident tested

Two fine examples of the Auto-Sleeper Trident enjoyed prominent adjacent positions on the forecourt of Bromley Motor Caravans. We chose the 1999-model based on the facelifted T4 as a prime example of what's out there

Supplied new by Bromley Motor Caravans, this three-year-old, one-owner Trident came with the optional 2.5-litre 102bhp TDI engine mated to a five-speed manual gearbox. Power steering was, of course, standard with this five-cylinder power unit, as was the long-nose Caravelle-style body and headlamps with clear front indicators. Its position on the forecourt next to the 1994 Trident showed the differences clearly, along with improvements on this



Main table caters for two sitting side-by-side on rear settee. Bench has three-point belts but no option of head restraints



Later style T4 cab has small steering wheel, but this example is not new enough to have the larger instrument dials with striking blue illumination

WHICH motorcaravan test

MAKE/MODEL:	Auto-Sleeper Trident
BASE VEHICLE:	Volkswagen T4 Transporter Kombi SWB with Caravelle-style nose
ENGINE:	2.5-litre five-cylinder turbo-diesel, producing 102bhp
FIRST REGISTERED:	1999
MILEAGE:	37,178
NO. OF OWNERS:	1
PRICE:	£21,995

...at a glance



Bed-making is easy, as with most similar VW campers, but it's not the widest double bed around



Rear lift-up tailgate provides access to useful rear 'boot' storage, as well as wardrobe and gas compartment below



Floor-level storage for a Porta-Potti in the base of the kitchen unit is common to all Tridents



Fitted Auto-Sleeper crockery is often missing from used examples



The traditional VW camper layout with typical Auto-Sleeper décor - rivals are more modern, but Trident is still a best-seller

facelifted T4: radiused grilles, front headlamps and bigger, rounder front bumper. Also evident are the brighter, more contemporary coachlines, compared to the rather austere earlier style. Bodywork all round was in exemplary condition, with no signs of even minor damage or corrosion.

Cab improvements that came with the facelifted T4 included the smaller, four-spoke steering wheel and restyled stalk switches, individual rotary heater/fan controls, digital odometer and clock. The usual appointments from Auto-Sleepers were in place: fitted cab carpet and upholstered seats to match the rear settee; and a cab passenger seat swivel with an adjacent locating point for the camper's occasional table.

Soft furnishings and Auto-Sleepers' well-coordinated trim and lining fabrics had all been well cared for. The same applied to the light oak-effect cabinetwork, whose build quality, finish and fit has earned a deservedly strong reputation for arguably Britain's leading motorhome manufacturer.

This Trident's specification was more or less standard for the model, apart from the welcome inclusion of a Carver P4 blown-air gas heater, one of several optional extras available on the Trident. Stainless steel kitchen appliances - two-burner hob/grill and adjacent sink/drain - had stood up well to three years' use. Also clean was the Electrolux three-way fridge built into the kitchen base unit.

Still in their dedicated cupboards were both the chinaware for four and, at floor level, the portable toilet. The occasional table, with its offset leg, and the main table's island leg are neatly stored in the large slide-out drawer under the settee. The larger table top, which locates in front of the settee at mealtimes, stores securely behind the driver's seat.

As well as kitchen cupboards, the Trident offered a variety of extra storage facilities: a deep locker over the cab, a locker with a removable wire tray adjacent to the drainer, rear corner wardrobe, parcel shelf and concealed 'boot' reached through the large

tailgate. This last came with rear wash/wipe and demist.

Two-plus-two sleeping accommodation is provided by a double bed derived from the rear settee, supplemented by a pull-out bed in the high-top. Occupants here benefit from double-glazed acrylic windows with blinds and flyscreens, a large rooflight and fluorescent light. With only two on board, this area doubles as extra storage space.

Main side windows slide open to increase ventilation either while travelling or at rest, and were fitted with both lined curtains and night blinds and flyscreens. Two three-point seatbelts provide secure seating for passengers on the rear transverse settee.

In addition to fresh and waste water facilities, and gas supplies, the Trident also came as standard with both mains and 12V electrics, the latter with a fitted auxiliary battery and split-charger. The 230V supply is protected by an RCD unit with miniature circuit breakers and is wired to the mains side of the fridge, as well as to a 13-amp socket. ■