

VOLKSWAGEN AUTO-SLEEPER TROOPER



A compact, multi-purpose version of the Volkswagen Transporter with five cylinder diesel engine, tested by John Hunt.

'Trooper' and 'Trident' represent a long-running formula from Auto-Sleepers which has adapted itself well from the rear-engined Volkswagens to the modern front-engined, front wheel drive models which have become known as 'T4s'.

The Trooper on test is the rising roof version which some buyers may prefer to the hightop for its lower overall height although, at 6ft 11in, it will still be barred from many multi-storey car parks.

It has been a long time since Auto-Sleepers made test vehicles available on MMM's terms (we want 'em registered and available for several days), so we are most grateful to Cotswold Motor Caravans for stepping into the breach and lending their own staff vehicle, so that we could drive it, park it, use and sleep in it. (In the meantime, our own Auto-Sleeper Legend was left with Peter Currie at Cotswold for its annual 'SMMT' overhaul of all the caravan components, with special attention to gas, water and electricity systems.)



Across the 'duck pond' at Cotswold Motor Caravans, Trooper is seen to be not as high as most other motorcaravans.

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Roadside stop for coffee. There's no need to raise the roof when putting the kettle on the hob.



One key unlocks all doors, steering, glove locker, fuel cap and operates starter and ignition.



Commodious troughs on both cab doors accommodate the biggest road atlases and other clobber.



Our motorcaravan takes on light removals – another filing cabinet for MMM's ever-growing archives.

On the road

Purchasers of the short wheelbase Volkswagen panel van conversions will probably rate 'driveability' higher on their lists than 'livability'. Whilst recognising that both aspects are of great importance, we'll alter our usual treatment and consider the Volks's road manners first.

In short, she drives like a dream.

No, that's not accurate. There's nothing dreamlike about the way the Volkswagen responds to every expectation of the driver. It's a very positive vehicle.

To begin at the beginning, from the cold of an English summer's wet morning there was a three-second wait (hardly time to check the mirrors and put your belt on) before the light went out and the diesel engine was ready to start – which she always did for us at the first attempt. She was then ready to roll immediately although, out of respect for a fine piece of engineering, I took care not to push up the revs too far until the lump beneath the stubby bonnet had had a chance to warm right through.

Those standing outside when the engine was turning over would recognise the usual diesel thump. Inside it was easy to forget this WAS a diesel – which is the way it is with many modern cars and should be with oil-burning motorcaravans.

Performance, once warm, was as good as you'd expect from petrol, too. In fact, in many respects, it was better. There aren't many petrol driven motorcaravans in which you can potter in fifth gear around country lanes at about 35mph without shudders of protest from the transmission. You can with a Volks diesel. (Out of sympathy for the beast, I don't recommend it – but we testers like to try every aspect and this one showed that the transmission is extraordinarily forgiving when liberties are taken.)

The vehicle was equally happy on fast main roads and motorways, maintaining a steady course at speed. I thought the power steering was "just right", with a reasonable degree of feedback coupled with excellent directional stability and extreme ease of parking.

Although top-of-the-diesel range and perfectly adequate, the engine wasn't exactly bursting with the power and torque one would expect (and get) from a turbo unit. Our test hill was topped, for instance, at 39mph in third gear. I'd have expected better from a fairly lightweight – and lightly laden – vehicle, except that it was too soon to judge. There were just a few hundred miles on the odo; owners tell me that performance continues to improve right into the twenty thousands

(as does fuel consumption, it seems). So take the figures in the specification as a starting point rather than the best you're likely to get.

At 60mph there was some tyre hum but practically no wind noise. At 70mph the engine, with transmission in fifth gear, did appear to be revving fairly hard; it could be heard but not intrusively. The special 'motorcaravan pack' supplied to approved converters does appear to include a good level of soundproofing, if my memory of driving an unlined commercial Volks a little while ago is correct.

The Volks rolled just a little on bends taken fast but there was never any feeling that she was going to slip away, nor protest from the tyres. The lap/diagonal restraint harnesses kept the rear passengers in their places.

Fortunately, nobody rammed us from behind. Had that happened, rear seat passengers would have had sore necks for, although their bodies are held securely in place, they have no head restraints. My rear passengers reported a comfortable ride with a good view out of side windows and windscreen – and a complete absence of rattles except on one occasion when the upper bed was removed (for a reason to be clarified later). Then there was a bit of chatter from somewhere at the rear of the lowered roof. (Yes, it was fastened properly; I checked.)

Back in the cab again, Audrey and I found the front seats to be fairly firm but we had no complaints on that score. A firm seat of correct shape provides the right sort of support for longer periods of time. In fact, the cab was a good place to be, with a comfortable ride, easily reachable controls, see-able instruments – and an all-round feeling of being at one with the vehicle. I would have liked a greater degree of rake on the driver's seat (the preferred semi-reclined posture represents frustration at never having driven a race car) but couldn't have it because of the furniture unit behind the backrest – a failing of most Volkswagens with the 'conventional' layout.

The whole cab was more car-like than van-like. Audrey and I appreciated the availability of cool air to our heads with warm to our feet for, on so many vehicles nowadays (our own included) if you want to be warm you must have an all-round, enervating fuff, surely not the most sensible way to drive long distances.

Fresh air cab ventilation is achieved via a twin grille in the centre of the dashboard, with vanes individually adjustable by both driver and passenger. Not all Volkswagen Transporters have this feature. It is found only on the upmarket people carriers – and VW-approved motorcaravans. In our case, it was just as well that it was there, for the other dashboard

vents, when opened, gave warm air even when the lever was set to 'cold'!

So, whilst controls and instruments were within reach and line of sight, they couldn't always be believed. The fuel gauge, for instance, showed seven-eighths full even after we had covered 150 miles. Then it went down with a bang! As a technician would probably declare, "the reading wasn't linear".

Cab windows have no quarterlights. When you wind the winders the whole window goes down. There is therefore unobstructed vision of the door mirrors – which are of odd shapes, the offside being different from the nearside (see the photograph of the front of the vehicle). I believe they are designed this way to provide the best possible rearward view.

There's a good view through the rear tailgate's window, too, only partly obstructed by the wardrobe at the extreme offside rear. It all makes the Volks easy to drive and to park.

We had quite a lot of rain during the test period, so discovered that the wipers sweep a reasonable area of the screen, that the Kleber tyres held well on doubtful surfaces – and that Auto-Sleepers' gutter additions, which curve around the body at the top of the windscreen, allowed us to open the doors without being drenched by cascades of rainwater pouring down – a small point which illustrates the amount of thought which has gone into the design of the vehicle.

The caravan

When arriving on site and finding a level pitch, the first action will be putting on the kettle or putting up the roof, depending on your priorities. (It's perfectly possible to do the former without bothering about the latter until later.)

The roof itself is easy enough to raise: undo the clips front and rear, push up the top and secure it in position by raising both the sides (or even one, if the weather is fine and you'd like a head height view of the countryside).

There's one snag which I remember criticising on a test report, ages ago: the upper bed conceals the rearward roof catch and must be slid forward while you duck beneath it, after undoing the forward catch. So, while just the two of us were using the Volks, I took the upper bed panels right out and left them at home.

Although, as remarked above, a little rattle could be heard from the roof whilst travelling, life became easier all round. The roof then was a doddle to erect and lower – and we had full head height over the entire caravan area whilst we went about our various occupations in the motorcaravan, with no risk of banging heads on one of the upper bed sections. The whole interior seemed lighter and more spacious.

In the wet weather we suffered, there was no opportunity to lower one complete roof wall but we were able to ensure a measure of cross ventilation by partially opening both side panels, where they can be held securely in position by the multi-position bolt sockets thoughtfully provided by the makers.

Seats

The rear settee is amply wide for two well proportioned adults and, with its raked backrest, is a comfortable place to spend an hour or two. There's a pocket at the side for papers or magazines. Our test took place

during a wet summer period; we don't know if the lack of insulation caused by opening up the panelling in this fashion would cause problems in cold weather.

The leg for the table top is stored, clipped, in the big drawer beneath the settee; its top is secured behind the driver's seat. We found it gave us ample room for our plates and things at meal times but, when relaxing over drinks or coffee, we preferred the smaller table on its cranked, adjustable leg, which is designed for the one sitting in the reversed passenger cab seat – and may also be swung through the doorway to present the top halfway outside the vehicle.

That seat, although held by a positive catch in fully-forward or fully-rearward positions, swivels quite easily but we found that the operation was simplified by opening the cab door. The driver's seat is not a swiveller.

The crockery set, by the way, is 'hidden' at the bottom of the chest storage unit in the worktop, beneath two wire baskets which will probably be filled with food or drinks bottles. I know of at least one owner who finds this location somewhat inconvenient and has made alternative arrangements.

And while we're on about crockery, some people will be delighted that, in addition to three sizes of plates and four cups and saucers, Auto-Sleepers provide a milk jug! It's good to eat and drink from something other than plastic but why, oh why, after all these years, hasn't the old firm produced its own logo on the crockery? What's a few pence measured against a £20 000 motorcaravan or the pride of its owner?

One carp, yet there's a lot to praise. In fine weather with the side door open, the Trooper makes a pleasant place for two or three to relax and, if it's too cold to do that, close the door and turn on the optional-extra, gas-fired blown-air heater which very quickly warms the interior. (After an initial warm-up, we turned the thermostat to a low setting so that the heat would come back as soon as the temperature began to drop.)

Beds

The lower bed is simple to make – and it was easy to do so on the demonstration model I tried. As the base of the settee is pulled out the backrest goes down flat, to match with that and the rear section in the 'boot'. The bed is ready for blankets, duvets or sleeping bags.

That's the theory. In practice, this particular model was extremely stiff – and even harder to push back to the settee position.

But here some allowance must be made. This was Cotswold Motor Caravans' own vehicle, not one which was being offered for sale at this time. When, as is likely, it is eventually offered for sale as an ex-demonstrator, the team will go all over it with a fine tooth comb – as I know from experience, having bought my own vehicle from them. They will insist, before you drive away, that everything is demonstrated and found to be in apple pie order.

So this one little lapse on this particular vehicle will be forgiven!

There has been some criticism – balanced by an equal amount of praise – about the comfort of Auto-Sleeper beds. A few individuals consider them to be hard. I thought this particular one was about right; Audrey would have liked slightly more softness – but agreed that the cushions were just perfect as seats. (Pity the poor manufacturer; we're



Special brackets were designed and made at Cotswold's workshops to carry the awning box.



Unless the awning is raised very high, its support bar foulds the front door – but the slider remains unobstructed.

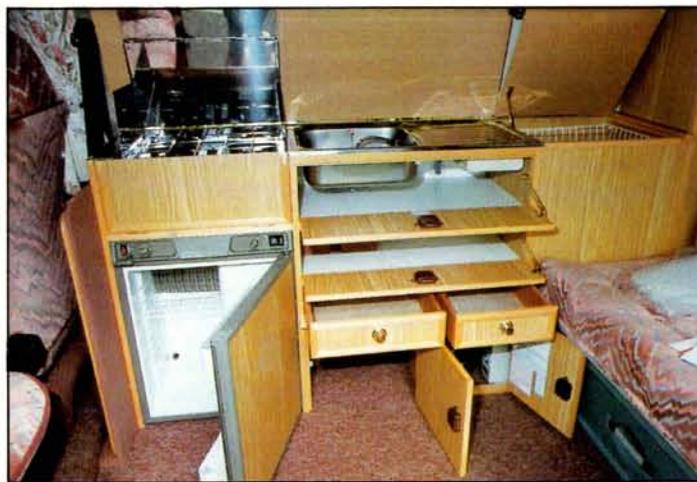


On a fine day you can see for miles, with one wall of the rising roof lowered.

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The spacious interior seen through the side doorway, with the cab seat reversed to face its own table.



Essentials of the kitchen: cupboards, doors and drawers, with a glimpse of the rear settee.



The stainless steel hob matches the square sink and drainer. The deep chest with its baskets is on the right.



The double bed is quickly adapted from the settee in one action. The three-point harnesses tuck neatly away.

all different!)

In a Volkswagen with 'conventional layout' such as the Trooper, we prefer to sleep with our heads to the rear. Some owners do it the other way round but, if we try that, our pillows always end up on the floor. My usual criticism is the lack of ventilation at the extreme rear of most models – but not in this case. With the roof sidewalls slightly open (as mentioned above) there was a pleasant movement of air, yet no drips of rain managed to penetrate.

I must confess to funkng the upper bed. It's scarcely big enough for adults, anyway (see specification), and the 'mattress' is but one inch thick – although there's as much headroom as can be found in many an overcab bed in the luton of a coachbuilt. And, whatever the limitations, one should remember that the Trooper is one of the very few rising roof motorcaravans offering a solid roof bed rather than the usual hammock or stretcher bunks.

As explained, we left the upper bed at home. Had it been in use by perhaps a couple of children, headroom down below would have been restricted to some 56 inches, except for a 'standing gap' 17 inches wide at the front of the caravan section. It's a compact little motorcaravan and some restrictions are unavoidable.

With a coachbuilt or hightop, you're likely to get a ladder to assist entry to an upper bed. There wasn't one here. Youngsters would have to be lifted – or encouraged to treat the furniture units as an adventure playground and develop their climbing skills.

At night, the lined curtains obscured all the windows satisfactorily. The two forward side windows had roller insect screens and could be opened to increase ventilation yet exclude the little pests. The rearmost side window also had an insect screen – yet didn't open. That's not as daft as it seems, for the insect screens also make ideal privacy curtains.

The kitchen

It's all along one side, in true British Volkswagen fashion – a layout that is so popular that virtually every motorcaravan converter of Volkswagens has at least one such to offer.

Starting at the front, the beautiful wooden cabinetwork hides the twin burner hob with grill beneath and large fridge with electronic ignition below that. This furniture effectively blocks off the small storage space beneath the driver's seat.

Adjacent to the hob is the stainless steel sink with a good sized integral drainer. It's spoilt, in our opinion, by the nasty water faucet – or rather its silly little knob which is almost impossible to turn with wet hands and, as we have found to our cost on our own Auto-Sleeper, can stiffen up with use.

Arthritis sufferers: take note!

A fall front provides access to the space beneath the sink, part of which is occupied by a small cutlery drawer. There's plenty of space around to store kitchen spoons, carving knives and dishwashing materials. Below is a similar flap door providing access to a shallow but completely uncluttered storage space. Below the two shallow compartments are twin, side-by-side drawers.

That's typical of Auto-Sleeper thoroughness. So many converters would have left you with a cheaper single cupboard here. Auto-Sleepers have maximised the available storage space – and how good it is to find two sensible drawers in a compact conversion, when there are several larger motorcaravans with none at all!

Right at the bottom of the kitchen unit are two further, conventional cupboards with hinged doors. The forward one is empty, ready to take a small Porta-Potti. The rearmost provides a little further storage space and houses the mains electric power breaker. (The mains input socket leads straight to it from a flap on the exterior of the vehicle.)

In the small section of wall next to this cupboard is the outlet for the Propex blown warm air gas heater, nicely positioned so that it warms the feet of anyone sitting at the settee, before circulating to the rest of the interior. This heater can be used to circulate cool air in suitable temperatures.

The kitchen work surface is completed by the hinged cover to the deep storage chest which, when opened, reveals two plastic covered wire baskets for storage of food or what-you-will. They must be lifted out to gain access to the four-place crockery set right at the bottom.

The kitchen cabinet therefore has three hinged lids, concealing hob, sink and chest. Work surface is gained by leaving one or more of them down. With all covers and doors closed, there is a good looking and extremely well finished item of furniture.

All the doors and drawers stayed firmly closed and free from rattles when we were motoring, being held so by positive push-button catches – about which there has been some controversy.

There is no doubt that they do their job most efficiently but their knobs have to be pushed fairly hard with thumbs to make them function. A few owners have, however, discovered a tendency towards 'RSI' (repetitive strain injury).

Whilst spending a couple of hours in the 'van taking photographs, I decided to put the matter to the test, deliberately opening and closing doors and drawers many times and, yes, my thumb did begin to ache. To allay fears, however, I need only point out that on site the doors will click closed and the knobs can be forgotten – until it's time to drive away, when it would be essential to 'batten down all hatches'.

More storage space

Right at the back, on the offside, is the small wardrobe, accessible from the interior by leaning over the back of the settee or (more conveniently) from the exterior via the tailgate and the wardrobe's rear door.

When the tailgate is open the 'estate car versatility' of the Trooper is revealed. There's a neatly trimmed, removable shelf behind the backrest of the settee; it conceals the contents of the storage compartment from inquisitive eyes. Lower down is a cushion which forms the head (foot?) of the bed when the settee backrest is lowered. Right at the bottom is another deep storage compartment which, on this model, was partly obstructed by the second battery (neatly housed in its own box – as would be expected in an Auto-Sleeper – and ventilated to the exterior. On future production models, we are told, this space will be completely clear, the second battery being located in the engine compartment.

On the left hand side of this rear compartment there is a small recess for the vehicle's jack and essential tool kit (which the owner will doubtless need to supplement).

The base of the wardrobe is given over to the sealed-from-the-interior gas bottle compartment, capable of taking two small Calor Gas butane or propane containers, in tandem. I found it an awfully long reach to the

securing strap on the forward bottle and must admit that I abandoned the attempt to secure the bottle, being content to wedge it in place with clobber.

This needs either another kind of strap or a different method of fastening.

There is more storage space to be described in the interior of the motorcaravan, the chief being the big, easy-sliding drawer beneath the settee. Its capacity is somewhat reduced by the two table legs and one table top stored within. If the vehicle were mine, I'd be thinking of alternative positions for these items, leaving the drawer uncluttered.

Whilst the space in the plinth of the driver's seat is inaccessible (thanks to the furniture unit behind it), that beneath the passenger cab seat is accessible from the rear. I'd favour that for outdoor footwear.

Both cab doors have generous troughs, big enough, as the photograph shows, to take a 'giant' road atlas. There's a useful shelf on the top of the dash for the cab passenger and a lockable locker beneath. It's good to report that the one ignition key also dealt with all the doors, the glove locker and the fuel cap. The only other key needed is that for the fresh water filler cap.

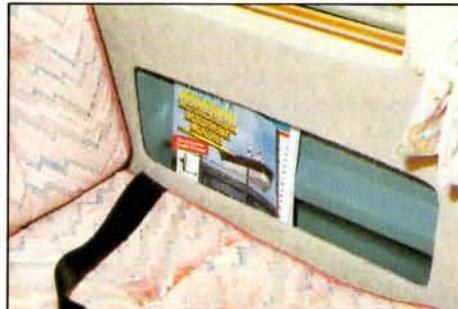
Outside

There's not a lot to be said here; the photographs show that this is an attractive vehicle of compact dimensions with an excellent finish all round. (We picked up a lot of dirt while motoring on wet roads. I found it all washed off easily in about 20 minutes, using a brush on a hose. The motorcaravan was clean on our last day; by the time we had returned the vehicle, it was filthy again – just part of a road tester's life!)

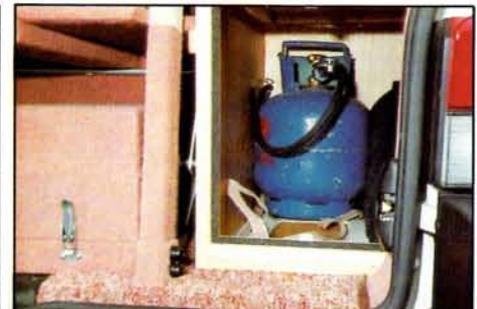
The photographs show a roll-out awning – one of the optional extras fitted by Cotswold Motor Caravans. (It's not the easiest of vehicles on which to fit, without damage, the fairly heavy box which houses the rolled blind. Special brackets were manufactured in their workshop – so they



The big drawer beneath the settee is partly occupied by the smaller table top and leg.



There's a recess for books at the side of the settee. Could it become a cold spot in winter?



The gas locker beneath the wardrobe takes two Calors but the forward one is difficult to fasten.



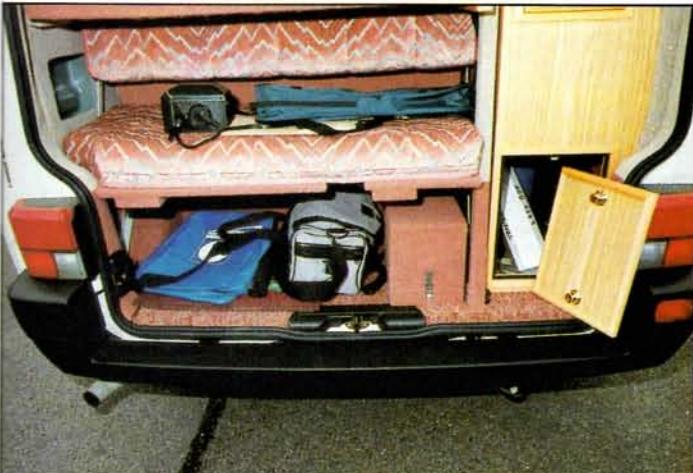
Looking up from floor level: roof bed sections must be slid forward before operating rear roof catches.



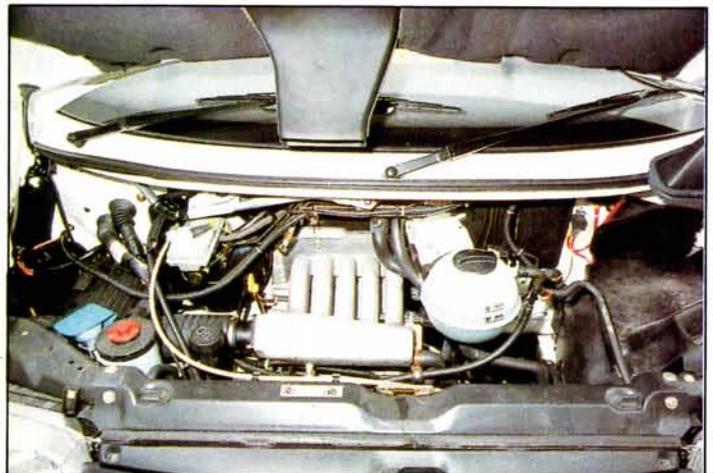
With the roof bed removed completely there is free headroom over the entire caravan area.



The spare wheel is carried in a cradle beneath the floor at the extreme rear. It's fairly accessible.



The 'boot' at the back. Its contents are completely hidden when the tailgate is closed.



Volkswagen's five cylinder diesel and ancillaries packs the under-bonnet space.

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could now do one for you, too!)

With a rising roof motorcaravan, the awning box has of necessity to be placed immediately above the window line. We found that it had to be raised fairly high on its legs (thus with very little or even a negative slope) to clear the front door. But the sliding side door posed no problems – and that's the one which would be chiefly used on a campsite.

The awning extended the floor area of the little motorcaravan effectively and, had the weather been kinder, we would have enjoyed sitting beneath it, sipping our evening pick-me-ups. But the awning came into its own, even in the rain, for it kept a patch of ground dry for us, where we could remove wet coats and muddy footwear before climbing inside and turning on that efficient heater.

We admired the Trooper with the excellent finish we have come to expect from Auto-Sleepers. It's easy to drive and park, has good manners on the road. With its large, concealed rear storage compartment and clear floor space, it can fill the function of a daily runabout, small removals van – or a nice little home on holiday.

Finally, MMM's thanks go to Cotswold Motor Caravans for supplying an Auto-Sleeper for test when the converters were unable to do so.

Footnote:

As explained in the text, the Trooper had covered few miles when lent to us. After a gap of a few months and 5000 miles, we were invited to sample it again.

Performance on hills was greatly improved. On a 1 in 10 hill which my Legend tops at little more than 20mph in second gear, the Trooper sailed at close to 50mph and was equally happy in third or fourth gear.

Acceleration is now truly sparkling. Experience of others suggests that continuing improvement can be expected up to or beyond 20 000 miles. JH.

I liked . . .

- Prompt, sure starting
- Quiet as a petrol engine
- Flexible, forgiving transmission
- Rock steady at speed
- Power steering with 'feel'
- Ease of parking
- Three-point rear restraints
- Good view out for all
- Absence of rattles (see text)
- Supportive seats

- Lockable glove compartment
- Troughs on cab doors
- Warm feet, cool heads
- Easy rising roof
- Roof adaptability
- Supplied, fitted crockery
- Adaptable smaller table
- Thermostatically controlled heater
- Sensible settee
- Good bed
- 'At a pinch' upper bed

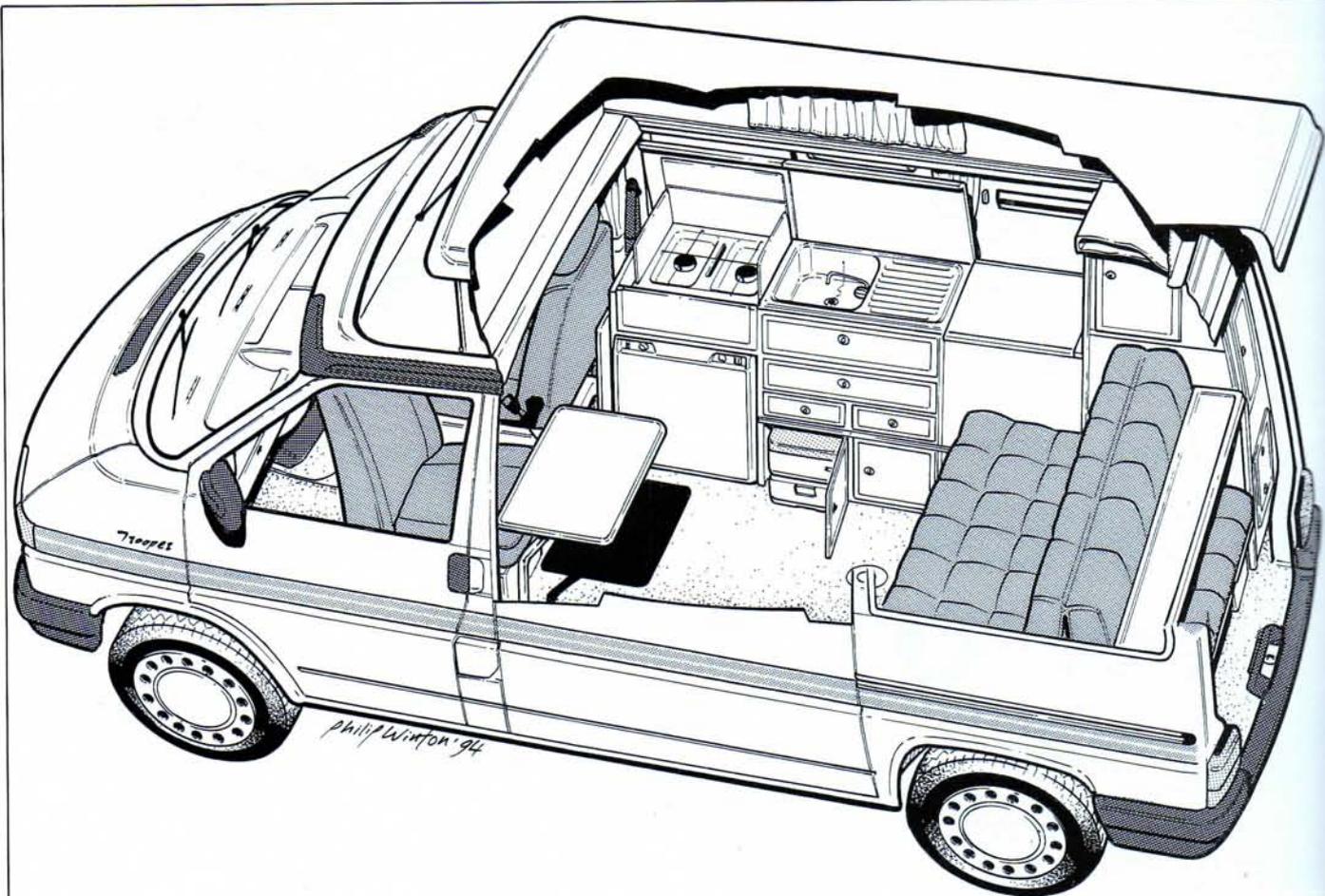
- Large, three-way fridge
- Cutlery tray
- Twin drawers
- Porta-Potti storage
- Safe mains electricity
- Well finished furniture
- Colour scheme
- Concealed rear 'boot'
- Jack and tool stowage
- All-round versatility

I would have liked . . .

- Rear head restraints
- More rake on driver's seat
- Linear fuel gauge readings
- Accessible rear roof catch
- More accessible crockery
- Easier gas bottle fastening
- Uncluttered settee drawer

I disliked . . .

- The knob on the water tap



SPECIFICATION (model tested)

The vehicle

Base vehicle & engine type: swb Volkswagen T4 2.4l 5-cyl diesel.
Output: 78bhp/57kW at 3700rpm.
Max torque: 121lb ft/164Nm at 1800-2200rpm
Achieved 30-50mph acceleration time: 3rd gear 8 sec, 4th 11 sec.
Compression ratio: 22.5:1
Gearbox & drive: 5 speed. Front wheel drive.
Brakes: Disc/drum dual circuit with load sensing valve.
Steering: Rack and pinion with collapsible linkage.
Suspension: Independent all round; front double wishbones, rear trailing arms.
Tyres fitted: Kleber G2S 195/70 R15.
Spare wheel position: Beneath floor at rear.
Fuel tank capacity: 17.6 gal/80l.
Fuel consumption during test: 29.8mpg (see text).
Type of fuel: Diesel.
Instruments: Speedo with trip, fuel gauge, coolant temperature, analogue clock.
Warning lamps: Ignition/battery warning, main beam, parking lights, oil pressure, turn indicators, hazard flash, handbrake, rear fog light, heated rear window, glow plugs.
Windscreens wiper controls: Lever: 2 speeds plus intermittent.
Heater controls: 3 levers, 3 speed fan, warm feet with cool heads possible.
Other features: Stereo radio cassette player with strongest signal search, cigar lighter, ashtray, lockable glove box, large door troughs, heated rear window with wash/wipe, single key for all vehicle functions, front seats adjustable for reach and backrest rake, passenger cab seat swivels, mirror on passenger's visor, front seat head restraints.

The Caravan

Body type & construction: Panel van with rising roof.
Insulation: Glass wool in cavities.
Windows and doors: Nearside sliding door, rear tailgate, 2 sliding windows.
Additional ventilation: Adjustable walls to raised roof (see text).
Blinds/curtains: Lined curtains all round; roller insect screens to side windows.
Mains electricity/electrical sockets: Standard 16amp input socket and safety trip with two mini breakers; one 13 amp socket.
Batteries & control panel: Two-battery system; Zig control panel with adjustable water level gauge, 12V socket, switches and battery condition indicator.
Capacity of caravan battery: 60AH, in boot, ventilated to exterior but under bonnet in future models.
Lighting: 3 double fluorescents, 2 courtesy.
Cooking facilities: 2-burner hob plus grill.
Extractor fan/cooker hood: None.
Refrigerator: Electrolux RM4207, 3 way, electronic ignition.
Sink & drainer: Stainless steel, integral.
Water system: Underfloor fresh water tank with external lockable filler; capacity 17gal/77.7l
Hot water system: None.
Water pump: Electric, pressure sensitive.
Waste water tank: None.
Space heating: Propex Compact, allows cool air circulation.
Gas locker: At base of wardrobe, sealed, accessible only from tailgate, capacity 2 Calor 4.5kg.
Seating/dining/sleeping: Rear settee makes double bed, upper bed for children, reversible cab passenger seat, 2 tables (see text).
Rear restraint harnesses: Two lap/diagonal for rear settee; no head restraints.
Tables: Two: island leg for settee, adjustable for front seat.
Tables: storage provision: Large table top behind driver's seat, small top in underseat drawer with clips for legs.
Wardrobe: Rear offside, dual access.
Flooring: Carpet throughout.

Dimensions

Overall length: 15ft 4in/4.67m.
Overall width, excl mirrors: 6ft 1in/1.85m.
Overall width, incl mirrors: 7ft 2in/2.18m.
Overall height: 6ft 11in/2.11m.
Turning circle, wall to wall: 38ft 5in/11.7m.

Driver's max leg length: 42in/1065mm with back vertical.
Step up height to caravan: 15.5in + 5in/395 + 125mm.
Door aperture: 40inW x 50inH/1015 x 1270mm.
Interior length from dash: 10ft 10in/3.33m.
Interior length behind cab: 7ft 10in/2.39m.
Interior width at waist level: 5ft/1525mm.
Interior height: Roof raised 6ft 3in/1.90m clearance.
Work surface height: 33.5in/850mm.
Table dimensions: 28 x 18.5 x 28.5inH/710 x 470 x 725mm.
 21.5 x 14.75 x 27inH/545 x 375 x 710mm.

Bed dimensions:

(1) Lower double **Mattress length:** 74in/1880mm.
Mattress width: 44in/1120mm.
Mattress depth: 4in/100mm.
Available headroom: 37in/940mm beneath upper bed
 (2) Upper **Mattress length:** 62in/1575mm.
Mattress width: 46in/1170mm.
Mattress depth: 1in/25mm.
Available headroom: 20in/510mm.

Wardrobe (height from rail): 13inD (av), 20inW, 32inH/330 x 510 x 815mm.

Gas locker: 22.5 x 15.25 x 17.5inH/570 x 385 x 445mm.

Gas locker door aperture: 12.5 x 10in/315 x 255mm.

Other principal cupboards/lockers:

Lower 'boot' 27 x 21 x 13inH/685 x 353 x 330mm
 Upper 'boot' 41 x 21 x 11.5inH/1040 x 535 x 290mm.
Work surface chest 18 x 14.75 x 19.75inH/455 x 375 x 500mm.
Underseat drawer 30.5 x 18 x 7.75inH/ 775 x 455 x 195mm partly obstructed by table top and legs.

Gross vehicle weight: 50.98cwt/2590kg

Unladen weight: 38.09cwt/1935kg

Load capacity: 12.89cwt/655kg

PRICE:

for model tested £22 277 inc VAT and 12 months road tax.

Optional extras available

Base vehicle options:

2 litre petrol engine (less £1344), 2.5 litre petrol engine (£865), 1.9 litre diesel engine (less £674), ABS braking (£1512), dash air conditioning (£1743), auto transmission (£1557), central locking (£354), electric mirrors (£188), electric cab windows (£290), towbar (£853), syncro four wheel drive (£N/A).

Caravan options (factory fitted):

Carver Cascade water heater with mains hook-up £367, mains charging system with second battery (petrol) £181, mains charging system with second battery (diesel) £223*, thermostatically controlled blown air heating £347*, cab seat armrests £123.

*fitted to test vehicle.

Colour scheme

Off-white exterior with characteristic Auto-Sleeper striping. Pink/rust velour upholstery with geometric pattern in pale grey-blue; toning flecked carpet in a deeper shade; lined curtains of pink floral chintz on pale background; fawn carpet type lining to interior walls etc; grey-fronted drawer beneath settee; light oak finish woodwork.

Converters:

Auto-Sleepers Ltd, Orchard Works, Willersey, Broadway, Worcestershire WR12 7QZ (0386 853338).

Supplied for test by:

Cotswold Motor Caravans, Cheltenham Road East, Churchdown, Gloucester GL2 9QL (0452 857131).

E&OE

