

## “Plus all the things that make the Basic Kit Deluxe”

When it comes to the Deluxe Kit, the text of ‘Getaway car!’ makes must-have reading, particularly as all the extra goodies fit ‘compactly inside the vehicle’.

“The icebox cabinet is next to the double side doors so that it can be reached from either inside or out. Same thing for the portable stove. You can set it up on the folding utility table for cooking outdoors, or on the counter top of the icebox cabinet for cooking indoors. The lamps go on the left wall. The john is under the front bench seat. Sleeping arrangements are the

same as you get in the Basic Kit. But in the Deluxe bedroom set-up you also get a night table (the top of the icebox cabinet).”

Specifically in less flowing terminology, the Deluxe version also added a water pump and a shelf attached to the side of the cool box to hold a washing up bowl, while the chemical toilet (john) was stored under the front seat closest to the window.

The lamps, referred to above, were very similar in nature to the clamshell design offered by Westfalia and while not visible on this page, are definitely on view in the illustration overleaf.

Perhaps best of all, even the Deluxe Kit could be upgraded. While the author of the down-to-earth black and white listings brochure might consider it most important to remind customers that “when placing your order, be sure to tell your VW dealer whether or not your Volkswagen has a divided front seat”, the man at DDB had other ideas. “What more could you ask for? Sundeck? Awnings? A guest room? You can get these too ...”

# A PLEASURE TO DRIVE -

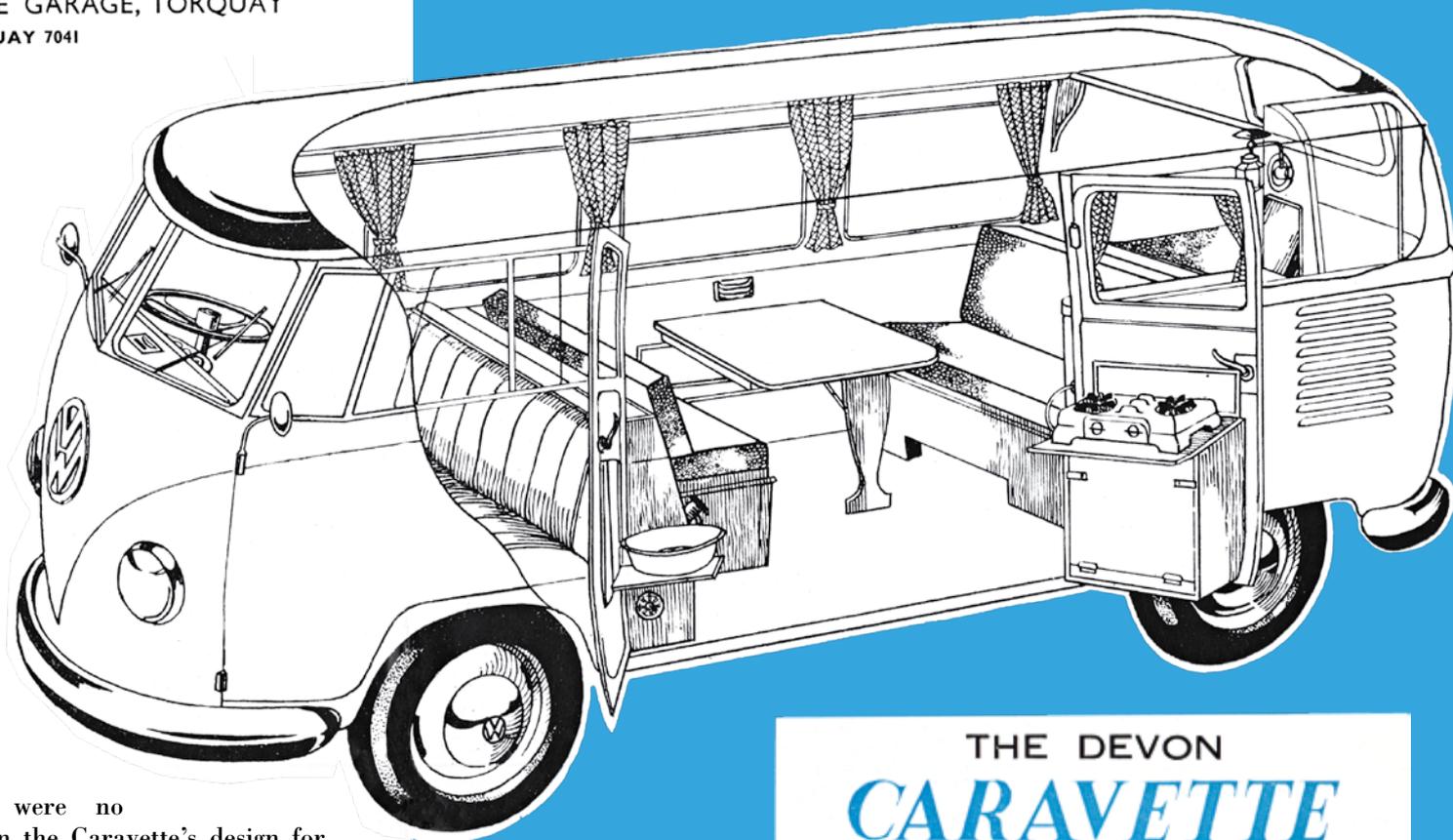
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# A JOY TO LIVE IN

FORMICA  
SURFACES

SOLID OAK  
FITTINGS

ELECTRIC AND  
GAS LIGHTING



## THE DEVON **CARAVETTE** MOTORISED CARAVAN

Although there were no major advances in the Caravette's design for or during 1960, the cooker was relocated onto the rear of the two-loading doors – as depicted in the enhanced brochure produced for that year. The company worded its latest sales material carefully, describing it as being 'arranged to provide indoor/outdoor cooking for use as required.'

A further nice touch related to the widespread availability of Volkswagen products and particularly service. "The VW is an international vehicle sold in over 100 countries and backed by a worldwide service. It is therefore particularly suitable for touring in all countries."

Full Set of Crockery for four people  
"Easicool" Food Storage Cabinet  
and 4 gallon Water Container

COMPACT KITCHEN  
ARRANGEMENT

CHOICE OF  
INTERIOR FINISHES

DEEP FOAM  
UPHOLSTERY

# THE DANBURY

MOTOR CARAVAN ON THE 1970 VOLKSWAGEN.



With the advent of the Bay, out went the name of Multicar, although many of its design characteristics were carried forward in a revitalised form. From now on, the camper was simply labelled 'The Danbury' and was available on either the Kombi or Microbus, the difference in price being just £50 more for the latter, which rolled in at £1250 (1970 price). The 'Danbury elevating roof' added £120 to the cost of both models. Like Dormobile, once the design package had been determined, Danbury stuck more or less with the same model for the duration of the Bay's run.

Unlike that of many converters, most of Danbury's literature of the late 1960s and onwards fails to include a layout plan, instead resorting to pictures to explain the highlights of the design. (Fortunately, a single leaf brochure dating from 1975 does include a helpful drawing!)

Movable twin middle seats afforded different seating arrangements to suit the occasion, which included both a walk through living area and an L-shaped day settee. When travelling, both movable seats could be faced forwards, while the addition of a middle seat facing rearwards was advantageous particularly when it was time to eat.

"Cooking; the Danbury high pressure cooker (standard on all models) is functional efficient and swings down into the front locker when not in use ... thus creating another seat."

"Clearing away; after meals the washing-up is easily done in the Danbury full size sink, which of course has a pumped water supply."

"Privacy; ensured by the attractive all-round curtains on silent runners."

"Extra bunks; a further two adult roof bunks can be provided when the Danbury elevating roof is fitted. This is easily raised for sleeping ... and just as easily secured in the storage position for travelling ..."

# THE DANBURY

BRITAIN'S PREMIER MOTOR CARAVAN ON THE 1971 VOLKSWAGEN.  
DANBURY CONVERSIONS LIMITED  
DANBURY, NEAR CHELMSFORD, ESSEX



PHONE DANBURY 2224/5/6/7



BRITAIN'S PREMIER MOTOR CARAVAN ON THE 1971 VOLKSWAGEN.

## Layout 1



Although the plans reproduced here reveal the differences between the two layouts, Holdsworth was keen to elaborate in its lengthy text. For Layout 1 it wrote of a “motor caravan that wins top marks for easy-to-live with features right throughout the year”, while for Layout 2 the message was of a more upmarket offering. “Now this is where we really turn your head when it comes to luxury features!” After confirming that owners of a Layout 2 had got “just about every one of the fittings included in Layout 1”, Holdsworth pointed out one or two of the upgrades, but by no means all – the balance being left for people to find in the specification list! While the fact that the 72in double bed was “only 24in from the floor”, (“so going to bed is not a job for the athletically inclined”) received full coverage, the “stainless steel sink and drainer with waste outlet” of the Layout 2 compared to the ‘portable wash bowl’ of Layout 1 could only be detected by scrutiny of the specification lists. The odd ‘upgrade’ might not have been to everybody’s choice either. With Layout 1 there was a ‘fully enclosed wardrobe’ (positioned behind the passenger seat), but Layout 2 owners had to be content with “wardrobe hanging space over the engine deck.”

Despite the lack of vision when it came to naming its designs, Holdsworth’s work was of high quality. The furniture was hand-built and exclusive Scandinavian weave fabrics were extensively used.

## Layout 2



# Thirty 'easy to arrange' layouts . . .

## COOKING



Interior converts to 3 seater for sit down cooking and forward view travelling.

Fold-away gas cooker and food storage in rear door for indoors and outdoor use.



## LIGHTING & DECOR

Alternative lighting is provided (equal to 75 watt electric).

Woodwork is in polished natural oak.

Soft furnishings and colour scheme of your own choice.

## FURTHER FEATURES

Kerb-side entrance to interior.

Passage space to all bed arrangements.

Non-domestic appearance for everyday use.

## EXTRAS

Travelling office and custom built furniture.

Loft, Awnings, etc.

We will be pleased to help you on any special problem, with custom built equipment for any use or climate.



## *Life's little challenges!*

"Ingenious, but somewhat cramped" might be the best description of the 'Moto-Caravan'. Headroom was restricted to just 56in (1422mm), with the result that even the shortest of adults had to stoop, or remain seated. Standing was out of the question.

Import duties made the VW Transporter expensive compared to British-built rivals. Hence in the early years, Peter Pitt adapted his conversion to suit a selection of Thames, Commer and Austin bases. In 1960 – the year of the brochure adapted for reproduction here – the Volkswagen based Camper was re-launched.



## *Moto-Caravan* FROM CAR TO CARAVAN



The Loft, an optional extra, giving added sleeping space for two adults, folding to a luggage rack for day travel.