

Two new Holdsworth VWs:
Vision with hightop is the first to become available.
Villa with rising roof will follow later.



THE FIRST OF THE MANY

John Hunt examines the first of the approved conversions of the new VW T4.

Audrey and I, sworn to secrecy until the lifting of the embargo, were favoured by being shown Richard Holdsworth's new VW conversions before the official release date.

Both of the vehicles I crawled all over were hightops, the Villa following what we have come to consider the 'standard' Volks layout, whilst the Vision makes full use of the opening tailgate. A rising roof version of the Villa has also been built and will be announced later.

Only three British converters have had their prototype motorcaravan adaptations crash tested and approved by Volkswagen: Autohomes, Auto-Sleepers and Holdsworth. They are designed to meet the expected enforcement of 'whole vehicle type approval', although the date of its becoming legislation has not yet been announced. The customer can therefore be assured that any VW bearing the name of one of these three will meet Volkswagen's own stringent safety requirements.

The Villa's rear settee, which is pulled out to become a double bed, may appear familiar but is in fact a whole new design. The box beneath the seat cushion slides forward as the base is pulled, carrying its contents with it. As the logical place to store the bedding is beneath this seat, bed making will be considerably simplified.

The new Holdsworth system makes the rear seat belts more readily accessible and they too have been crash tested. As it is now possible to obtain child safety seats

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Front end of VW Vision. The old L-shaped settee has gone, to be replaced by a straight couch. Gangway leads to rear tailgate.



Villa in workshop. Stowage area which takes the place of the rear engine can just be seen. High roof incorporates a roof rack.



Kitchen and storage area of Villa, with wardrobe at extreme rear. Top opening fridge is beneath the closed worktop.

for these lap belts, a family of two-plus-two will be able to motor securely fastened in the sure knowledge that they will be as safe as modern technology can make them.

The bed in the new Villa extends rather further forward than in the rear engined Transporter but there is still ample space for undressing in the floor space available. The new T4 is not a big van and there was not room to incorporate the fridge in the

offside kitchen cabinet in the usual way if its door was to be opened for the essential morning cup of tea before the bed was retracted. Holdsworth's solution was ingenious; the fridge is a top opener incorporated into the work surface. The design team has thereby made a virtue out of necessity, for a fridge with a lid is more efficient than one with a door; the coldness does not spill out on to the floor!

When the Villa's tailgate is lifted, in place of the usual engine box is a capacious storage area. This little motorcaravan will easily double as an estate car for day-to-day use.

About the only part of the old Vision that has been retained is the name. This one follows, with some unique Holdsworth variations (as always!), the familiar theme of four forward facing seats at the front which

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We caught Vision during a photographic session for the new brochures. All Holdsworth VWs have tailgates as standard.



Vision's kitchen is on nearside, features slide-out drinks locker, storage area and drawer. (Forgive intrusive tripod.)



Four seats at Vision's front will convert to twin single beds or inward facing settees. Upholstery looks (and is) luxurious.



Vision, offside rear. Tall wardrobe, large refrigerator, both with storage beneath. Note extending towel rails.



In Holdsworth's body shop. Roof cut-out on van nearest camera has yet to be strengthened to conform to VW's exacting standards.

are made into two single beds. Kitchen and storage are at the back, either side of the gangway and in place of the two doors is a tailgate. When we called, they were already talking about an awning to fit the raised tailgate.

Both are good looking vehicles. I liked the flowing line of the hightops, Audrey the interesting upholstery patterns. It will be interesting to see which of the two layouts becomes the more popular but, in the meantime, we at MMM now wait with bated breath to see which will be the first of the VW T4 APPROVED conversions we can get our hands on for road test. □