

# MODIFICATIONS TO AN AUTOHOMES KAMPER

by Bert Gladdish

I thought, perhaps, that MMM's readers might be interested in the modifications which I have made to my Autohomes VW Kamper.

When I retired, three years ago, we decided to replace our old motorcaravan. My wife and I were attracted to the VW conversions as they seemed to meet our basic requirements which were for an all-year-round family motorcar, easy to park, not too heavy on fuel and able to provide adequate accommodation for longish holidays (eg: five to six weeks' duration).

Our eventual choice was the Kamper and we have since had little of significance to complain of in the basic conversion.

However, the modifications described below have added considerably to our own enjoyment and convenience (no pun intended, I assure you!).

1) The additional passenger seat has been removed and replaced by seat/cupboard shown. This was made from 'Oakplas' chipboard using nylon inserts and no 8, 1½ inch wood screws to join the sections. Corners were finished with thin strips of oak, glued and pinned. The seat was mounted on the existing runners via an 18mm block-board base, to give strength and stability.

The unit was sized to house a model 165 Porta-Potti in the main space. Although normally removed when on site, leaving a considerable space for spare kit, it can be used in situ. The upper cupboard was fitted out to take four 75cl bottles but is of a size that could equally be put to other uses.

The lower cupboard (see lower right in the picture) is used by us to stow all our footwear and cleaning materials.

The seat and back squabs are foam rubber with zip-fastened loose covers and are fixed to the seat by Velcro strips.

When completed, I was surprised to find that the unit weighed less than the original seat. Incidentally, waste not, want not, the original was quickly commandeered by my wife for the bedroom.

2) A shortcoming of the Autohomes conversion was the lack of suitable storage for crockery (other converters even *provide* the crockery!). My solution to this was the unit shown. This was built as a composite unit to slide exactly into the space under the sink unit. The upper drawer to the right was fitted out to hold jars for tea, coffee and sugar, plus pepper and salt pots, while the lower houses kitchen items such as tin-opener and spatulas etc.

3) To extend our dietary repertoire, a small electric oven/hot-plate was purchased, for use when we are on hook-up. As there was no useful working surface available on which to place this without inhibiting use of the gas hob and sink, a small table was made, to be fitted when required in front of the drainer. This is



secured by nylon latches, the weight being supported at one side by a plastic shelf support and, on the other, by a hinged leg. A raised edge is fitted to the table for safety reasons.

When not in use, table and oven are stowed in the cupboard below.

NB: The same picture shows the Car-vac, tucked into the corner where it is held by a Terry clip.

The most expensive item was the seat, materials for which cost around £30. The other items were made mainly from odds and ends of chipboard and plywood at a total cost of under £5.

*You're wise to keep hard, heavy items at a low level, where they are less likely to become projectiles in a sudden stop. Ed. □*

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