

# Fleet PR

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December 22, 1976

M. C. Lumby, Esq.,  
Caravans International Ltd.,  
Emson Close,  
SAFFRON WALDEN,  
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Dear Martin,

I enclose the photographs used in the PRACTICAL CARAVAN feature with negative numbers, where known, marked on the back. In case it's of any use, I have also enclosed a copy of Tony's notes for PRACTICAL CARAVAN.

I am still chasing the printer for the corporate identity pictures used in Network 6 and will send these to you as soon as they arrive. In the meantime, I enclose two I found in the file from a previous issue. Sorry!

Best wishes for a very prosperous - and happy - New Year.

Yours sincerely,



Beryl Webster

P.S. You will notice there is ~~no~~ picture of Mr. Alper and the Sprite 400 in the Sierra Nevada. I do not have a print of this but I do hold the negative.

# ACHIEVEMENTS FEATURE

## Pictures 1 and 1A -

40 yrs  
80 years separate the two pictures. The Hillman Wizard and Eccles caravan outfit <sup>was</sup> ~~were~~ photographed in Monte Carlo in 1932 having competed in the Monte Carlo Rally covering the route from Glasgow at an average speed of 23.5 m.p.h.

In 1972 Graham Birrell poses with his Chrysler 180 and Eccles Topaz combination having completed the same run at 54.6 m.p.h. to demonstrate development in car and caravan performance, and of European roads too.

GTuey.

GT1240/13

## Picture 2 -

Eccles Caravans 50th birthday, celebrated in 1969 by a cavalcade of Eccles models travelling from the company's original factory at Birmingham to Eccles current plant at Newmarket. Eccles is the longest established brand name in the caravan business.

## Picture 3 -

Edwardian caravanning? No, just the re-creation in 1964 of the style of that period. The outfit is a 1913 Rolls Royce towing a 1923 Eccles 2-berth. The outfit was entered for that year's British Caravan Road Rally and successfully completed the course.

Atlas  
uey.

72/211

## Picture 4 -

CI's most recent caravan range, Europa - which subsequently became the popular Europa marque - has done its share of proving trials and demonstrations too. In 1970 the then all-new Europa 390, seen here in Poland, completed a round-Europe tour driven by rally driver Rosemary Smith.

Picture 5 -

To test Europa construction on some of the roughest road conditions on earth this Peugeot and Europa 390 outfit was driven over 1,000 miles of the East African Safari Rally route in 1972. Wandering wildlife was just an added hazard.

Atlas  
neg.  
73/2404/1

Picture 6 -

Over the years Sprite models must have been subjected to more punishment on test tracks and put into a wider variety of situations than all other makes of caravan put together. By the time this picture was taken - in 1964 - of a Jensen and Sprite 400 travelling at over 100 miles an hour, Sprite had already taken other towing speed records for 24-hour endurance runs <sup>and</sup> as long ago as 1952, a complete circumnavigation of the Mediterranean coastline had been achieved.

Picture 7 -

On the banked track at Monza, near Milan, <sup>in 1966</sup> a Ford Zodiac and Sprite Major averaging 70.395 m.p.h. for 24 hours to cover 1,689 miles.

Missing

Negs  
with  
Beryl

Picture 8 -

T6 Demonstrating the easy towing of small caravans, two 'chauffeurs' on 50 c.c. mopeds towed this Sprite 400 round the Silverstone race circuit in 1967.



Picture 9 -

Back at Monza in 1969 a Ford Corsair and Sprite Alpine photographed at the end of a 5,000-mile endurance run carried out non-stop. Average speed was over 60 m.p.h.

Picture 10 -

Sprite prowess is demonstrated regularly throughout the world.

This outfit, in 1971, was the only caravan ever to compete in the North American Baja 500 off-the-road race.

*US built Sprite*

Picture 11 -

From the sublime to <sup>the</sup> nearly ridiculous. Mr. Bo Frisk of Sweden in the process of claiming the 32.9 m.p.h. world record for ski caravans.

*neg with Benny!*

Picture 12 -

Marking Sprite's Silver Jubilee in 1973 the special limited edition 'Silver Sprite Alpine'.

*Atlas neg  
73/2404*

Picture 13 -

10,000 feet up in the Sierra Nevada in Southern Spain a Sprite 400 and Mini driven by Caravans International's Chairman, Mr. Sam Alper, becomes the highest caravan in Europe. The attempt, on icy roads, was made in 1973 to show the towing performance of even the smallest caravan outfits.

*neg with Benny!*



1932 - Monte Carlo Run

*Could be Bill Riley in centre with Beret (Martin Lumby)*

Courtesy Historic Caravan Club Martin Lumby Archive



Courtesy Historic Caravan Club Martin Lumby Archive



### CARAVANNING IN THE GOOD OLD DAYS?

A photograph from the past? Not a bit of it. This picture was taken on Friday (24th April, 1964) of one of the entries leaving Newmarket for the start of this year's British Caravan Road Rally (24th-26th April).

The combination, a 1913 Rolls-Royce and a 1923 Eccles 2-berth caravan, will be competing against the world's latest cars and caravans over the 320-mile route, and in manoeuvring and speed tests at Mallory Park racing circuit on Saturday.

The crew is John Dennis (driver) and Commander Leonard Cubitt (navigator). Commander Cubitt is Assistant Sales Manager of Eccles Caravans Ltd., the world's oldest manufacturers of caravans. John Dennis, whose father owns the Rolls-Royce, lives in Send, Surrey.

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#### Issued on behalf of:

Eccles Caravans Ltd.,  
The Pines,  
Fordham Road,  
NEWMARKET, Suffolk.

pm:bw:24464

NO REPRODUCTION FEE





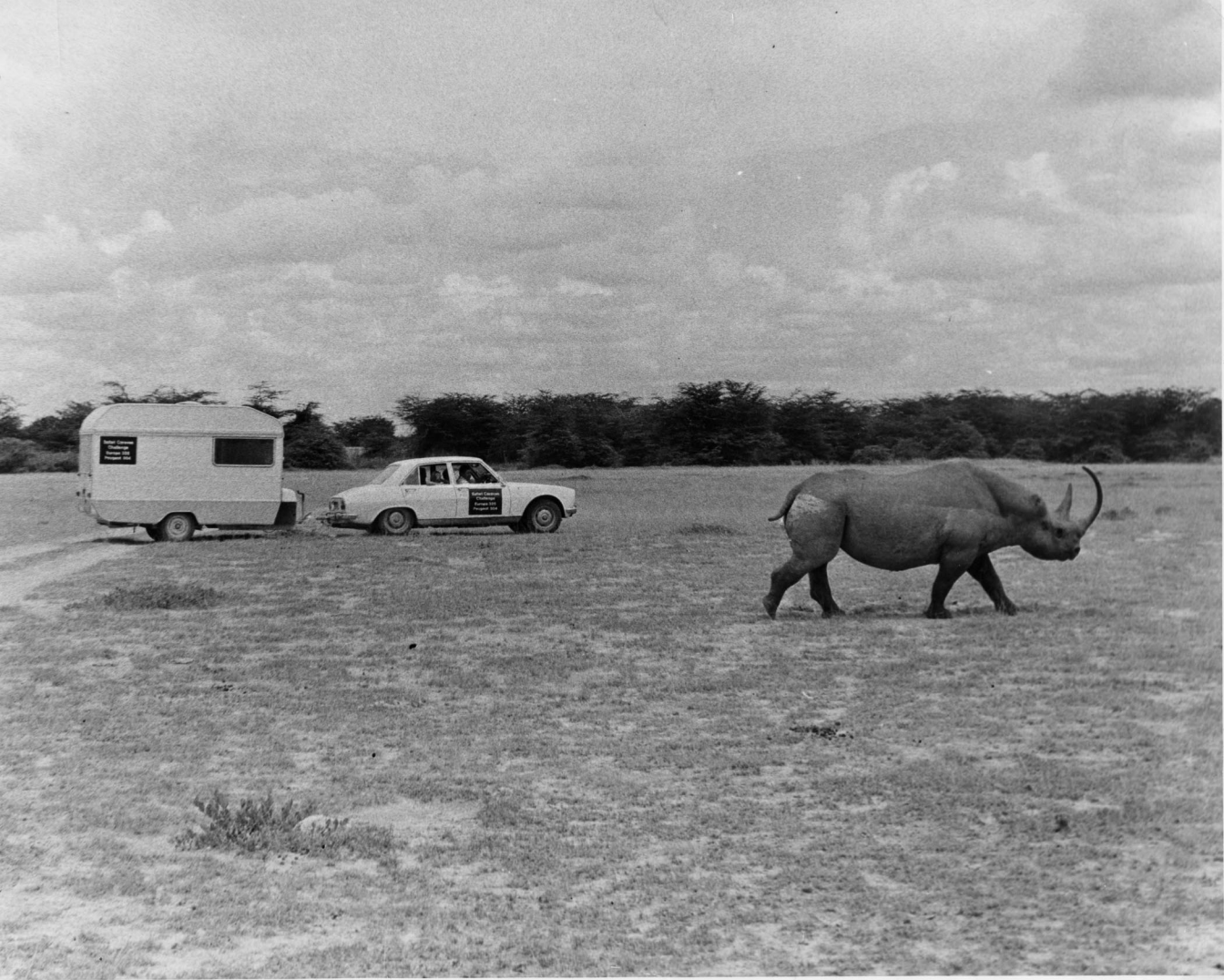
John Dennis and Commander Leonard Cubitt  
on British Road Rally 1964

Courtesy Historic Motorcars with 1923 Eccles and 1913 Rolls-Royce in Lumby Archive





1970 - Launch of the first Newmarket built Europa, covered Monte Carlo rally route, Oslo to Monte via Poland-Czechoslovakia etc.



Europa following Safari route - 1972



Sprite 400 during speed trials at Duxford airfield, Sept 30th, 1964.

A top speed of 101.9 mph was attained. (noted on Photo) 1864-27B (pencil on Photo)



### WORLD RECORDS FOR BRITISH CARAVANS AT MONZA

The Ford Corsair 2000 E and Sprite Alpine outfit follows the Cortina 1600 E and Sprite 400 round the bumpy Monza banking at nearly 70 mph. during the successful world record attempt last week.

The Corsair/Alpine covered 5000 miles in 81 hours 22 minutes to average 61.44 mph. (62.66 mph excluding pit stops) while the Cortina/400 took 82 hours 47 minutes to cover the same distance at an average of 60.42 mph. (61.37 mph. without stops).

It is claimed that no caravans have ever been towed so far, so fast before, with normal family cars in standard form.

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Sprite Caravans,  
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Newmarket,  
Suffolk.

6.10.69





### CARAVANS GO MOTOR RACING

Final outfit in a special caravan towing demonstration at Silverstone last Saturday (April 29) was this novelty: two Nottingham built Raleigh Wisp 50 c.c. mopeds towing a Sprite 400, 10 ft. caravan weighing  $8\frac{1}{2}$  c.w.t. Purpose? To show just how easily modern caravans can be towed. The combination covered  $\frac{3}{4}$  lap of the Silverstone circuit before pulling off to let the next race through.

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Monza endurance run 1969

Courtesy Historic Caravan Club Martin Lumby Archive



Ford Bronco and Sprite 400 travelling at 85 mph on one of the better roads during the Baja race (California, US built Sprite). 1971



Mr Bo Frisk of Sweden





1973 Limited Edition Silver Sprite

Courtesy Historic Caravan Club Martin Lumby Archive



CARAVAN ASSAULT ON EUROPE'S HIGHEST ROAD

As the Pass crosses below the summit of the Pico de Veleta at over 10,000 ft., the road is scoured clean by constant high winds. The Mini and Sprite 400 with driver Sam Alper, Chairman of Caravans International, at the wheel pauses before beginning the descent into the snow line. 8,000 ft. below is Granada and the Spanish plateau.

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ae:bw:28671

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Sam Alper tows Sprite 400 to highest motor road in Europe  
on 10,000ft-plus Sierra Nevada. Date uncertain.



Sam Alper tows Sprite 400 to highest motor road in Europe  
on 10,000ft-plus Sierra Nevada. Date uncertain.





Eccles Golden Jubilee 1969.

This Eccles was presented to Baden-Powell by the Scouts of the World in 1929, in addition to a Rolls Royce.  
(HCC Note - The car in the picture is not the one shown in the 1929 photo of the presentation.)