

# MOBILE HOME

by  
C. R. DAWTREY



*The Book of the Coventry*  
**"KNIGHT 48"**

REGD. TRADE MARK  
No. 653333.

PRICE  
**3/6**  
POST FREE

Avec descriptions • Con descripciones  
en Français • en Castellano.



*The Coventry* "KNIGHT 48" MOBILE BANK





*The Coventry* "KNIGHT 48" MOBILE BANK





COVENTRY STEEL CARAVANS LTD.



King Henry VIII.

DAWTREY  
DESIGN

The "KNIGHT 48" MOBILE HOME at WARWICK CASTLE, ENGLAND.

Domicile mobile "Knight 48" à Warwick Castle, Angleterre.  
Domicilio móvil "Knight 48" a Warwick Castle, Inglaterra.



William Shakespeare.

SUPREMEY BRITISH.



DAUTREY  
DESIGN



DAUTREY  
DESIGN

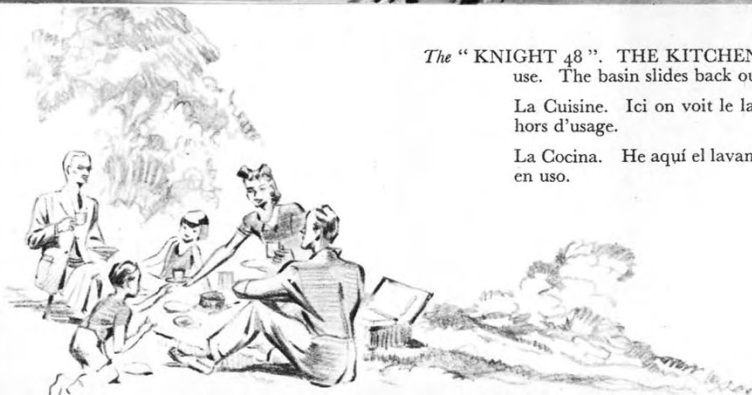


DAWTREV  
DESIGN

The "KNIGHT 48". THE KITCHEN. The wash-hand basin is shown here extended for use. The basin slides back out of the way when not in use.

La Cuisine. Ici on voit le lavabo étendu. Il se recule, et se cache quand il est hors d'usage.

La Cocina. He aquí el lavamanos extendido. Se recula y se esconde no estando en uso.





"Falstaff."



DAWTREY  
DESIGN

THE INTERIOR. The kitchen is beyond central door at far end. The settee on left is *The "KNIGHT 48"*, convertible into a double bed.

Intérieur. La cuisine se trouve au delà de la porte centrale du fond. Le canapé à gauche peut se convertir en lit à deux places.

Interior. La cocina se encuentra allende la puerta central al fondo. El canapé a la izquierda puede convertirse en cama de matrimonio.





DAWTREY  
DESIGN

The "KNIGHT 48" Interior of front end, with double bed shown in closed position by day. The bed can be made up completely before closing.

L'intérieur. Le lit à deux places se montre fermé pendant le jour. On peut faire le lit avant de le fermer.

El interior. La cama de matrimonio se ve plegada durante el día. Se puede hacer la cama antes de plegarla.







Interior. The double bed is here shown *open* at night. A strap secures the bedclothes in position, before closing up as page 6.

Ici on voit le lit à deux places ouvert pour la nuit. Une courroie tient la literie en place avant de fermer le lit (Voir page 6).

He aquí la cama de matrimonio abierta para la noche. Una correa mantiene las coberturas en su lugar antes de plegar la cama (Véase la página 6).

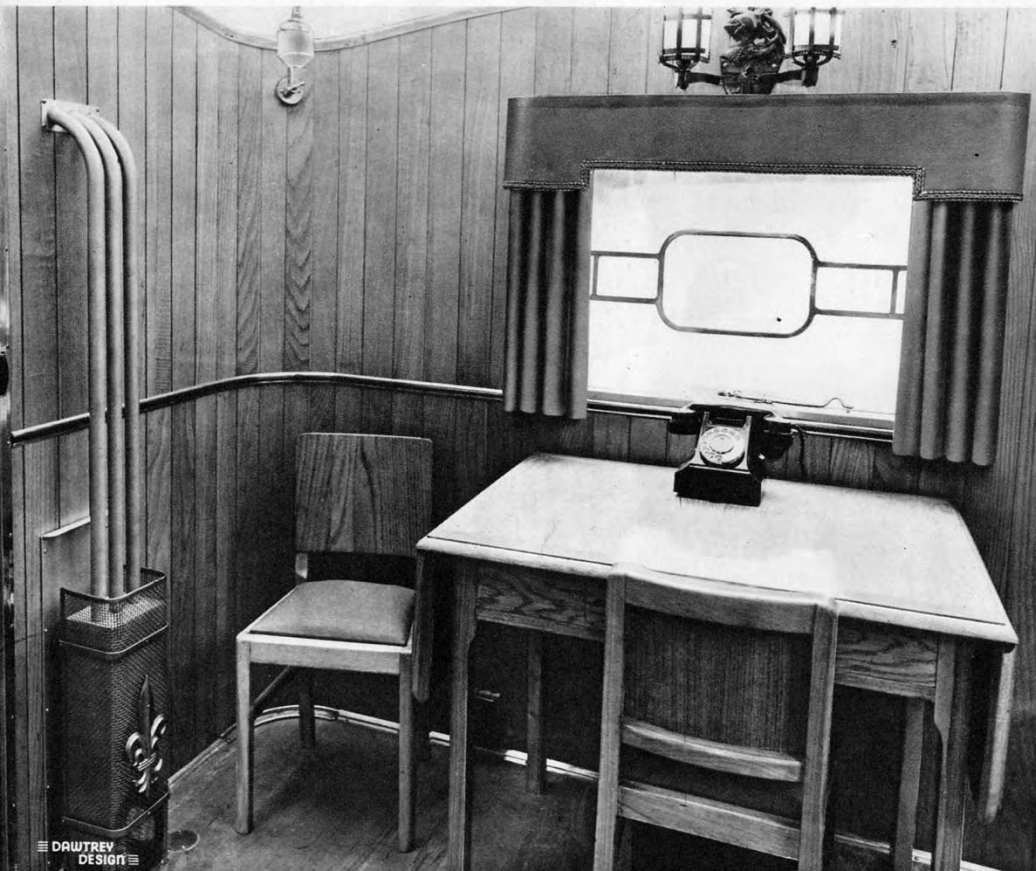
The "KNIGHT 48".





A "KNIGHT 48" MOBILE BANK photographed outside the chapel at the famous Warwick Castle, Warwick England.  
 Une Banque mobile. Vue prise en dehors de la chapelle du bien connu château de Warwick, Angleterre.  
 Un Banco Móvil. Vista sacada afuera de la capilla del bien conocido castillo de Warwick, Inglaterra.

Below : The Private Office in Mobile Bank. Le cabinet particulier. El gabinete particular.



The Houses of Parliament



Ann Hathaway's Cottage in Shakespe



and Big Ben. London, England.



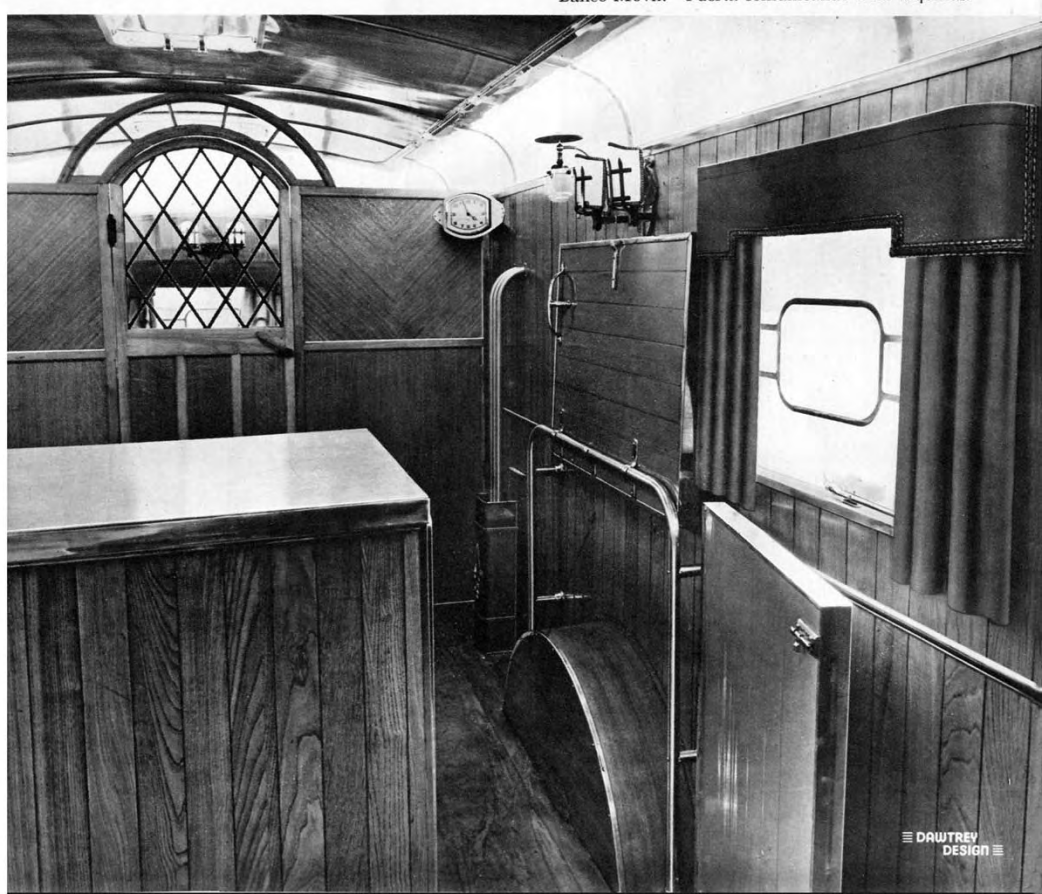
DAWTREY DESIGN

A "KNIGHT 48" MOBILE BANK. A corner of the Public Office space. Un coin de l'espace réservé au public. Un rincón del espacio reservado al uso del público.

Below : MOBILE BANK. Door through to the clerk's side of counter. Banque Mobile. Porte communicant aux guichets. Banco Móvil. Puerta comunicando a las taquillas.



re Country. near Warwick, England.



DAWTREY DESIGN

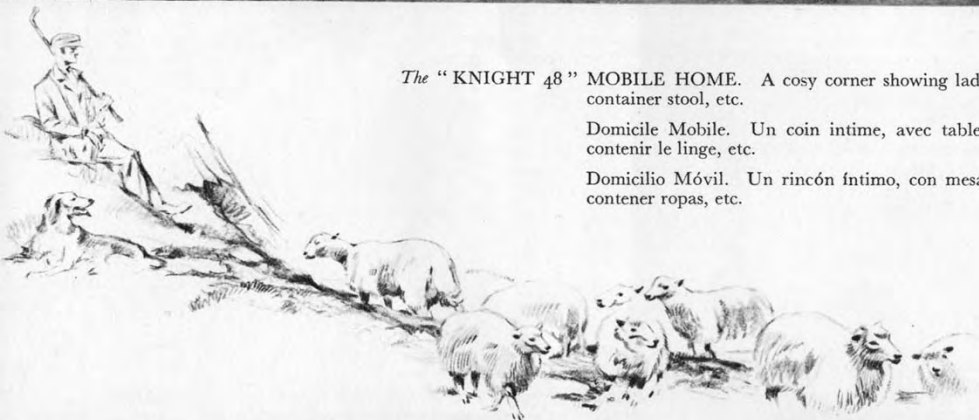


DAWTREV  
DESIGN

The "KNIGHT 48" MOBILE HOME. A cosy corner showing lady's dressing table and linen container stool, etc.

Domicile Mobile. Un coin intime, avec table de toilette, tabouret pour contenir le linge, etc.

Domicilio Móvil. Un rincón íntimo, con mesa de tocador, taburete para contener ropas, etc.





DAWTREY  
DESIGN



*And so to Bed! says Mrs. Quickly.*

The "KNIGHT 48" MOBILE HOME. Interior, looking towards front end of caravan from the kitchen end, with the double bed down at night. Note oak dividing screen.

Domicile Mobile. Vue prise du côté de la cuisine regardant vers le devant de la roulotte. Le lit à deux places est ouvert pour la nuit.

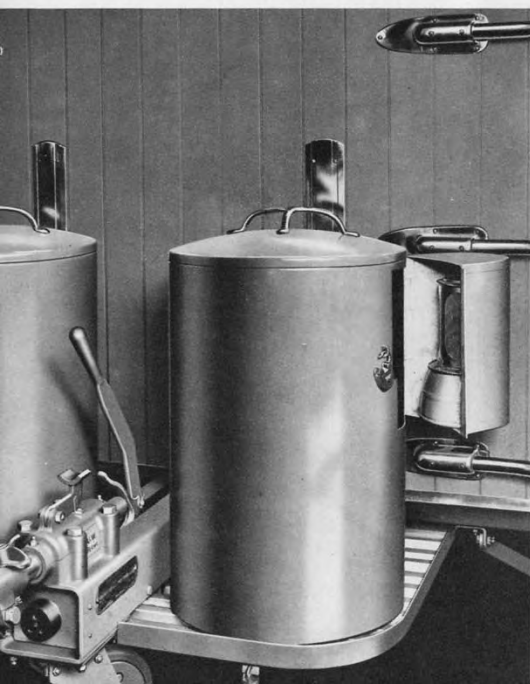
Domicilio Móvil. Vista sacada del lado de la cocina mirando hacia el frente de la caravana. La cama de matrimonio está abierta para la noche.





≡ DAWTREV DESIGN ≡

The "KNIGHT 48" Mobile Home, Interior. Domicile Mobile, L'intérieur. Domicilio Móvil. El interior.



*Left :*

CALOR GAS CYLINDERS and LAMP UNIT. A Desmo car radiator, anti-freeze safety lamp, to maintain the butane gas working efficiently when outside temperatures are below freezing point, is fitted. Lamp may be used continuously during very cold weather.

Cylindres à gaz calorifique et élément d'éclairage. L'élément d'éclairage est constitué par une lampe de sûreté anti-congelante de radiateur d'automobile "Desmo" dont le but est de maintenir le fonctionnement efficace du gaz bitane quand la température en dehors est en bas du zéro.

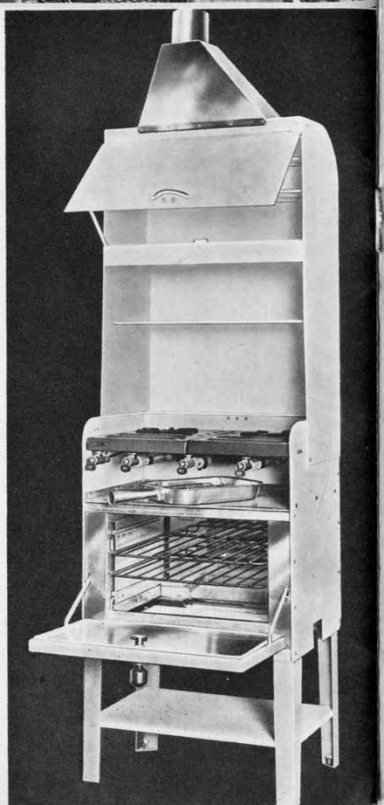
Cilindros para gas calorífico y unidad de alumbrado. La unidad de alumbrado la constituye una lámpara de seguridad anti-congelante tipo radiador de automóvil "Desmo" cuyo objeto es de mantener eficaz el funcionamiento del gas butane cuando la temperatura afuera está por debajo del cero.

*Right :*

COOKING UNIT with oven door open.

Élément de cuisine, avec la porte du four ouverte.

Unidad de cocina, con la puerta del horno abierta.





**WASH HAND BASIN** pulled out for use, with shower bath sprinkler head, and flexible metal water tube. When not in use, it is pushed back flush.

Le lavabo étendu pour l'usage, avec tête d'arrosoir pour le bain-douche et tube métallique flexible pour l'eau.

El lavamanos extendido para uso, con testero para baño de ducha y tubo metálico flexible para agua.



**THE SHOWER BATH** in use. The curtain is made to appear transparent for purpose of this illustration only.

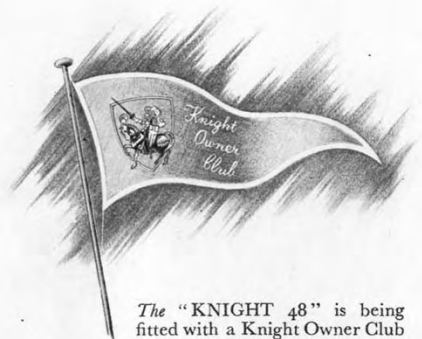
Le bain-douche en usage. Le rideau se montre transparent pour le but de l'illustration.

El baño de ducha en uso. La cortina se indica transparente para el objeto de la ilustración.

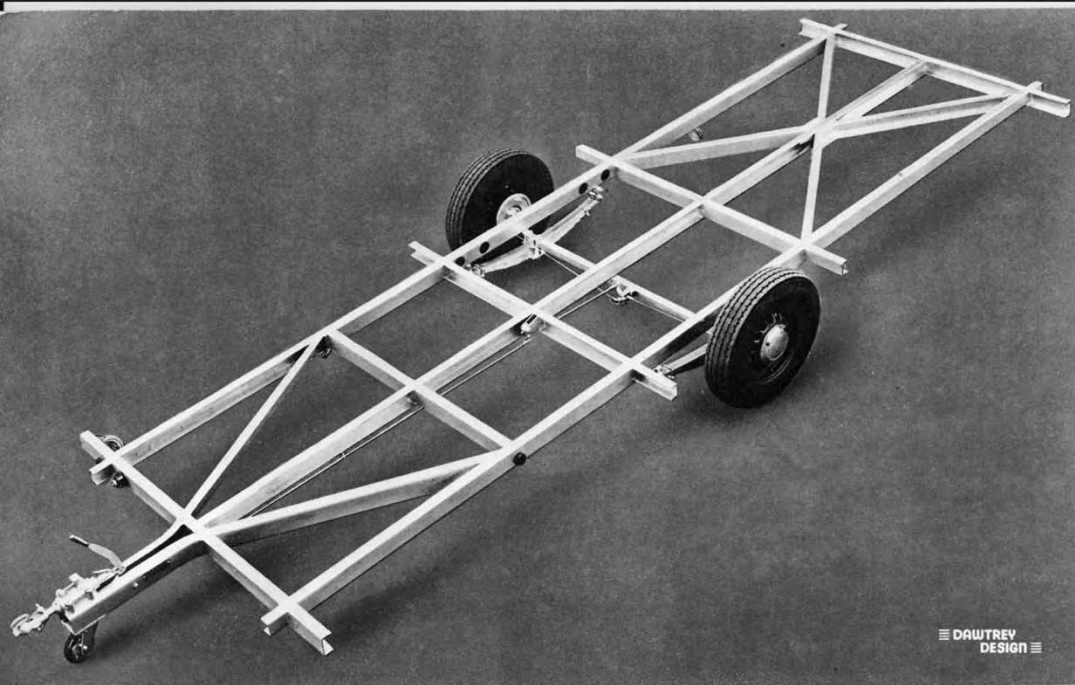
**THE CHEMICAL TOILET** can be lifted off the door to be placed in an outside toilet cabinet or tent (both available from our stock).

La cabinet chimique peut être enlevé de la porte pour servir comme cabinet extérieur si besoin est.

El inodoro químico puede separarse de la puerta para servir de inodoro exterior en caso preciso.



The "KNIGHT 48" is being fitted with a Knight Owner Club Pennant and mast. Owners are invited to send in their name and address for Free Registration when they will be notified, in due course, of the Club's formation and aims.



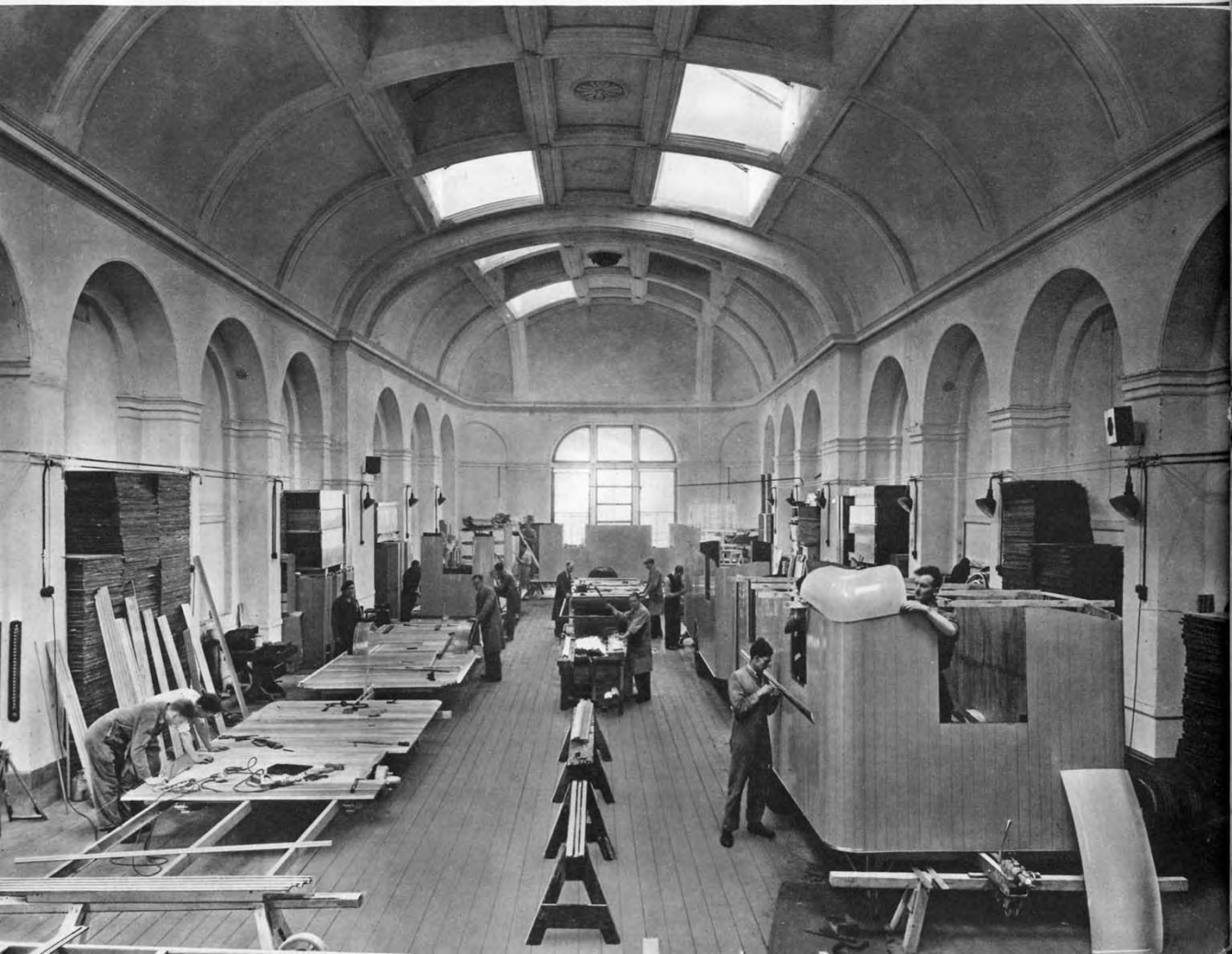
DAWTREY  
DESIGN

*Above :* The new "KNIGHT 48" Chassis with reinforced fore and aft sections.  
*Le nouveau Chassis "Knight 48" avec sections renforcées de devant et de l'arrière.*  
*El nuevo Chasis "Knight 48" con secciones reforzadas en adelante y detrás.*

*Below :* Part of the "KNIGHT 48" Assembly Shop at Warwick, on top floor. Note both the building and the Caravan are identical in shape.

Page 14.

*Une partie de l'atelier de montage "Knight 48" à Warwick, à l'étage supérieur. Una parte de los Talleres de Montaje "Knight 48" en Warwick, en el piso superior.*







The "KNIGHT 48" DE LUXE MODEL, with extra "CANOPY" Roof, recommended for overseas.  
 Modèle de luxe, avec toit suspendu en sus, recommandé pour les climats d'outremer.  
 Modèlo De Luxe, dotado de un Techo de Suspensión extra, y que se recomienda para climas de Ultramar.



SPECIAL "PERSPEX" Chest of Drawers, as now supplied.

Commode "Perspex" Cómoda "Perspex"

*For full descriptions, specifications and prices of*  
**The "KNIGHT 48"**  
*models see pages A to H in the centre of this book.*

Pour tous les détails et prix voir pages A—H au milieu de la brochure.

Para precios y detalles completos véase páginas A—H situadas en la mitad del Folleto.

The "KNIGHT 48" CARAVAN AND ACCESSORIES are covered by one or more of the following Patents, Design Registrations and Provisional Patents.

845558	653333	568680	23150/47
			26096/47
845559	655109	30879	28447/47
848804	853396	30094	32895/47
			33227/47
852993	853397	30093	31250/47

Orders may be placed direct with the Makers, but will then be booked through respective area Distributor whose duty and pleasure it is to look after your interests.

THREE YEARS' GUARANTEE IS GIVEN.

COVENTRY STEEL CARAVANS LTD.

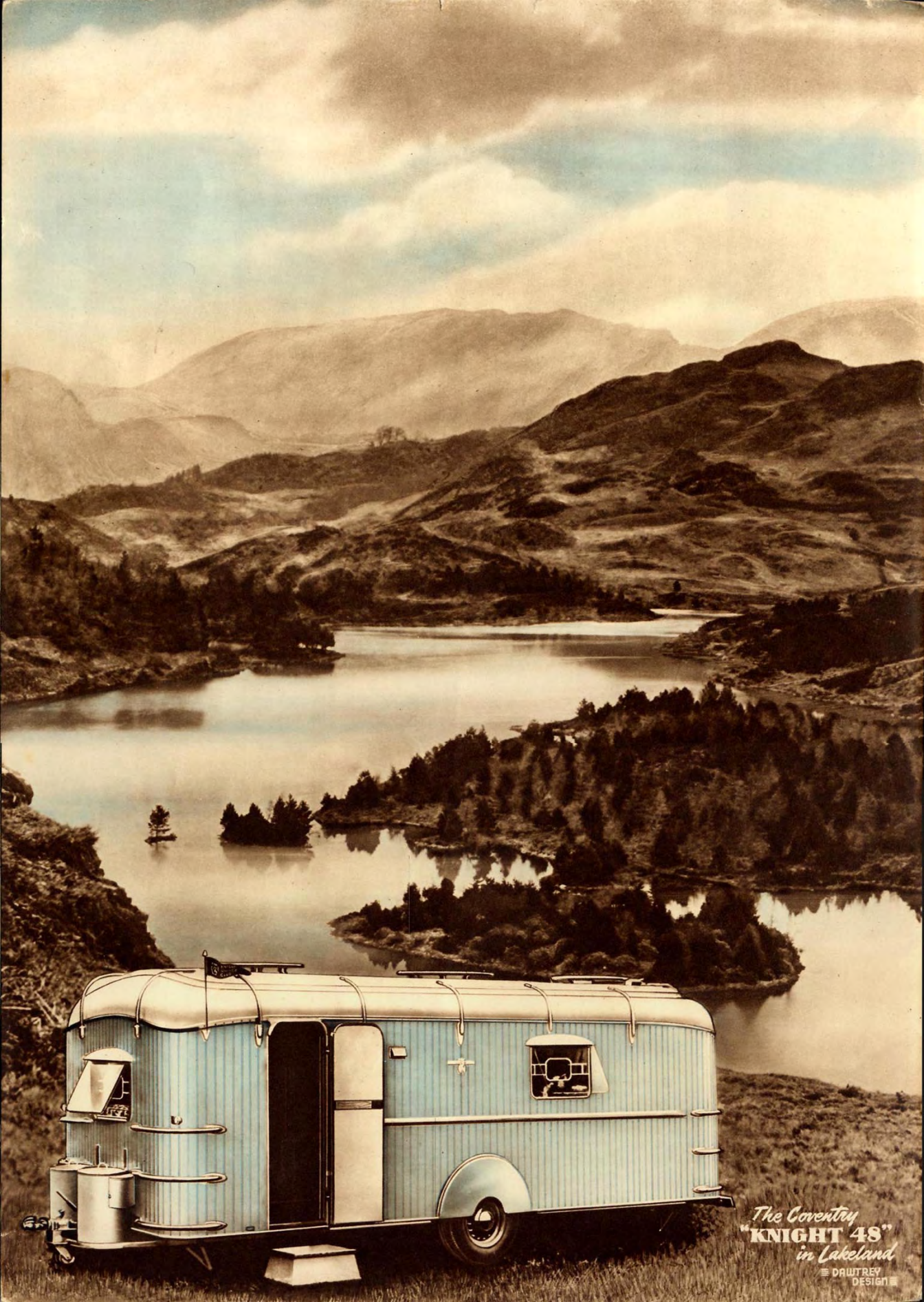


Telephone and Telegrams: Warwick 671—672 (2 lines).

EXCHANGE WORKS • MARKET PLACE • WARWICK • ENGLAND

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Page 15.



*The Coventry*  
**"KNIGHT 48"**  
*in Lakeland*  
DAWTREY  
DESIGN

# The <sup>Coventry</sup> "KNIGHT 48" MOBILE HOME

## DESCRIPTION AND PARTICULARS

COVENTRY STEEL CARAVANS LTD.



### Introduction.

WE have illustrated the "KNIGHT 48" Standard Model Mobile Home, also the Mobile Bank, in photogravure in the main sixteen pages of this book from true photographs. But even the finest photographs fail to do anything like justice to the actual caravan itself. Its exterior is a poem of horizon blue-grey, silver and pale cream and it has lovely flowing lines.

The interior woodwork is a natural light oak, made brighter and more silky by the light shining from the cream translucent "Perspex" above. The pleasing effects obtained by these "Perspex" materials and the excellent lighting effects obtained within the caravan interior, cannot be reproduced. Furthermore, the quality of the exquisite workmanship, inside and out, can only be fully appreciated by actual inspection.

Should you wish to make an inspection, please write or telephone to the Sales Manager, and suggest a date for appointment, fixing that day well in advance, so that we can confirm and agree the appointment. Do not call at the works without an appointment. It is a very busy place. You will be given the name and address of the nearest "KNIGHT 48" Distributor with a model in stock for demonstration. If it should be your particular wish to see these caravans under construction, then you may be sure of our co-operation, subject to due notice.

The following pages give briefly the necessary information to enable you to complete the picture in your mind of this supreme British production—the "KNIGHT 48"—the ideal Mobile Home.

### Chassis.

Steel channel and box section, rust-proofed and stove enamelled, in silver. The chassis is manufactured by Brockhouse to Coventry Steel design, and it embodies the orthodox over-run braking system, having large brake drums and under-slung axle, with tyres of section 7.50 × 16. There is a permanent jockey wheel having a caster action operation on ball bearings, which does not require any mechanical hand operation.

### Body.

The construction of floor, walls and roof, incorporates a patent method of construction, being sections mechanically prefabricated from hot billets of aluminium alloy. These sections are produced by costly machinery in the works of the Northern Aluminium Co., Ltd., one machine producing these prefabricated sections is 30 feet long and can produce over 250 sets of caravan sections per month.

These sections go to our Inspection and Paint departments to be finished with "Cellon" synthetic enamel, giving a finish that may not require repainting attention for many years. The finish requires only cleaning and waxing in the first few years. If "Cerrix" wax polish is applied regularly over the paint surface, the paint life will be prolonged.

There are two walls of aluminium alloy, first the outer wall, then an air cavity, then the middle wall of aluminium alloy. Next is a further inner wall of expanded synthetic rubber plastic. This is  $\frac{3}{4}$ -in. thick, and embodies millions of sealed air cells for insulation. The wall is finally faced with oak veneers, hand French polished. Thus the construction is carried out all through from floor to roof, providing a degree of insulation more efficient than the average cavity house wall.

### Exterior design.

The exterior shape of the caravan is basically rectangular in outline, but the corners are rounded off, and the edge where the wall joins the roof is broken by the introduction of translucent coloured "Perspex" plastics, moulded into artistic shapes, to take off the square appearance and to let a light through the caravan roof corners all round. This, in conjunction with polished silver-coloured capping sections, which pass along all the edges round the doors and windows and floor, etc., combine to produce the most attractive and artistic caravan, at the same time, the maximum capacity and lighting is provided to the interior, without any loss of cubic capacity by streamlining.

### Kitchen Interior.

The Kitchen is built in at the one end, and is separated entirely from the remainder of the caravan. All the furniture units are constructed entirely with coloured translucent "Perspex" plastic. This is an ideal material for the purpose, as it is not affected by vapour or grease, etc., and can be easily maintained clean by soap and water at all times. It also has the added attraction that it lets light through to the inside of the cupboards, and is an ideal material where food is to be stored, and from the appearance point of view, it is much better than glazed tiles—it has rather the appearance of coloured glass, but is all beautifully moulded to shape. The cupboard doors are arranged to slide in the same material. Several shelves are fitted in the form of detachable translucent plastic trays. The walls are panelled throughout with "Perspex."

A gas cooker is fitted with three burners and grillers, and oven complete. Two gas cylinders (large type) are supplied and fitted in aluminium cases on the tow bar platform. The cooker cabinet embodies drying cupboards and fume extractor. Crockery (not supplied) is carried on a rack over sink. Drain tubes leading down to the sink are fitted.

A substantial larder is provided, constructed of "Perspex" coloured and translucent, and the larder walls contain the main water supply, approximately 5 gallons. The two water carriers hold a further 4 gallons. With this cavity wall larder containing the caravan's water supply, there is a cool atmosphere inside the larder, since it is surrounded by a changing cold water supply, as the cold water is drawn off from this tank to the cold taps. Windows are embodied in the water tank walls. The water supply and the need for refilling are visible.

For AFRIKAANS PRICES TRANSLATION see page F.  
PRIJS Vertaal in AFRIKAANS bladsif F.

## **The "KNIGHT 48"**

### **Kitchen** (continued)

Adjoining the kitchen is a compartment used as a bathroom and toilet, separated by an opaque plastic curtain, and this is complete with wash hand basin, Elsan unit and provision for a hot or cold shower, operating with a minimum but sufficient quantity of water. The quantity of water (approximately two gallons) is decided upon by the user, as also is the temperature. This quantity of water is then ready for circulation through the shower, which operates by gravity with a portable water rose for hand use (design is very simple and will always work). The kitchen also contains heated tubular towel rails, they are tube extensions from the gas cooker. The products of combustion and cooking pass through the cooker cowling chimney through to the exterior of the caravan roof.

### **Furniture.**

All the furniture throughout the remainder of the caravan is in unit form, each separate item being transportable, having been built and completed apart from the caravan. These units are all fitted into position and screwed down after the caravan has been otherwise completed. The units have open backs and it is the oak panelled walls of the body that form the backs of the furniture units when screwed into position.

In the furniture equipment, there is included the following :—

### **Double Bed and Bed Cabinet.**

One double bed cabinet, fitted with soft "Dunlopillo" mattress and bed clothes straps. The bed itself is contained within an oak case, which closes up to the wall after the bed has been made, and complete as such without disturbing the bedclothes in the operation of closing. When it is closed, all that is seen is simply an oak cabinet, and the floor space this occupies when in use is available during the daytime and gives the effect of spaciousness within the caravan. The bed cabinet is carefully ventilated on both sides to ensure the bed and clothes are continually aired throughout the day when bed is closed. One obtains the advantage of being able to make the bed as usual in the morning, instead of as in all other caravans, having to come in late at night and remove tables and pull out chairs, and generally do a lot of work making up a bed, when one is usually too tired for this work.

### **Second Double Bed.**

A second bed, which is also a double bed, is a unit in the form of a settee. Contained in the same unit are large drawers. This settee remains as a fixture, and converts to a bed. It is fitted with comfortably sprung back rest, and in this particular case, the bed has to be made when it is required. This double bed also has soft "Dunlopillo" hygienic mattress.

### **Two Wardrobes.**

The caravan has two comparatively large wardrobes and divides off into two bedrooms and one kitchen.

### **Three Separate Rooms.**

The dividing partition is a folding screen which closes up concertina fashion flush to the wardrobe, and does not expose any open cupboards.

### **Easy Chairs.**

To match the settee, there are two comfortable easy chairs, complete with head rests. These stand one at each side of the double bed when this is extended for use, the effect being that one can walk all round the bed instead of sleeping up against the wall, while these two easy chairs then serve as bedside chairs. In the day time, of course, while the bed is folded up to the wall, these easy chairs can be pulled forward into the space formerly occupied by the bed.

### **Dressing Table and Mirrors.**

Alongside the beds are provided compact and serviceable plastic dressing tables with drawers and mirrors, etc.

### **Dining Suite**

There is a dining table complete with its own four chairs. This has alternative positions, and can be moved as required. Its use does not affect any other furniture unit as on other models.

### **Book-case, Bureau, Chest of Drawers, Locker.**

Amongst other items of caravan furniture, are a glass fronted book-case, a writing desk with chest of drawers below, and incidental lockers.

## The "KNIGHT 48"

### ***Two Entrance Doors.***

The kitchen, entered by a separate door, is at the rear end in all the layouts. There are two main entrance doors, one at each end of the caravan. One is on the near side and the other on the off side.

### ***Windows.***

At the front, rear and sides, there are opening windows and louvres, moulded and frameless, made of clear "Perspex" which let in the ultra violet light. Being lighter than glass, much more pliable, "Perspex" has the great advantage that glazing leakage cannot occur; also scratches can be removed with a special "Perspex" Polish. Scratches on ordinary glass cannot be removed.

### ***Skylights and Ventilation.***

Three large skylights are fitted, one at each end, and one in the centre, moulded in "Perspex," coloured but translucent. These skylights all open to any angle or horizontally, so that they can be adjusted to suit the weather, and be left open when it is raining. All windows are fitted with artistic bars to prevent or discourage burglary.

### ***Bumpers and Hand Rails.***

Full width bumper hand rails in polished non-corrosive aluminium alloy are fitted, three to the front and three to the rear of the caravan. Also side bumpers to protect the body through gateways. A rear bumper is also fitted.

### ***Artificial Lighting.***

Five gas lights are a standard fitting. Two calor gas cylinders are fitted to front of chassis.

### ***Central Heating.***

A highly efficient night and day heating system is provided, incorporating four tubular radiators. Air conditioning is obtained by providing air intakes through the radiators and by drawing off the products of combustion to the outside of the caravan. The tubular flues heat up by the passage of hot burnt gases and this radiates heat into the room economically.

These heaters give a cheery red glow, and embody a highly efficient "Aladdin" paraffin lamp unit. When paraffin is consumed water vapour is always given off as a product of combustion, at the approximate rate of one gallon of water to one gallon of paraffin. This water vapour is carried away to the outside along with the other products of combustion, and the unpleasantness of condensation within the caravan is avoided. You must never introduce gas fire or paraffin radiator or stove that does not have a chimney flue to the outside of the caravan, as otherwise condensation will occur on parts of the interior in winter months.

### ***Avoiding Condensation.***

It is a fact that all solid or liquid fuels give off water vapour, yet it is common practice in many caravans to use open and portable flue-less gas or paraffin heaters and cookers, and some of the "Knight" owners may be tempted to have a gas fire fitted, thinking this would be an additional asset. This would be a mistake, and spoil the careful design. An electric fire is permissible and is the only exception to this rule because it does not give off water vapour. Even this is not so healthy as those we provide, since electric fires do not ventilate and change the air constantly, as do those excellent radiators of ours. The radiators will burn constantly night and day for months with only slight attention.

### ***Electric Lighting and Power Wiring.***

The caravan is wired for mains and fitted with 6 (six) electric lights and 2 (two) power plugs, switch and fuse box, etc.

### ***Approximate Weight and Dimensions.***

Unladen weight = 29½ cwts. (excludes detachable equipment and furniture unit). Laden weight (complete ex works) 40 cwts. Maximum permissible laden weight 45 cwts. Interior dimensions: 20 ft. × 7 ft. Headroom, 7 ft. A large heavy type car exceeding 20 h.p. is required for successful towing.

## *The "KNIGHT 48"*

# WEATHER-PROTECTIVE "CANOPY" ROOF DE LUXE MODEL

**T**O meet the vagaries of climate, not only in temperate zones, but especially for tropical and sub-tropical climates, a unique "Canopy" roof of aluminium alloy has been designed and perfected, which puts the "Knight 48" permanently under cover the whole year round.

A photograph of this "Canopy" Roof is shown on a "Knight 48" on page 15 of this book.

The Roof is suspended over the caravan, spaced approximately 6 inches above the main caravan roof, and allows a free air passage, serving as a first line of defence against all weathers, keeping the main caravan roof dry, so that skylights can be open without being troubled by snow or rain storms. The "Canopy" Roof provides a substantial degree of insulation from frost, and keeps the caravan under cover mainly in the shade, during heat waves or in hot climates.

We recommend this outer "Canopy" roof for the "Knight 48" mobile home for prospective users who intend to live in the "Coventry Knight 48" in foreign countries, and as a valuable addition to comfortable living conditions throughout British winters. The extra cost of £150 will prove a worth-while investment and will prolong the life of the caravan, in addition to the other continuous advantages obtained.

In all other respects, the De Luxe Model with extra "Canopy" Roof is identical with the standard model, except that there is a moderate addition to the total unladen weight.

The Sun-lighting effect obtained through the "Perspex" roof borders is still retained from the natural daylight, but direct sun rays are softened during mid-summer.

The complete price of the De Luxe model with "Canopy" Roof, at £2,000 is, of course, subject to the same purchase tax for equipment addition as on the standard model. (No purchase tax on export orders.)

### *Special Perspex Chest of Drawers.*

On De Luxe models, the oak chest of drawers is replaced by "Perspex" unit illustrated in the photograph on page 15 of this book. It is exquisitely moulded in translucent cream "Perspex" with black supports and handles. The bottoms, sides and back of the drawers are in transparent "Perspex" so that one can look through an open drawer to the drawer below and the drawers slide very smoothly. This is a very attractive piece of work and adds to the beauty of the interior design. The "Perspex" chest of drawers is situated opposite the "Perspex" ladies dressing table, and the top of this unit is intended to serve as a gents dressing table.

## TERMS OF BUSINESS.

Approximate delivery dates will be available from our factory, and will be noted on all acknowledgment of orders.

Your order number should be confirmed with the factory after your instructions have been passed on by our Distributor. A deposit of £300 is required to secure each order.

Orders may be placed direct with factory, but will then be booked through respective Distributor, whose duty and pleasure it is to look after your interests.

No order is valid until it is entered on the Company's official "Confirmation of Order" and a copy of this printed document handed or posted to the purchaser.

**D**

## The "KNIGHT 48"

### PATENTS AND PRICES.

This "KNIGHT 48" Caravan and Accessories are covered by one or more of the following Patents, Design Registrations and Patents Pending :—

845558	653333	568680	23150/47
			26096/47
845559	655109	30879	28447/47
	853396		32895/47
848804	853397	30094	33227/47
			31250/47
852993	853873	30093	11979/48
			9169/48

### ENGLISH PRICES.

"KNIGHT 48" MOBILE HOME.	Price Complete . . . . .	£1,850 ex works.
"KNIGHT 48" DE LUXE MODEL, with "Canopy" Roof.	Price complete . . . . .	£2,000 ex works.
	Plus Equipment Purchase Tax (same on both models) (not chargeable on export orders) . . . . .	£38 approximately.
"KNIGHT 48" MOBILE BANK.	Price Complete . . . . . (Signs quoted for as extra.)	£1,690 ex works.
"KNIGHT 48" . . . . .	Shell completely unfurnished . . . . .	£1,070 ex works.
"KNIGHT 48" . . . . .	Shell complete kitchen and screen, together with mains wiring, lights, power plugs and complete gas fittings and equipment . . . . .	£1,305 ex works.

(Coventry Steel Caravans, Ltd., must reserve the right to amend these prices at any time.)

### FRENCH PRIX.

*Français.*

DOMICILE MOBILE "KNIGHT 48"	Prix tout compris . . . . .	£1,850 prise à l'usine.
MODÈLE DE LUXE, avec dais . . . . .	Prix tout compris . . . . .	£2,000 prise à l'usine.
BANQUE MOBILE "KNIGHT 48" . . . . .	Prix tout compris . . . . . (les enseignes sont ensus).	£1,690 prise à l'usine.
"KNIGHT 48" . . . . .	Carcasse sans ameublement . . . . .	£1,070 prise à l'usine.
"KNIGHT 48" . . . . .	Carcasse complète avec cuisine et paravent y compris les branchements sur le secteur, lampes, prises de puissance et garnitures complètes pour gaz et équipes . . . . .	£1,305 prise à l'usine.

(La Coventry Steel Caravans, Ltd., se réserve le droit de modifier ces prix à n'importe quelle époque.)

### SPANISH PRECIOS.

*Español.*

DOMICILIO MÓVIL "KNIGHT 48"	Precio completo . . . . .	£1,850 puesto en fábrica.
MODELO, "DE LUXE," con toldo . . . . .	Precio completo . . . . .	£2,000 puesto en fábrica.
BANCO MÓVIL "KNIGHT 48" . . . . .	Precio completo . . . . . (Los rótulos se cobran adicionales.)	£1,690 puesto en fábrica.
"KNIGHT 48" . . . . .	Casco sin muebles . . . . .	£1,070 puesto en fábrica.
"KNIGHT 48" . . . . .	Casco completo con cocina y pantalla, incluyendo conexiones a la red de distribución de la ciudad, lámparas, tomas de fuerza y guarniciones completas para gas y equipajes . . . . .	£1,305 puesto en fábrica.

(La Coventry Steel Caravans Ltd., se reserva el derecho de modificar estos precios en cualquier momento.)

*For AFRIKAANS PRICES TRANSLATION see page F.  
PRIJS Vertaal in AFRIKAANS bladsij F.*

## AFRIKAANS.

Die Engelse beskrywing van die illustrasies van die "KNIGHT 48" woon wa, in dit boek, is vertaal in Afrikaans overeenkomstig die nummer van die bladsij aangegee naas die Afrikaanse tekst.

Bladsij 2.

Die "KNIGHT 48" Mobiele huis bij die kasteel van Warwick, England.

Bladsij 4.

DIE KOMBUIS. Die waskom is vertoon vir gebruik. Die waskom kan wegglyj wanneer nie in gebruik nie.

Bladsij 5.

Die interieur. Die kombuis is agter die middelste deur an die verste kant. Die bank an die linkerkant kan tot 'n dubbeld bed verander wor.

Bladsij 6.

Interieur van ingang, met dubbeld bed vertoon in gesloten toestand. Die bed kan heeltemal opgemaak wor voordat dit geslote wor.

Bladsij 7.

Interieur. Die dubbeld bed is hier oop vertoon as vir die nag. 'n Riem verseker die beddegoed voor sluite soos op bladsij 6.

Bladsij 8.

MOBIELE BANK gefotografeer buitekant van die kapel van die beroemde kasteel van Warwick.

Die privaat kantoor in die mobiele bank.

Bladsij 9.

MOBIELE BANK. 'n Hoek van die publieke kantoor ruimte. Deur na die klerk se kant van die loket.

Bladsij 10.

MOBIELE HUIS. 'n Gesellige hoekie wat die dames speeltafel vertoon, die bankie wat die linnegoed bevat etc.

Bladsij 11.

MOBIELE HUIS. Interieur na voorkant van die wa kijkend van die kombuis, met dubbeld bed neer vir die nag.

Bladsij 12.

MOBIELE HUIS interieur.

Calor gas silinder en lamp.

'n Desmo motorverkoeler, anti-fries veiligheidslamp, om die doeltreffende werking van die butone gas te verseker, wanneer die temperatuur buitentank onder die friespunt is, is gemonteer. Die lamp moet doorlopend gebruik wor gedurende seer koud weer.

Kooktoestel met oond deur oop.

Bladsij 13.

Waskom uitgetrek vir gebruik, met stortbad sproeier en buigbare water buis.

Die stortbad in gebruik. Die skerm skijnt deursigtig, maar dit is slegs vir illustrasie.

Die gemiese toilet kan van die deur ophef wor en geplaas in 'n cabinet of 'n tent buitekant van die wa.

Bladsij 14.

Die nuwe "KNIGHT 48" onderstel met versterkte voor- en agterstukke.

Gedeelte van die monter werkplaas in Warwick, die boonste verdieping. Merk op dat die gebou en die wa dieselfde vorm het.

Die prijs van die verskillende modelle, an die fabriek, is gegee in Engels geld.

### PRIJS.

DIE "KNIGHT 48" MOBIELE HUIS . . . . .	£1,850 àn fabriek.
DIE "KNIGHT 48" DE LUXE MODEL met ekstra top hangkap (Bladsy 15) . . . . .	£2,000 àn fabriek.
DIE "KNIGHT 48" MOBIELE BANK (Bladsy 8 en 9) . . . . .	£1,690 àn fabriek.
DIE "KNIGHT 48" Romp nie uitgerus nie . . . . .	£1,070 àn fabriek.
DIE "KNIGHT 48" Romp uitgerus met kombuis en skerm, met electriese draade, lig en krag en alle gas aansluitings . . . . .	£1,305 àn fabriek.

(Coventry Steel Caravans, Ltd., behou die reg die prijs op enig tij te verander.)

*Alle Vrage sal prompt behandel wor.*

## *Three Years' Guarantee for The "KNIGHT 48"*

1. For a period of THREE YEARS from the date on which a new Coventry Steel Caravans Ltd. Caravan is delivered to the first owner-user thereof, Coventry Steel Caravans Ltd. will exchange or repair any part or parts thereof which needs or need replacement or repair by reason of defective workmanship or defective material, and the Owner-user shall pay to Coventry Steel Caravans Ltd. the first cost of any such repair or replacement as may be executed and charged for by the Company up to a limit of £10 (Ten pounds).

The Company will not be responsible for any expense which the Purchaser may incur in removing or having removed or in replacing or having replaced any part or parts to be sent for inspection or in fitting or having fitted any new parts supplied in lieu thereof.

2. No claim for exchange or repair can be considered hereunder unless the person claiming :-

- (a) Returns the part or parts complained of to the Company's Works carriage paid.
- (b) Sends therewith particulars of the serial number of the Caravan in question, as shown stamped on the doorstep and on nearside front end of chassis.
- (c) Sends also particulars stating the date of the purchase and the name and address of the person or firm from whom the Caravan was bought.
- (d) Refers to this Guarantee.

3. This Guarantee shall not apply to :-

- (a) Any accessories or proprietary fittings whatsoever.
- (b) Any Caravan used :-

(i) For hiring out.

(ii) For any purpose other than the private or genuine commercial use of the owner-user.

- (c) Any defective part or parts which in the opinion of Coventry Steel Caravans Ltd. has or have been injured by wear and tear or by any form whatsoever of improper use of or from any alteration whatsoever to the Caravan
- (d) Any secondhand Caravan or part or parts thereof.
- (e) Anything whatsoever not both manufactured by and sold by the Company.
- (f) Any Caravan in or to which any part not manufactured or sold by Coventry Steel Caravans Ltd. has been affixed.

4. The liability of Coventry Steel Caravans Ltd. is limited to exchange or repair under Clause 1 hereof. Every form of liability for every form of consequential loss or damage is hereby expressly excluded.

5. This Guarantee is given in lieu of and excludes every condition or warranty, whether statutory or otherwise, whatsoever, not herein expressly set out.



# The <sup>Coventry</sup> "KNIGHT 48" MOBILE HOME EQUIPMENT

## INVENTORY OF PORTABLE EQUIPMENT SUPPLIED

REF. LETTER	DESCRIPTION	QUAN.	REF. LETTER	DESCRIPTION	QUAN.
A	Wing easy lounge chairs . . . . .	2	N	"Calor" or "Botto" gas reducing valve . . . . .	1
B	Dunlopillo double bed mattress (cabinet) . . . . .	2	O	Jack handle . . . . .	1
C	Dunlopillo double bed mattress (settee) . . . . .	2	P	"Brockhouse" ball coupling (car part) . . . . .	1
D	Dining table . . . . .	1	Q	Anti-Freeze gas cylinder oil heater . . . . .	1
E	Dining chairs with loose seats . . . . .	4	T	Yale door lock keys . . . . .	4
F	Dressing table stool (linen box) . . . . .	1	U	Radiator fire guards and glass chimney . . . . .	4
G	Portable radio set . . . . .	1	V	Settee cushions . . . . .	2
H	"Perspex" trays (kitchen cupboard shelves) . . . . .	4	X	Gas light globes and mantles . . . . .	5
I	Polished aluminium (Coventry Steel Manufacturers) water carriers . . . . .	2	Y	Fire extinguisher . . . . .	1
J	Bread board (forming lid of bread bin) . . . . .	1	ZA	Large 8-day (Smith) clock . . . . .	1
K	Grill pan complete with wire tray . . . . .	1	ZB	Door step boxes . . . . .	2
L	"Calor" or "Botto" gas cylinders, both fully charged . . . . .	2			
M	Aluminium gas cylinder covers . . . . .	2			

Also one tin of "Perspex" scratch remover, No. 1. Also one tin of "Perspex" cleaner polish, No. 2 and one tin of wax polish for body exterior finish and one instruction book, and one copy of brochure "Mobile Home."

## EXTERIOR INVENTORY OF FIXED UNITS

REF. LETTER	DESCRIPTION	QUAN.	REF. LETTER	DESCRIPTION	QUAN.
A	Side lamps . . . . .	2	N	"Perspex" windows . . . . .	5
B	Rear lamp . . . . .	1	O	"Perspex" louvres . . . . .	5
C	Number plate . . . . .	1	P	"Perspex" sky-lights . . . . .	3
D	Wheel guards . . . . .	2	Q	"Coventry Knight 48" trade mark plates . . . . .	2
E	Electric plug for side and rear lights, fitted on front of tow bar . . . . .	1	R	Rubber tyred jockey wheel . . . . .	1
F	Mains connection plug, fitted under body at front end . . . . .	1	S	Window and skylights burglar guards . . . . .	8
G	Bumper hand rails (corners) . . . . .	12	U	Steel channel chassis frame, 4" x 2" box section . . . . .	1
H	Side bumpers . . . . .	4	V	"Brockhouse" axle, 1 1/2" x 1 1/2" steel with heavy road springs and large "Girling" brakes . . . . .	1
I	Rear bumper . . . . .	1	W	"Brockhouse" spring loaded coupling on tow bar . . . . .	1
J	Three point fixing door grab handles . . . . .	2	X	Ratchet hand brake on tow bar . . . . .	1
K	Road wheels with Dunlop 7.50 x 16 tyres . . . . .	2	Y	Drip mouldings over doors . . . . .	2
L	Corner jacks . . . . .	4	Z	Coventry Steel Caravans Ltd. (Coat of arms style trade mark) transfers on window plaques . . . . .	5
M	Polished hub caps . . . . .	2			

## INTERIOR (KITCHEN)

REF. LETTER	DESCRIPTION	QUAN.	REF. LETTER	DESCRIPTION	QUAN.
A	"Perspex" larder water cupboard . . . . .	1	N	Chrome plated flexible shower connection . . . . .	1
B	"Perspex" toilet cupboards . . . . .	2	O	Shower combined water supply tank with tubular pillars . . . . .	1
C	"Perspex" main cupboard sliding doors . . . . .	8	P	Shower floor tray with drain outlet . . . . .	1
D	"Perspex" combined sink draining board unit . . . . .	1	Q	Shower floor tray lid . . . . .	1
E	"Perspex" sliding wash basin unit . . . . .	1	R	Plastic shower curtain . . . . .	1
F	"Perspex" wall panels in kitchen from floor to roof on front and side walls, 75 sq. ft. . . . .	1	S	Plastic window curtains . . . . . pair	1
G	"Perspex" table top in kitchen . . . . .	1	T	Plastic window pelmet . . . . .	1
H	Gas cooker with oven and grill combined, and one gas light . . . . .	1	U	Dividing partitions with swing door . . . . .	1
I	Aluminium cooker fume cabinet with hot plate rests and clothes drying cupboard and 3 hot towel rails . . . . .	1	V	Crockery combined drain and storage cupboard . . . . .	1
J	Chemical toilet unit . . . . .	1	W	Cooker stand with saucepan shelf . . . . .	1
K	Chemical toilet cupboard unit . . . . .	1	X	Bread bin unit . . . . .	1
L	Chrome plated cold water taps . . . . .	2	Y	Mains electric light . . . . .	1
M	Chrome plated shampoo shower rose . . . . .	1	ZA	Mains power plug . . . . .	1
			ZB	Adjustable shaving mirror . . . . .	1
			ZC	Coat hooks on kitchen door . . . . .	2

## INTERIOR (LOUNGE AND DINING ROOM)

REF. LETTER	DESCRIPTION	QUAN.	REF. LETTER	DESCRIPTION	QUAN.
A	Large mirror on double bed cabinet . . . . .	1	J	Oak double bed cabinet . . . . .	1
B	Double bed settee with two large drawers . . . . .	1	K	Radiator units with chimney exhaust tubes and "Aladdin" burner units . . . . .	3
C	Lady's and gent's fitted wardrobes . . . . .	2	L	Mains electric lights . . . . .	3
D	Mirrors, wardrobe and dressing table . . . . .	3	M	Gas brackets . . . . .	4
E	Chest of drawers . . . . .	1	N	Oak concertina dividing screen . . . . .	1
F	Writing bureau with book case and three drawers . . . . .	1	O	Fitted curtains . . . . . pairs	4
G	Lady's dressing table ("Perspex") . . . . .	1	P	Fitted pelmets . . . . .	4
H	Mains power plug . . . . .	1	Q	Fitted aluminium curtain railway . . . . . sets	4



# USEFUL INFORMATION for CARAVAN OWNERS

## THE CARAVAN CLUB OF GREAT BRITAIN AND IRELAND

**T**HE CARAVAN CLUB, founded in 1907 and with a present membership of over 5,000, is the oldest and largest Caravan Club in the world. It is the National Organisation for Caravanners.

The following will tell you something of the Club's aims and achievements.

### *Approved Sites.*

The collection and circulation of exclusive information on caravan sites. Its Directory of Sites is most informative and authoritative. Every site bearing the Club's recommendation has been inspected and approved by an experienced caravanner. Large numbers of members co-operate in keeping the information up to date.

A certain number of sites or portions of them are reserved exclusively for Caravan Club members.

### *Advisory Services.*

#### *Touring.*

Information and advice on touring grounds, sites, etc., is obtainable by members from Headquarters. Comments can be furnished on proposed routes submitted by members, with special reference to hills, congested towns, etc.

#### *Legal Advice.*

Headquarters Officers are assisted on legal problems by the Club's Honorary Solicitor, for the benefit of Club Members.

#### *Other Benefits.*

Members are entitled to use the badges and pennant of the Club. All members may attend social and other events organised by Headquarters. They are also members of their Local Centre without further subscription and may take part in all events organized by Local Centres.

The Caravan Club is an associated club of the ROYAL AUTOMOBILE CLUB.

The Club is also a member of the INTERNATIONAL FEDERATION OF CAMPING CLUBS, and members touring the Continent can obtain a card of introduction to foreign clubs.

#### *Protection.*

The Club is the watchdog and defender of the freedom and pleasures of caravanners. Its legislation Committee and its experienced Parliamentary Agents are on the alert to resist every encroachment on this freedom by Parliamentary legislation and by the actions of Government Departments, local authorities, and water undertakings, etc., affecting caravans, whether on the site or on the road.

THE CARAVAN FREEDOM FUND, formed to protect the freedom of caravanners, serves to finance special expenditure on this work. It was founded by the Caravan Club, whose members elect the Trustees.

The Club is a constituent member and founder member of the National Caravan Council, which represents all branches of the organised caravan movement and is working in every possible way to improve caravanning for the benefit of all caravanners.

#### *Officially approved.*

The Caravan Club is one of the few organisations which have secured the certificate of approval of the Minister of Health under Section 269(6) of the Public Health Act, 1936. In accordance with that Section, its members are exempt from certain restrictions under the Act. In particular, they are allowed to make frequent use of unlicensed sites.

#### *Official Organ.*

Every month, Full Members and Associates receive by post THE CARAVAN, the premier Caravanning journal of the world (annual subscription, 8s. per year to other readers) which acts as the Club's official organ.

THE CARAVAN MANUAL is of real service to owners of caravans as it contains an enormous amount of practical information on equipment, attachment to the car, the art of towing, where to go, cooking, maintenance, law, etc., in addition to chapters for the reader who has not yet bought his van.

The book is published at 7s. 6d. and can be obtained through booksellers or from the Club's Book Department for 7s. 11d. post paid.

Application forms for membership and the Club Prospectus may be obtained from the Secretary, at the Caravan Club Headquarters, 24, Store Street, London, W.C.1.

## THE BRITISH CARAVANNERS CLUB.

(A section of the Camping Club of Great Britain and Ireland, Ltd.), 38, Grosvenor Gardens, London, S.W.1.

This Club is an old-established Organisation for the service of those who enjoy the freedom of the open air. It watches over the interests of its members in preserving the amenities so desirable for the well-being of users of tents and caravans.

Amongst its advantages are :—

List of over 2,000 camping sites.

Exemption from Restrictive Legislation.

Club Journals—"Camping and Open Air Life" and "Caravanning".

Special Caravan and Motor Insurance Policies.

Free Equipment Insurance.

Social Activities.

Tours—Meets—Rallies.

Expert Unbiased Technical Advice.

For full particulars and application forms for membership apply to above address.

## INFORMATION FOR CARAVAN OWNERS DESIRING OVERSEAS TRANSPORT.

The Services of the Lep Transport Limited for Transport of Caravans to Overseas Countries are given below.

The Lep Group, whose members constitute a world-wide organisation of British-owned companies, engages in International transport and all Services appertaining thereto, comprise the following :—

### ***Caravan Packing & Shipping.***

In the packing of caravans, the shielding of sensitive parts, use of waterproof papers, protective greases and anti-rust compounds are features of tropical packing, to which the department necessarily devotes a separate specialist section. Caravans may be shipped complete without any packing, or may be packed in a special case, according to the requirement of the owner. The shipping details covering the export and import of caravans are as follows :—

**EXPORT.** No export licence required, all arrangements can be made with regard to shipment abroad by Lep Transport Ltd.

**IMPORT.** In some countries import restrictions are in force and any information on this point can be obtained from Lep Transport Ltd.

### ***Shipping.***

There are Lep offices staffed with experienced personnel at all the important ports and industrial centres. Collection, delivery to port, booking of shipping space, preparation of all shipping and Customs documents and issue of through Bills of Lading at inclusive rates are all part of the service to exporters, as well as arranging for the reception of the goods at their destination and, where necessary, collection of shippers' invoices. For inward traffic, Lep undertake Customs Clearance, Warehousing, both bonded and free, and delivery to the consignees.

### ***Insurance.***

Lep runs its own insurance department. This enables it to obtain the best rates, either through its connection at Lloyd's, or from the Tariff companies.

### ***Travel.***

Since 1919, Lep has maintained a separate department for handling the personal travel arrangements of its clients. Lep Travel, with London offices in six provincial cities, are official agents for all the leading Steamship, Railway and Air Lines, issuing tickets and supplying information on travel conditions, Passport and Currency regulations.

#### *Head Offices :*

LEP TRANSPORT LTD., SUNLIGHT WHARF, UPPER THAMES STREET, LONDON, E.C.4.

#### *Telegrams :*

DEPOLEP, CENT, LONDON.

#### *Telephones :*

CENTral 5050 (20 lines).

#### *Branches at :*

Belfast, Birmingham, Bradford, Bristol, Dublin, Dundee, Glasgow, Goole, Hanley, Harwich, Hull, Leicester, Leith, Liverpool, Manchester, Newcastle-upon-Tyne, Newport (Mon.), Nottingham, Sheffield, Southampton, Stockton-on-Tees.

*Overseas Transport Facilities are also provided by J. JOHNSON & CO. LTD., 32, Paradise Street, Birmingham 1, who welcome enquiries from Caravan Owners desiring overseas transport facilities.*

### ***Towing Service.***

A reliable towing and handling service is provided, and all caravans towed are fully insured and any distance quoted for by :—

M. H. CAMPION, Croft Filling Station, Coventry Road, Croft, Nr. Leicester. Telephone : Sutton Elms 213.

## THE LAW RELATING TO CARAVANNING

Reference.	The Law.
Copies of these Acts and orders may be purchased direct from H.M. Stationery Office, York House, Kingsway, London, W.C.2, price 1d.	On behalf of the company I have carefully compiled these extracts, which the company offer for your guidance without accepting any liability for misinterpretation, errors or omissions, since they constitute our interpretation of the laws appertaining to trailers and caravanning.—COVENTRY STEEL CARAVANS LIMITED. C. R. DAWTREY, Managing Director.
(1) S.R. & O., 1947, No. 670. Regulation 15.	Every motor vehicle must have a driving mirror (interior or exterior), to enable the driver to become aware of traffic to the rear (except when proceeding to port for export). It is not compulsory to have an exterior mirror, providing you can see in your interior driving mirror a clear view right through the front and rear trailer caravan windows.
(2) S.R. & O., 1935, No. 897. Regulations 1 to 13.	When a direction indicator (illuminated or otherwise) or a stop light is fitted to a trailer vehicle, specific regulations must be observed ( <i>see</i> reference); but they are <i>not compulsory</i> , and need not be fitted to any motor or trailer vehicle.
(3) S.R. & O., 1947, No. 670. Regulation 8.	Springs must be fitted between road wheels and frame on any trailer caravan constructed since January, 1932 (except when proceeding to port for export).
(4) S.R. & O., 1941, No. 643. Regulations 4 and 13. Also P.R. & O., Nov. 24, 1942.	No trailer shall be drawn by a Public Service vehicle, except a trailer used only for producing gas for propulsion (except when proceeding to a port for export).
(5) S.R. & O., 1947, No. 670. Regulation 22.	No trailer vehicle may be equipped with a lavatory unless it is efficiently ventilated to the outside of the vehicle, and also embodies the use of an efficient germicidal and non-irritant chemical (except when proceeding to port for export).
(6) S.R. & O., 1947, No. 670. Regulation 49.	When travelling on public roads, the width of a trailer caravan must not exceed 7 ft. 6 in., a showman's trailer may equal but not exceed 8 ft. 9 in., provided it was constructed before January, 1931. A trailer constructed with solid tyres before January, 1933, may be converted to pneumatic when an unavoidable local increase up to 8 ft. is permissible.
(7) S.R. & O., 1947, No. 670. Regulation 48.	The overall length of a trailer caravan when on a public road shall not exceed 22 ft. (excluding drawbar) unless each journey is authorised by the police, or it is proceeding to port for export.
(8) S.R. & O., 1947, No. 670. Regulation 50.	Every trailer caravan or vehicle exceeding two cwts. unladen weight must have an efficient braking system capable of being applied as follows (except when proceeding to port for export):— (a) Operating on half, but not less than two wheels. (b) Must be controlled from the towing vehicle, when the total laden weight exceeds 45 cwts. (c) Brakes which come into operation automatically on the overrun are permissible on a caravan trailer providing the total weight does not exceed 45 cwts. NOTE.—A trailer constructed or converted for use as a <i>goods transport vehicle</i> must have brakes controllable from the towing vehicle if the unladen weight exceeds 20 cwts. If the unladen weight is below 20 cwts., then overrun type brakes will comply with legal requirements for goods transport use. (d) An effective parking brake must prevent two wheels from revolving when the trailer caravan is left unattended, or when detached from the towing vehicle.
(9) S.R. & O., 1947, No. 670. Regulation 52.	A trailer caravan constructed after January, 1933, must be equipped with pneumatic tyres when travelling on public roads (except when proceeding to port for export).
(10) S.R. & O., 1947, No. 670. Regulation 53.	Mud or water thrown up by the road wheels of a trailer caravan must be checked by wings or other means when travelling on public roads (a chassis or unfinished trailer caravan, when travelling to a works for completion or proceeding to a port for export is exempt from this requirement).
(11) S.R. & O., 1947, No. 670. Regulation 57.	The unladen weight of a trailer caravan must be clearly marked in a conspicuous position on the near side of chassis or body (except when proceeding to port for export).
(12) S.R. & O., 1947, No. 670. Regulation 60 and Page 31	When a trailer caravan is being towed by a commercial vehicle, or by a motor car or vehicle constructed or adapted to carry more than seven passengers and the driver, then a T plate of specific design must be fixed to the back of the trailer ( <i>see</i> reference).
(13) S.R. & O., 1947, No. 670. Regulations 67 and 71.	A trailer caravan must be in safe roadworthy condition and must not be a danger to any person in the trailer or on the road. Tyres must also be in good condition.
(14) S.R. & O., 1947, No. 670. Regulation 68.	The brakes on a trailer caravan must be maintained in good and efficient working order and be properly adjusted, when in use on the road.

**THE LAW RELATING TO CARAVANNING—continued.**

Reference.	The Law.
(15) S.R. & O., 1947, No. 670. Regulation 74.	No lavatory, basin or sink drains shall be discharged or allowed to leak on to a road from a vehicle or trailer caravan.
(16) S.R. & O., 1947, No. 670. Regulation 75.	A trailer caravan must not cause or make an excessive noise when in use on a road. (The regulation describes certain mitigating or accidental circumstances which would be accepted as a good defence in the case of proceedings.)
(17) S.R. & O., 1947, No. 670. Regulation 81.	The person in charge of a trailer caravan must not permit this to stand on a public road so as to cause any unnecessary obstruction.
(18) S.R. & O., 1947, No. 670. Regulation 87.	The total overall length of a towing vehicle and the trailer caravan must not exceed 60 ft.
(19) S.R. & O., 1947, No. 670. Regulations 89 and 90.	Two-wheeled motor cycle must not draw any trailer unless a side car is attached to the cycle. If a trailer or caravan is drawn by a motor cycle and side car it must not weigh more than 5 cwts. unladen or exceed 5 ft. in overall width.
(20) S.R. & O., 1947, No. 670. Regulation 92.	A trailer caravan must not be used to convey passengers <i>for hire or reward</i> .
(21) S.R. & O., 1947, No. 670. Regulation 94.	The <i>maximum penalty</i> for each offence in contravention of the above regulations is a fine not exceeding £20.
(22) S.R. & O., 1947, No. 670. Regulation 95.	A policeman <i>in uniform</i> may test or inspect the brakes of a trailer caravan when on a public road, or he may do this on the premises where it is parked, subject to the consent of the premises owner. Any examiner appointed by the Ministry of Transport has the same power, but he must produce his authority if required.  If necessary, the policeman or examiner must give written notice to the owner of his intention to inspect the trailer on the premises of storage, and he must serve this notice 48 hours in advance by hand, or 72 hours by registered post. The trailer owner cannot then refuse.
(23) S.R. & O., 1941, No. 114. Regulations 23, 25, 26 and fourth Schedule.	When on the road, a trailer caravan must have a rear number plate bearing the same marks and numbers as the towing vehicle. This must be illuminated at night and be easily distinguishable. The numbers shall be readable from a distance of 75 ft. in daylight and at 60 ft. when illuminated during the hours of darkness.  The plate must be rectangular and Black. The letters must appear White against the Black background. During hours of darkness the letters may appear Red by means of illumination as an alternative to White, in which case a Red rear lamp would not be required. Letters and figures must be 3½ ins. high by 2½ ins. wide (excepting figure 1). Every part of each letter and figure must be ⅜ in. broad, and be spaced ⅜ in. apart. The Black plate must extend not less than ¼ in. beyond the top, bottom, and both ends of the letters or figures.
(24) S.R. & O., 1947, No. 670. Regulation 86.	A tow rope may not exceed 15 ft. in length. No regulations exist to restrict the use of a tow bar for carriage of equipment or to otherwise determine its construction and use.
(25) S.R. & O., 1936, No. 392. and Road Transport Lighting Act, 1927. Section 1.	Side lamps must be fitted to a trailer caravan if any part of the trailer projects sideways more than 12 ins. beyond the side lights of the towing vehicle.
(26) Road Traffic Act, 1934. First Schedule Section 2.	A two-wheeled trailer caravan must not exceed a speed limit of 30 miles per hour. If it has more than two wheels, the speed limit is 20 miles per hour.
(27) Public General Acts and measures 26 Geo. V and 1. Edw. VIII, 1935-36. Vol II, Chapter 49, Section 268.	<b>PUBLIC HEALTH ACT, 1936. Part XI.</b> <i>Regulation 1.</i> A mobile home, and the occupiers are covered by the same laws providing against filthy or verminous conditions, etc., as apply to any other houses and occupiers.
(28) Ditto.	<i>Regulation 2.</i> A mobile home, must not be used in conditions prejudicial to the health of any person by over-crowding or improper sanitary accommodation. If so mis-used, it may be classed as a statutory nuisance.
(29) Ditto.	<i>Regulation 3.</i> If a statutory nuisance is caused by the use of a mobile home, then the van owner, land owner, occupiers, and any persons in charge may be served with an abatement notice and proceedings may be taken against them. It shall be a good defence if the land owner proves the land was used without his authority.
(30) Ditto.	<i>Regulation 4.</i> A local authority may make bye laws to promote cleanliness and good habitable conditions, etc., in the use of a mobile home.

**THE LAW RELATING TO CARAVANNING—continued.**

Reference.	The Law.
(31) Public General Acts & Measures 26 Geo. V & 1. Edw. VIII, 1935-36, Vol. II, Chapter 49, Section 269.	<i>Regulation 1 (i).</i> A local authority may grant a licence to the occupier of land, authorising its use for mobile homes.
(32) Ditto.	<i>Regulation 1 (ii).</i> The local authority may grant a licence to any individual owner of a mobile home to use his caravan on land not already licenced (as paragraph 31).
(33) Ditto.	<i>Regulation 1 (i and ii).</i> When granting the licence to either the land owner or the caravan owner, the authorities may add any conditions they think fit.
(34) Ditto.	<i>Regulation 4.</i> The owner of a mobile home may apply to a local authority for a licence to use his caravan, on an unlicenced piece of land in the district, then the authorities must either grant or refuse the licence within four weeks, or otherwise, it is deemed to have been granted unconditionally.
(35) Ditto.	<i>Regulation 4.</i> The owner or occupier of land may apply to the local authority for a licence to permit his land to be used by one or more unlicenced caravanners. The authorities must either grant or refuse the licence within four weeks or otherwise it is deemed to have been granted unconditionally.
(36) Ditto.	<i>Regulation 2 and 3.</i> A licence is not required when a mobile home is used on a plot of land for a period not exceeding 42 consecutive days in any one year.
(37) Ditto.	<i>Regulation 2 and 3.</i> A licence is not required when a mobile home is used on a plot of land for intermittent periods not totalling more than 60 days in any one year (e.g. 42 consecutive days, then away 48 hours, and back again for 18 more days).
(38) Ditto.	<i>Regulation 2 and 3.</i> A licence is not required providing a mobile home is moved 100 yards to a new position every 42 days, but each site must be vacant for 305 days before it can be re-occupied for another 42 day period. This calls for nine moves per year, and as the sites must each be 100 yards apart, it would mean spacing the nine sites over a ten-acre field.
(39) Ditto.	<i>Regulation 4.</i> If a land occupier, or a mobile home owner obtains a licence from the local authority to which unreasonable conditions are attached, then he may appeal to a Court of Summary Jurisdiction. (Successful appeals have been made.)
(40) Ditto.	<i>Regulation 4.</i> If a local authority unreasonably refuses to grant a licence, the land occupier or mobile home owner may appeal to a Court of Summary Jurisdiction (successful appeals have been made).
(41) Ditto.	<i>Regulation 5 (a).</i> The owner of a mobile home may keep the caravan in the grounds belonging to and forming part of his permanent dwelling house, and he or any member of his household may use the caravan without requiring a licence.
(42) Ditto.	<i>Regulation 5 (b).</i> The occupier of agricultural land, or his farm workers may use a mobile home in connection with their work on that land at <i>certain</i> ? seasons, without requiring a licence.
(43) Ditto.	<i>Regulation 5 (ii).</i> A showman (proprietor of a circus, fair, etc.) who uses a mobile home in the course of his business does not need a licence.
(44) Ditto.	<i>Regulation 5 (iii).</i> If the owner of a mobile home parks his caravan on land for storage only, then he does not need a licence.
(45) Ditto.	<i>Regulation 6.</i> If an organisation of caravanners satisfies the Minister that it takes reasonable steps to ensure that camping sites used by its members are properly managed and kept in good sanitary conditions, etc., then the Minister may grant to that organisation a certificate of exemption which shall have the effect of a licence authorising any member to use his mobile home on any site. A certificate so granted may be withdrawn at any time.
(46) Ditto.	<i>Regulation 9.</i> A local authority in any district which at the commencement of this Act already had a local act and by-laws regulating the use of mobile homes on camping grounds, may continue to apply the regulations of the by-laws in which case the regulations of this Act shall not apply. The local authority may apply to the Minister to have the local Act repealed and adopt the regulations of this Public Health Act, 1936.
(47) Ditto.	<i>Regulation 7.</i> A person who contravenes the provisions of this section or fails to comply with any conditions attached to a licence shall be liable to a fine not exceeding £5 upon conviction, and to a further 40/- per day if the offence continues after conviction.

**THE LAW RELATING TO CARAVANNING—continued.**

Reference.	The Law.
(48) Public Health Act, 1936. Circular 1600.	This circular appears to be addressed for the attention of Town Councils, Urban District Councils, and Rural District Councils, and is a general résumé of this Act with reference to previous Circular No. 1576 and to Sections 268 and 269. Some extracts are given as follows :—
(49) Paragraph 2.	Section 268 substantially re-enacts existing law with one amendment designed to make clear the right of a local authority to take proceedings against a land occupier who commits an offence.  Section 269 contains new law affecting moveable dwellings and the control of holiday camping—a growing practice to be encouraged in the interests of National Health . . . The Act will prove useful in dealing with encampments of a more permanent nature. . .
(50) Paragraph 3.	Structures to which the local building by-laws apply are excluded from the scope of this section. . . The local authority should specify in the licences issued, the parcel of land . . . the particular structure . . . and may attach conditions in certain respects. . . The licence may be issued for a limited period.
(51) Paragraph 4.	The section contemplates two kinds of camping as requiring a licence. . . A concrete case will illustrate the operation of the section.
(52) Paragraph 6.	Camping will thus in future be controllable by licence under Sections 269, by by-law under Section 268, or by both . . . when it will be necessary to avoid inconsistency between by-laws and conditions attached to a licence.

**GENERAL NOTES**

References and information on Law so far as may apply to any of the following notes will be added later when the writer has found time to locate and study the various records and documents appertaining thereto :—

Rates.	A mobile home while it remains on wheels is not liable to rates, but a rateable value may be given to the land it occupies if the caravan remains on the same site indefinitely.  It is my personal opinion that for moral and discreet reasons, a caravanner living in a mobile home more or less permanently in a district should voluntarily contribute to local rates, but with due moderation and in fair proportionate value, substantially lower than the larger permanent house rates. I lived in a caravan (without applying for a licence) and paid voluntary rates for three years to which I credit much of the goodwill existing between the local authority and myself during those years of undisturbed caravanning.
Road Side Parking.	The grass on the road side is controlled and maintained by local road authorities, and it is technically wrong for car or caravan to park night or day. However, when lights have failed, the camping site could not be reached before dark, or in the event of mechanical breakdown and other such emergencies, many caravanners I know have stopped on the wayside (including myself), and I have never heard of any official complaint or action.
Common Lands and Farm Lands.	There are definite laws prohibiting camping on common lands. You can always temporarily take your mobile home on to farm land with the farmers permission.
Town and Country Planning Acts.	These acts may impose certain restrictions on a piece of land, and you should obtain full information on this and by-laws before buying a site for your mobile home.

**ADDITIONAL COMMENTS ON THE LAW RELATING TO CARAVANNING WILL BE ADDED FROM TIME TO TIME BY THE COMPANY AS DEEMED HELPFUL TO OUR READERS**



**COVENTRY STEEL CARAVANS LTD., MARKET PLACE, WARWICK, ENGLAND**

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