

PRICES SUBJECT TO 10% INCREASE.



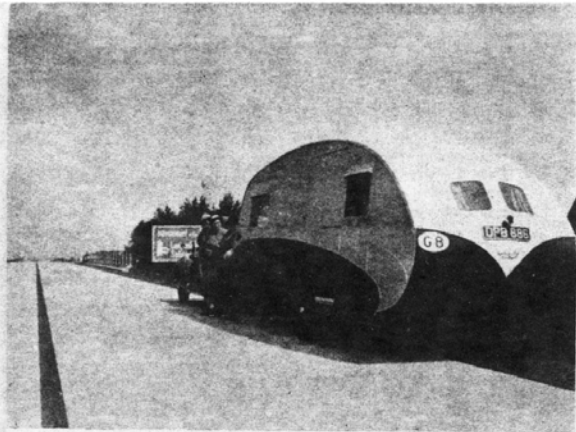
CAR CRUISER CARAVANS



HAYES • MIDDLESEX



North, South,  
West, East.



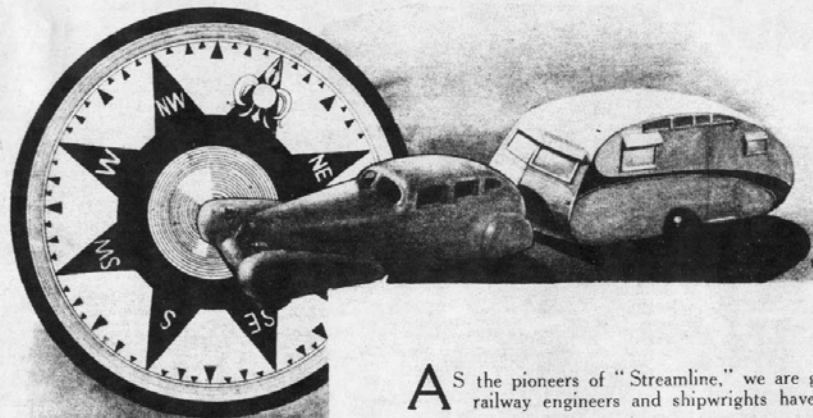
The first Caravan  
to use the new  
National Highway  
between Cologne  
and Dusseldorf.

Visitors



Venison on the Menu,  
near Vienna.





## THE FLEMING-WILLIAMS CAR CRUISERS

**A**S the pioneers of "Streamline," we are glad to notice that car manufacturers, railway engineers and shipwrights have at last realised its full importance.

The reduction in noise caused by a high wind would alone justify the shape, but add to that ease of towing, lighter and stronger construction and rigidity in storms, and you have an overwhelming claim for it.

Any old box might be pleasant on a sunny day, but when it is blowing a gale, with a driving rain, and tempers are shortened by disappointment and cooped-up proximity, then you need a real Caravan; properly designed, spacious and easy to work. Car Cruisers are delightful in bad weather or good. They are the outcome of 15 years' practical first-hand experience. Every square inch of them has passed the test of hard utility, and been whittled into beauty by the eye of an artist.

It would be tedious to enumerate all the improvements on our new Models. Each detail has been re-examined with a critical mind, and it is astonishing how much that seemed good is now even better. We honestly believe that Car Cruisers possess real merit, and to any happy owner will be a lasting joy and a sound investment.

## THE EXTERIOR

*Shape.*

The first thing which strikes one is the rather unusual shape of a Car Cruiser. There are many reasons for this. It is not yet fully realised that a car proceeding at 30 miles an hour against a wind of 30 is moving through the air at 60 miles an hour. At this speed, half the horse-power of the engine is being used to overcome wind resistance. If the car were given a proper streamline shape, this waste of petrol could be reduced to a very small proportion. If all the vehicles on the road to-day were streamlined, the saving in petrol consumption would pay the Dole.

*Sides.*

Of steam-exploded, hard-pressed fibre. This material is impervious to any weather, either sun or rain ; it possesses excellent insulating qualities, and improves with age. Even unpainted it does not deteriorate.

*Windows.*

Windows are very large and numerous, in metal frames which will not warp. They are hung so that they can be kept open in the rain. Another important feature is that they are fitted on the outside of the walls, so that in the event of any leakage, the water would run free from the interior. In practice, this has proved a very successful solution of a difficult problem. All the windows are provided with a patent jointed stay, which holds them in any desired position when open, and effectively locks and draws them air-tight when closed.

## Descriptive Details—*continued.*

### *Roof.*

The roof is of special thick insulating board, covered with canvas. This gives a roof of immense strength, non-condensing in winter and cool in summer.

### *Towing Mechanism.*

The tow pole is of twin channel steel, with a very large factor of safety. The sliding bar which takes the pull and absorbs towing shocks runs in totally enclosed bearings which require greasing only every 1,000 miles. There is an efficient automatic brake acting on internal expanding, Ferodo-lined shoes, and a separate hand-brake which can be locked in position.

### *Spirit Level.*

There is a spirit level so disposed that it can be turned to show both the fore and aft and lateral level. This is a very important fitting, otherwise it is impossible to make sure the beds are level. It is very unpleasant to turn in and then find that you are either falling out of bed or that your head is considerably lower than your feet.

### *Mooring Legs.*

Rigidity of supporting legs is essential. Nothing is more disconcerting than to find the Caravan sway to every gust or to move when anyone turns over in bed. We believe our system is the only one which gives absolute absence of movement at the point of contact with the ground, and yet preserves individual freedom of movement with an adjustment of nearly two feet. They are operated by a wheel brace through a threaded rod. They are self-locking, and so simple to operate that anyone can moor up single-handed with ease.

### *Axle, Hubs.*

Axle is of special steel, cranked to allow of a very low riding position.

Hubs have roller bearings, in dust-proof housings, and require re-greasing only once in a season.

## Descriptive Details—*continued.*

### *Tyres.*

These are by Messrs. Dunlop, and are fully guaranteed. In actual practice we have found that at the end of five years there is still very little sign of wear on them.

## THE INTERIOR

### *Head Room.*

The first feeling on entering is one of space, light and airiness. The head room is astonishing, being 6ft. 4in. at centre, and ample everywhere that it is necessary to stand. At the front, where the curve of the roof comes lower, the folding table occupies the space, and, at the back, the bed. One does not really need to stand on either.

### *Beds.*

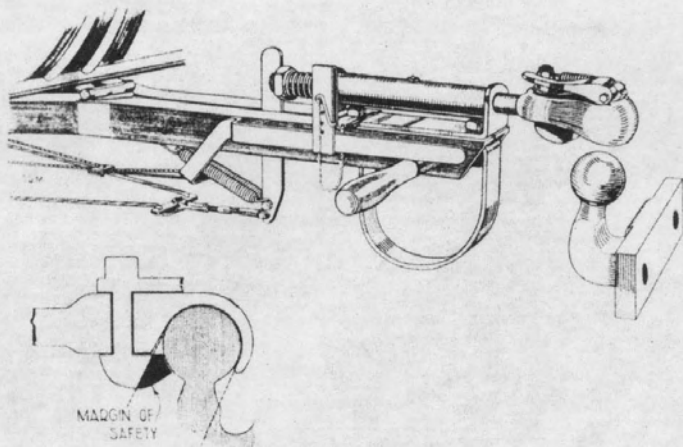
All the beds are of the soft, reversible type, with interlocking interior springs, 6in. deep and 2ft. 3in. wide. The rear ones form a double bed, 6ft. 2in. by 4ft. 2in.

### *Clothes Storage.*

There are large lockers under the beds for blankets, and drawers for personal use. There is also a chest of drawers under the table. There is an ample wardrobe and in the "RALLY FOUR" an extra wardrobe with piped metal tray on one side of it, to catch the water from wet mackintoshes. A looking-glass on both sides of the wardrobe gives a glass to each room.

### *Food Storage.*

There are a number of cupboards specially ventilated to the outside for food storage, in addition to a meat-safe. A locker under the floor is used for unopened stores and air-cooled wine cellar, and there is ample bottle storage elsewhere.

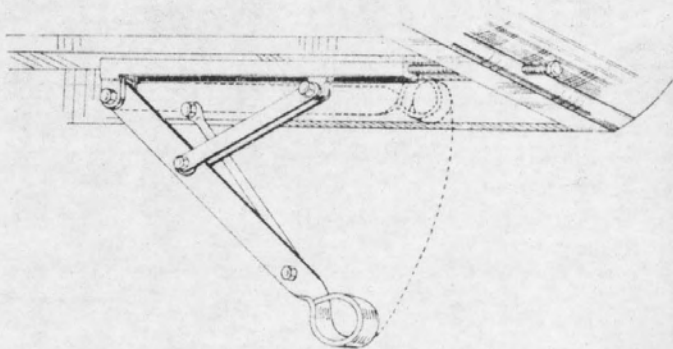


### *Ball Hitch.* (FLEMING-WILLIAMS PATENTS).

This sketch shows the steel tow-pole and hook-ball joint. No direct strain comes on the retaining tongue except when reversing from a stationary position. The ball is an actual Skefoo steel ball shrunk and pinned on to the hook. This ensures perfect rotundity and allows a close fit without rattle.

### *Brace Operated Screw Legs.*

These are adjustable and self-locking. The roll foot ensures perfect operation at all angles, without jamming and fouling. They are perfectly rigid in any position.



*Other features, which are exclusive to our various Models, will be found in the following pages.*

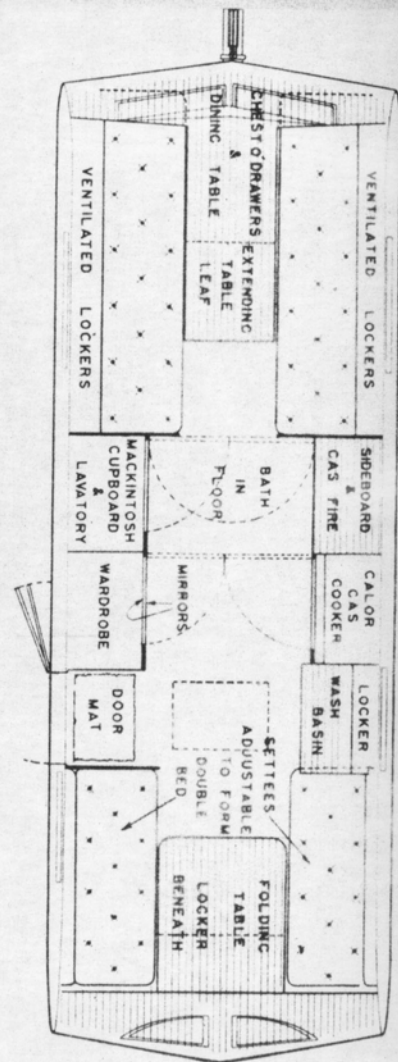


## Rally Four De Luxe

This Caravan is up-to-date to the last minute. No finer has ever been put on the road.  
*Length, 17ft. 6in. Weight, 18cwt. Suitable for 16-H.P. Car.*

Price £298

Six





# Rally Four De Luxe

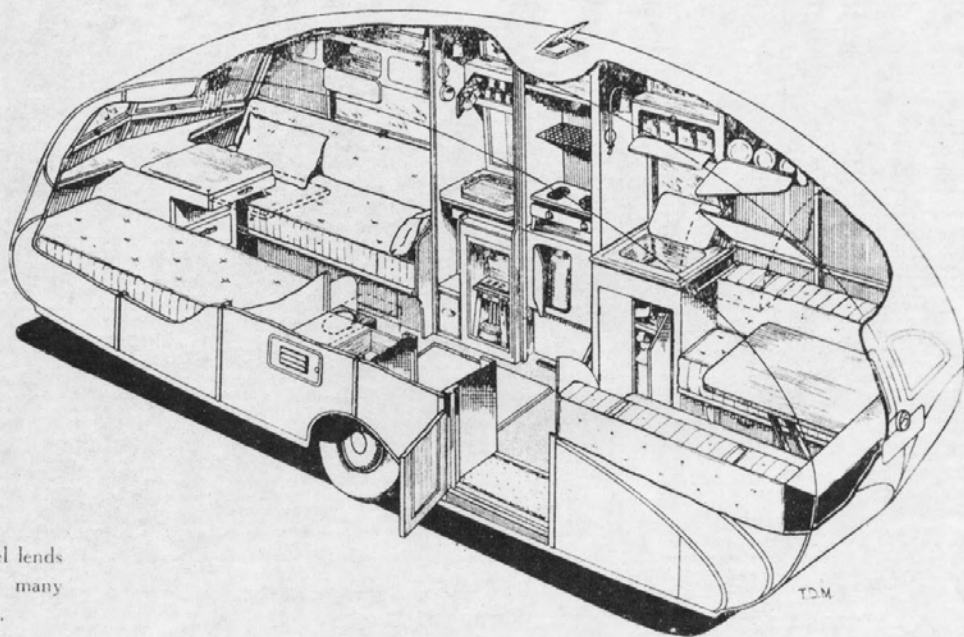
Here are only some of its unique features :—

- Double walls with "Alfol" foil insulation between.
- Full width lantern roof.
- 6ft. 6in. beds in front.
- Can be divided into three rooms.
- Calor gas lighting, heating, and cooking.
- Two wardrobes.
- Special inside/outside ventilated food lockers.
- Rear compartment arranged as Pullman Saloon, with table which forms support for double bed at night.
- "V" front giving more interior room and better vision.
- Totally enclosed galley.
- Bath in floor.
- Emergency lavatory.
- Fitted wash basin in each room.
- Air from gas stove filtered and passed through airing cupboard.
- Cold storage for food worked from Calor gas expansion.

## INVENTORY

Thermometer	6 small plates	4 containers for tea, etc.	Curtains
Barometer	Sugar basin	Tin opener	8 pillow cushions
Calor gas cylinder	4 glasses	Corkscrew	Carpet
Reducing valve	2 milk jugs	6 knives, stainless	Doormat
2-burner gas stove with grill	4 wine glasses	6 forks	Tail lamp (electric)
Gas fire	1 aluminium fry pan	6 dessert spoons	2 electric fittings and switches
3 gas brackets, globes and mantles	3 do. saucepans	6 tea spoons	Tea cloths
Clock	1 do. milk can	Bread knife	Expanding wardrobe fitting
Oven	2 do. pudding basins	Baking dish	Washing-up bowl
Meat safe	1 do. kettle	Dish mop	2 mirrors
6 cups	1 do. teapot	4 egg cups	Hot-plate grid
6 saucers	1 do. toothbrush rack	Salt pot	Bread board
6 large plates	1 do. fish slice	Pepper pot	Bucket
	2 fixed wash basins and plugs	Mustard pot	
	Dustpan and brush	2 water cans, 2 gallons each	

# Rally Four



This Model lends  
itself to many  
alternatives.

*Eight*

## INTERIOR VIEWS—Front and Back.

**I**N the rear compartment, the table drops to fill the gap between the seats and the four cushions pull together to form a most luxurious double bed, 6ft. 2in. by 4ft. 2in. Meals can be set in either room, whichever happens to be most convenient at the time. Children can be put to bed in the front, which can be shut off, and need not be disturbed. The rear

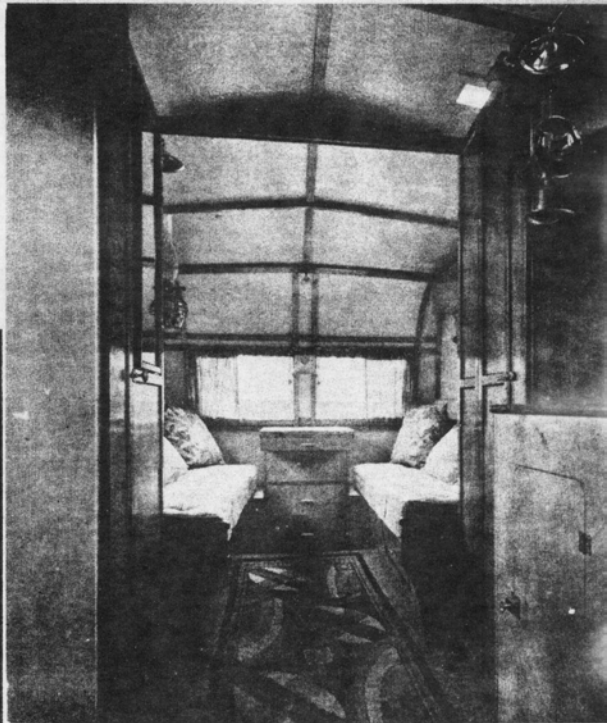


table is also useful for preparing meals, ironing, or any other domestic use. In fact, the double saloon makes nearly two caravans from one.

# Double Saloon

## Four Price £230

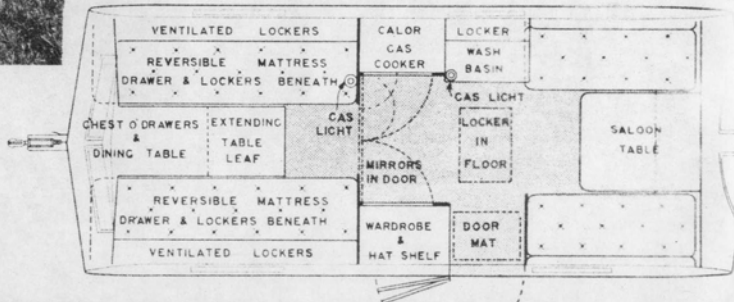
(Single panelled, and without top lights)  
£198.

Length, 15ft. 6in. Weight, 15cwt.  
Suitable for 12-H.P. Car.

This Model is fully insulated,  
and can be used winter or summer.  
Finished in oak.

This is our most popular Caravan.  
It has everything that is necessary for  
real comfort and yet it is easy to handle  
and tow.

Ten



# Double Saloon Four

This Caravan is slightly shorter than the Rally Four, yet possesses a unique amount of accommodation.

## *Special Features :*

Double walls, with "Alfol" foil insulation between.

Full width lantern roof.

6ft. 6in. beds in front.

Calor gas lighting and cooking.

Cold storage for food worked from Calor gas expansion.

Special inside/outside ventilated food storage.

Rear compartment arranged as Pullman Saloon with table which forms support for double bed at night.

"V" front, giving more interior room and better vision.

Totally enclosed galley.

## INVENTORY

Clock

Calor gas cylinder

Reducing valve

2 burner gas stove, with grill

2 gas brackets, globes and mantles

Oven

Meat safe

6 cups

6 saucers

6 large plates

6 small plates

Sugar basin

4 glasses

2 milk jugs

1 aluminium fry pan

3 do. saucepans

1 aluminium milk can

2 do. pudding basins

1 do. kettle

1 do. tea pot

1 do. toothbrush rack

1 do. fish slice

Fixed wash basin and plug

Dustpan and brush

4 containers for tea, etc.

Tin opener

Corkscrew

6 knives, stainless

6 forks

6 dessert spoons

6 tea spoons

Bread knife

Baking dish

Dish mop

4 egg cups

Salt pot

Pepper pot

Mustard pot

2 water cans, 2 gallons each

Bucket

8 pillow cushions

Carpet

Curtains

Doormat

Tail lamp (electric)

2 electric fittings and switches

Tea cloths

Expanding wardrobe fitting

Washing-up bowl

Mirror

Hot-plate grid

Bread board

# Light Four . .

Price £165

Length . . . 15ft. 6in.

Weight . . . 12½ cwt.

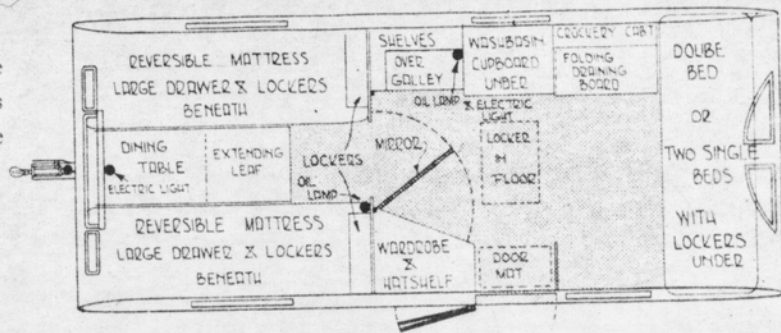


**T**HIS Caravan can be towed by a 10-H.P. Car, and is the ideal holiday van.

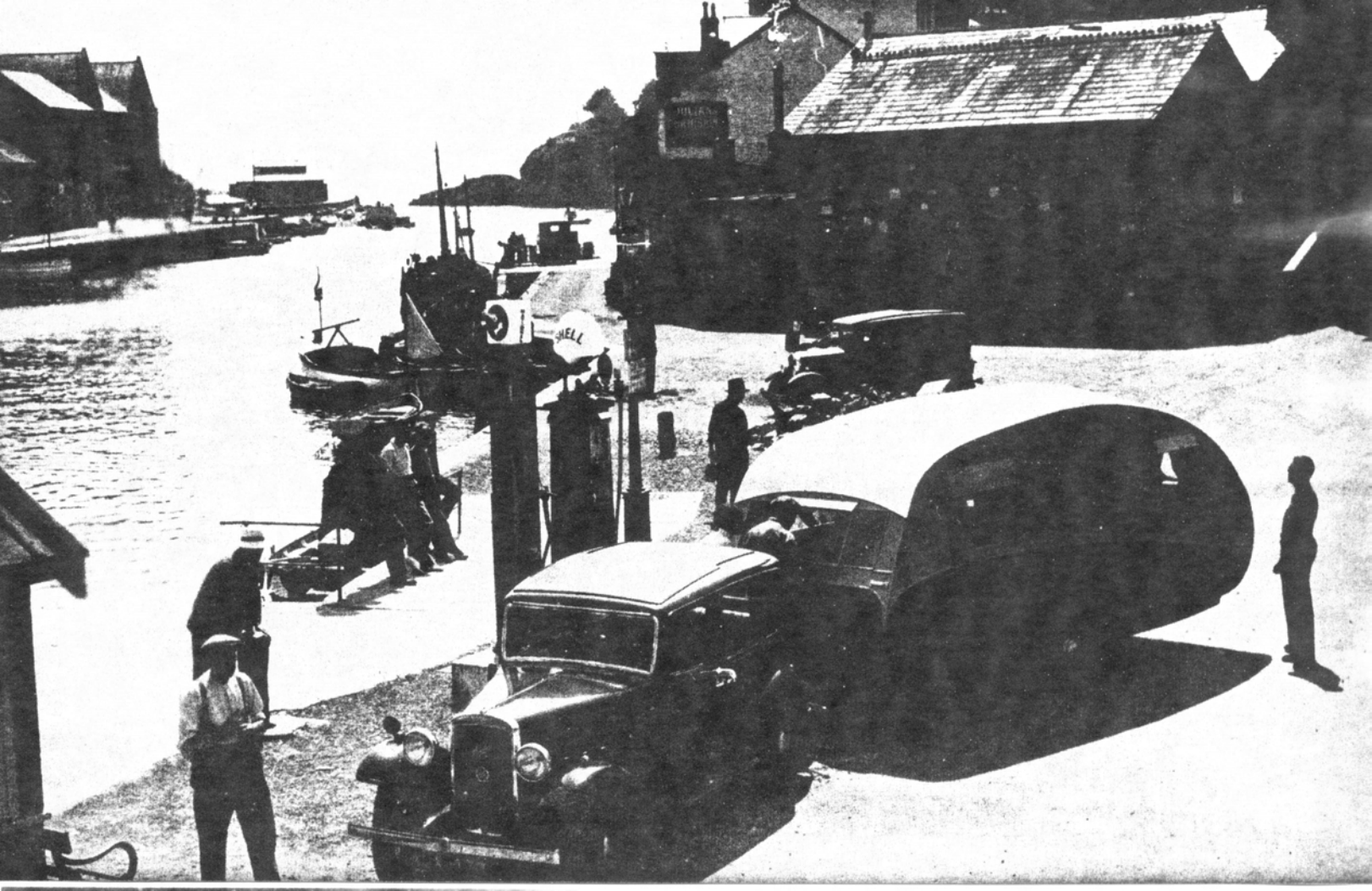
It has every necessity, but without super luxury and weight.

The Inventory is similar to the **Double Saloon Four**, but there is no clock and paraffin blue-flame stoves replace Calor gas.

Twelve



Opposite page shows a Light-Four behind a 10-H.P. Car on tour.





# All Season Two

*Length, 12ft. 6in.*

*Weight, 12 cwt.*

Price - £205

## INVENTORY

Clock

Calor gas cylinder

Reducing Valve

2-burner gas stove, with grill

2 gas brackets, globes and mantles

Oven

Meat safe

6 cups

6 saucers

6 large plates

6 small plates

Sugar basin

4 glasses

2 milk jugs

1 aluminium frypan

3 do. saucypans

1 do. milk can

2 do. pudding basins

1 do. kettle

1 do. tea pot

1 do. toothbrush rack

1 do. fish slice

Fixed wash basin and plug

Dustpan and brush

4 containers for tea, etc.

Tin opener

Corkscrew

6 knives, stainless

6 forks

6 dessert spoons

6 tea spoons

Bread knife

Baking dish

Dish mop

4 egg cups

Salt pot

Pepper pot

Mustard pot

2 water cans, 2 gallons each

Bucket

4 pillow cushions

Carpet

Curtains

Doormat

Tail lamp (electric)

Tea cloths

Expanding wardrobe fitting

Washing-up bowl

Mirror

Bread board

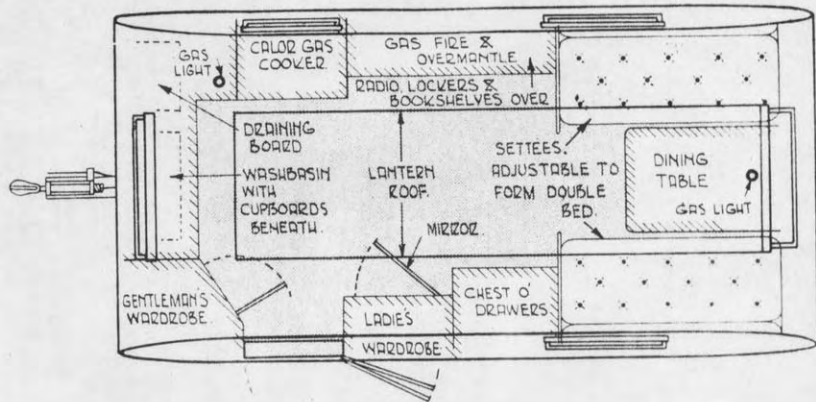


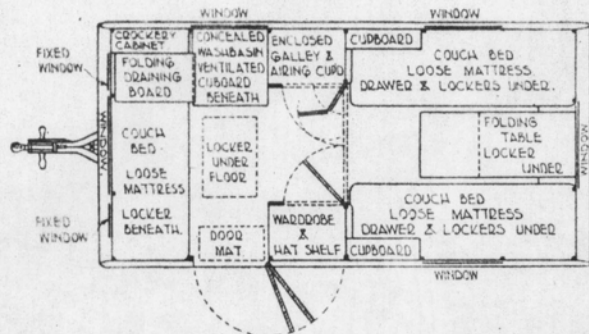
## All Season Two

THIS Caravan is designed as a permanent home for two people. It has Calor gas lighting, heating and cooking. The artistic fireplace, fitted wireless, two wardrobes, chest of drawers, outside larder and abundant locker space make it an ideal little home, yet it could be towed by a 10 H.P. car. The 6ft. 8in. head room is a very special feature.

An ingenious folding hood takes off the smell of cooking and the two-burner gas stove can be totally hidden from sight.

The air-spaced walls with Alfol reflective insulation make it proof against condensation. It is finished in oak.





## Model 3

Price £155

Length, 12ft. 6in. Head room, 6ft. 4in.

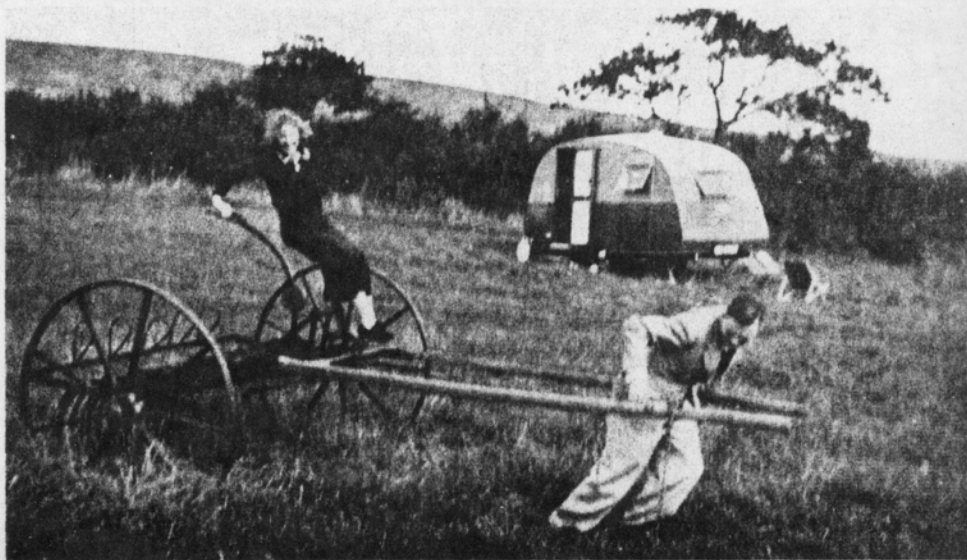
Weight, 11cwt.

THIS is an entirely new Model, specially designed to suit the popular 10-H.P. car. It has an exceptional amount of accommodation and yet it is light and easy to handle. An extra slung bed can be fitted over the front one for a child or light grown-up. This costs £5 complete with mattress. Extra for double air-spaced walls, £12.

### INVENTORY

2 blue flame stoves	4 knives, stainless
Oven	4 forks
Meat Safe	4 dessert spoons
4 cups	Bread knife
4 saucers	Baking dish
4 large plates	Dish mop
4 small plates	4 egg cups
1 milk jug	Cruet
Sugar basin	1 gall. oil container
3 glasses	2 water cans
1 milk can	Bucket
1 aluminium fry pan	4 pillows and slpis
3 do. saucepans	4 cushions
1 do. milk measure	Carpet
2 do. pdg. basins	Doormat
1 do. kettle	2 oil lamps
1 do. teapot	Tail lamp (electric)
1 do. fish slice	Electric lights
1 do. glass rack	Tea cloths
1 do. t'brush rack	Expanding wardrobe fittings
Fixed w'basin with plug	Washing-up bowl
Dustpan and brush	Mirror
3 containers for tea, etc.	Bread board
Tin opener	Hot plate grid
Corkscrew	

Sixteen

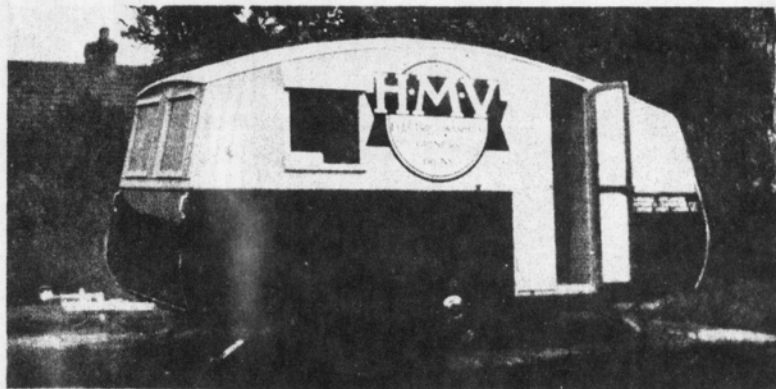
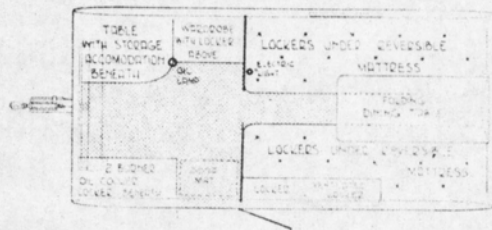


## Colt

Price £98

THIS is a delightful little van, under 7 cwt., which can easily be towed by a 7 H.P. car.

The beds are well over 6ft., and there is a wardrobe and two stoves, as well as many cupboards and lockers.



## Commercial

WE specialize in Commercial Caravans of all types. Let us know your requirements, and we will quote you at very attractive rates.



## HIRE DEPARTMENT

**W**E have a very large hire fleet, but clients are warned that it is advisable to book as early as possible. Many of our Caravans are booked from last year even, and always hundreds of clients are turned away, especially in August.

We do not let for less than 14 days, and our bookings run from mid-day Saturday until the following Friday evening, unless otherwise arranged. Clients are asked to make a special effort to return in good time, otherwise they may be placing others in a most unfortunate predicament.

Hirer must give comprehensive cover for the van, and this is usually done as an endorsement to their existing Car policy. The average charge for this is 15s. per month, or £2 per annum.

*Eighteen*

# HIRE DEPARTMENT

## WEEKLY HIRE TARIFF

	April and October	May	June	July	August	September	
						1st half	last half
Car Cruiser Colt, 2 beds .. .. .	£2 0 0	£2 10 0	£3 0 0	£4 0 0	£4 10 0	£4 0 0	£3 10 0
Car Cruiser Model 3 3 beds .. .. .	£3 0 0	£3 10 0	£4 0 0	£4 10 0	£5 10 0	£5 0 0	£4 0 0
Lightweight Model 4 4 beds, 2 rooms ..	£3 10 0	£4 5 0	£4 10 0	£5 5 0	£6 0 0	£5 5 0	£4 10 0
Car Cruiser De Luxe Model 4 4 beds, 2 rooms ..	£4 0 0	£5 0 0	£5 0 0	£6 0 0	£6 10 0	£6 0 0	£5 0 0

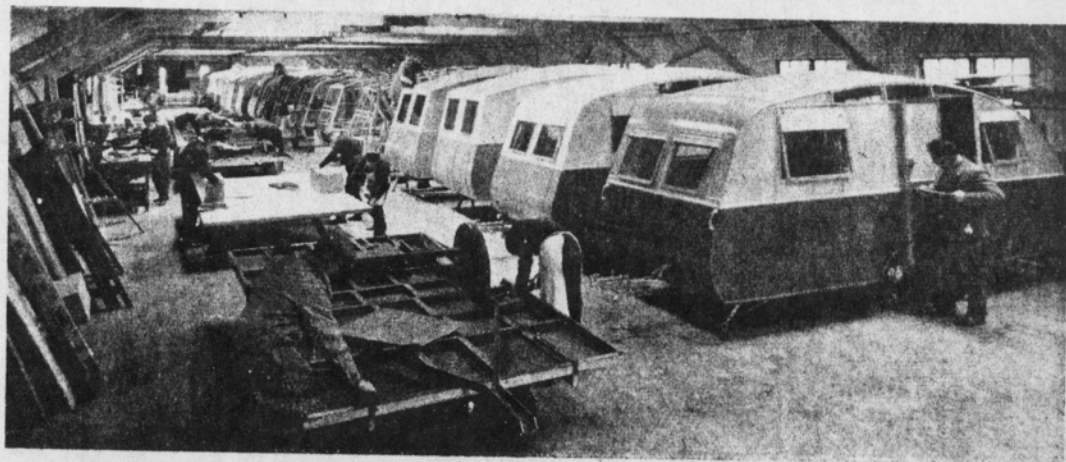
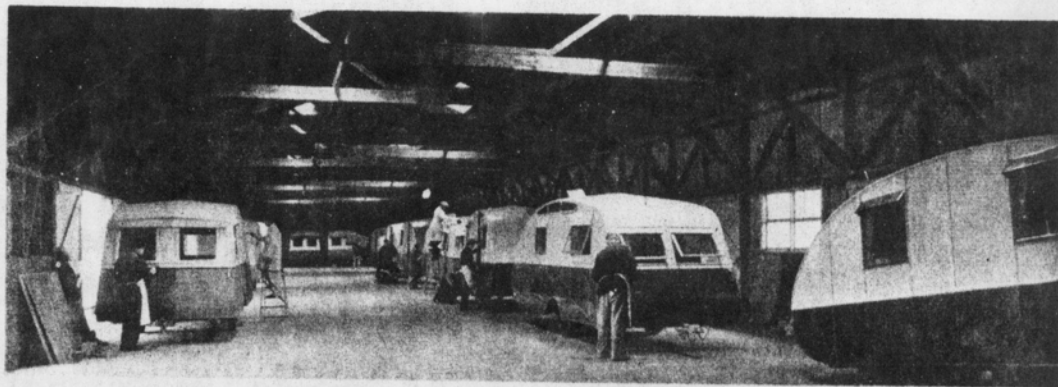
*These Prices include Lavatory Tent and Equipment.*

NOTE.—All Caravans are fully equipped, and it is only necessary for the hirer to supply blankets and personal linen.

Our Works at Hayes are well equipped with the latest machinery.

All kinds of saws, planers, spindles, sanders, enable us to undertake work at economical prices.

We are always pleased to build trailers and caravans to customers' designs at competitive estimates.



## Terms of Business

**Delivery.**—All goods are quoted ex Works. Every endeavour will be made to execute orders to time, but no responsibility can be accepted for late delivery. We shall be pleased to quote for delivery by road or rail to any part of the country.

**Price.**—Advertised prices are subject to alteration without notice.

**Guarantee.**—We desire and expect that customers will thoroughly examine vehicles before taking delivery.

We will replace or repair FREE OF CHARGE any part of a caravan which through fair wear and tear becomes defective during a period of three years, provided it is returned to us free of charge, and we consider it is defective due to either faulty workmanship or design. No responsibility can be accepted for any vehicle which has been altered or tampered with by outside sources.

*Car Cruisers hold Patents and Designs which must not be infringed. Nos. 727, 263, 769,400, 787,094, 787,095, Prov. Pat. No. 35,243.*



*We give a  
Three Years' Guarantee.*

**Payment.**—On all standard caravans a deposit of 10 per cent. with order, balance on taking delivery at our works. A storage charge of 5s. per week will be made commencing one week after the advised date of delivery.

**Customers' Goods.** Customers' cars and caravans are only stored, received, and driven at owners' risk.

**Drawings.**—Although all drawings and dimensions appearing in the firm's catalogue have been compiled with every possible care, no guarantee is given that these will not be varied.

Telephone and Telegrams:  
Hayes 253



Managing Director:  
Major C. Fleming-Williams

# CAR CRUISER CARAVANS

NORTH HYDE ROAD, HAYES, LIMITED  
MIDDLESEX.

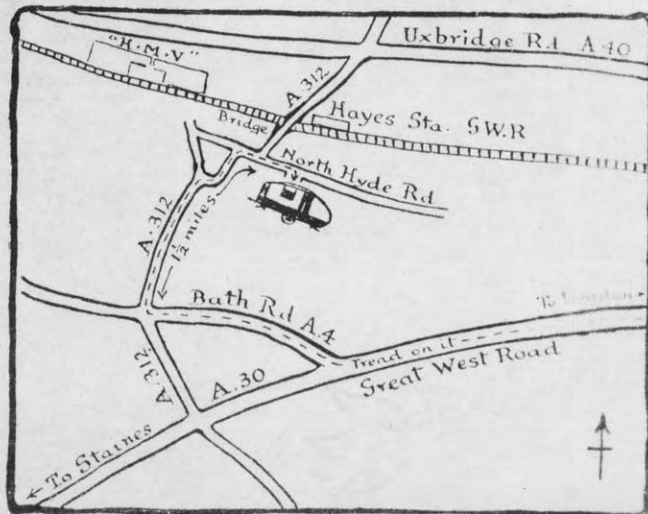
## How to find us:

Our Works and Show-rooms at Hayes are easily accessible by Rail or Car.

Four minutes' walk from Hayes G.W. Rly. Station.

We are situated 200 yards off "A.312," which connects the Great West, the Bath, and the Uxbridge Roads.

Twelve miles from London.





# **CAR CRUISING.**

## **DRIVING.**

The Caravan makes no difference to the steering or control of a car except at speeds over 40 miles an hour.

The legal speed limit is 30 miles an hour for 2-wheeled trailers. The police are getting very sharp on this and it is inadvisable to travel over 35.

It is illegal to draw a trailer without a side mirror on the car. An interior mirror is not sufficient.

While it is easier to manhandle a caravan which is perfectly balanced, for avoidance of sway when towing, it is best to load it to be front heavy. When possible, loose luggage should be stowed forward of the axle.

On no account should the caravan be loaded to become tail heavy.

Under-inflation of the back tyres of the car will cause sway. Give them an extra pump up for safety.

Before setting out make sure that your car policy is endorsed to cover the caravan.

Do not monopolise the middle of the road, and glance at your side mirror to make sure no one is waiting to pass.

At 35 miles per hour it is difficult to pass you unless you draw well in on the near side. Remember the caravan is 3 or 4 inches wider than your car, so do

not draw in too close to the side of the road. Mile posts, shop blinds or lamp posts need watching, especially if there is a large camber on the road. Overhanging branches of trees sometimes cause trouble. Watch out very carefully for humped bridges and level crossings. These should not be taken at more than 10 miles an hour.

It is not fully realized that the chief stresses on car and caravan are not those of pulling, but the up and down movement between them. If the car is just rising from a pothole and the caravan is lunging into one, the strain on the towbar may be ten times that occurring on the steepest hill.

Towing over good roads one is hardly conscious of the caravan at all, but on a certain type of rough road it is inadvisable to travel over 20 miles per hour. A little common sense is the safest guide.

Although the caravan has automatic brakes which are very effective, especially in a sudden stop, it is advisable to change down when descending very steep hills.

When driving out of a gate on to a narrow road make sure that the tail of the van is clear before you turn the car into the direction you wish to go. This is very important as damage is caused by catching the gate post at the last second as the van swings round.

Ascertain that there are no potholes in line with the gate. If one wheel drops, the caravan may heel over enough to hit the gate post. Always close all gates after you.

## REVERSING.

This requires considerable practice as the caravan behaves in an unexpected way. To do this it is necessary to think only of the direction the back of the car must take to control the caravan. It is usually quicker to unhitch the van, which only takes a few seconds, and do the manœuvring by hand.

## CHOICE OF SITE.

When you have definitely decided to look for a pull-up, it is advisable to slow right down and crawl, as a likely spot may not reveal itself until you are almost on top of it.

If you are only seeking a place for the night it is sometimes possible to draw in on the side of the road, especially spots which are used for storing road repair stones. This is not advisable on a busy road, however, as lorries and milk carts are apt to be noisy during the night.

It is illegal to run on to common land more than 15 yards from the road.

The best site is near a farm house where you can get water, milk and eggs.

Always ask permission and pay 1/- per night for the accommodation.

Do not put off looking for a site till after dark, unless you know the district.

Never choose a site where the entrance has a slope up when coming out. It may rain during the night and gate entrances can get very slippery and soggy.

Never moor up in long grass or on bare ground unless it is sandy or stony.

If you are moored in a muddy spot, bracken pulled up and laid on the ground saves a lot of dirt in the caravan.

A.A. Scouts have a list of camping sites in their district and are often very helpful.

The A.A. and R.A.C. can be relied on to supply lists of sites on any desired itinerary.

It is a mistake to plan a tour allowing for big mileages each day. While it is quite feasible to do 250 miles in a day, once you have arrived in the part of the country you wish to explore, a move of only six miles may give you as much change of scenery as you would get in 600 miles.

It is often best to explore round in the car. When you have chosen a nice spot, go back and bring the caravan to it.

As far as possible, it is best to moor up with the door on the side away from the wind. If its direction should change, it is only a matter of minutes to swing the van round. In case of getting caught in a gale in an exposed position it is best to moor with front or back facing it. The car can often be placed to form a wind break.

While it is easy to get the caravan level in a fore and aft direction by means of the legs, it is not possible to do so sideways unless the wheels are level. The best method is to dig a small trench into which the upper wheel can be dropped.

Alternatively the lower wheel can be packed up

with flat stones or pieces of wood. If one wheel is in a trench, and it is desired to move, a big stone should be placed behind the other wheel and the van turned on its axis. This will have the effect of levering the sunk wheel out.

This method applied alternatively to either wheel and the van turned from side to side, forms an excellent way of getting out of very rough ground. It is called "waddling."

### SLEEPING.

Sleeping bags are in every way preferable to ordinary bed clothes. Bed making can be a curse, but with bags this is all eliminated. In the morning, instead of a lengthy routine of folding, bags are simply rolled up, pyjamas inside them, and stowed away quickly.

Sheet bags should be made by sewing up single sheets along one side and the bottom. Sleeping bags can be made from blankets in the same way.

The method of using "sheet bags" is to slip into these first, then pull the sleeping bag over.

When getting up, the whole lot is taken off together, the sheet remaining in its bag till it is decided that a clean one is necessary. Thus the outside bag will need cleaning only rarely.

We can supply sleeping bags from 27/6 upwards.

### WHAT TO TAKE.

Leave behind everything that you can possibly do without. You will need blankets, towels, and pillow slips. Take as few clothes as possible. For men, a

pair of shorts and two khaki shirts will go a long way. One decent suit is quite enough as a rule. Women's clothes weigh so light that it is not important to limit their number.

Do not forget bathing costumes and macintoshes, nor salt and pepper.

Do not lumber the caravan up so that you have to move things before you can get in. It is possible to tour in comfort with nothing visible in the van except the standard fittings.

A tin of floor polish and a few rags are worth the trouble. A clean house is a pleasure to live in; a neglected one breeds dirt and untidiness.

#### LAVATORY TENT.

The best method of erecting is as follows:—

- (a) Drive in 3 pegs to form a triangle six paces (18-ft.) apart.
- (b) Lead the ropes over the pegs. Set up the pole (having first put it through the hole in the top of the tent) slightly forward of the middle of the triangle.
- (c) Peg out the back of the tent as tight as you can.
- (d) Drive in two pegs at the foot of the pole, and slip the rope loops of the front opening over them.
- (e) Peg out the corners of tent as tight as possible.
- (f) Peg sides, pulling them outwards slightly.

It must be noted that the pole comes close to the front side of tent, not in the middle as in a bell tent.

The guy ropes should not be so tight that they take the strain off the corners of the tent, as this will cause sagging of the canvas and loss of room inside.

With the tool provided, dig a trench 2-ft. long and 9-in. wide, running from near entrance towards back of tent. Carefully remove the turf, and place it on one side, as it should be relaid when you strike camp. Straddle the folding seat across the trench. The earth taken out of the hole can be slowly shovelled back from time to time.

Lavatory Tent, complete with pegs, folding seat, and trenching tool, £2 10s.

Hire, 5/- per week.

#### CARE AND MAINTENANCE.

The towing universal should be oiled from time to time.

Grease should be forced into the sliding bolt nipple every 1,000 miles, and this applies to the nipples on spring shackles.

The hubs require greasing only once every season unless the mileage is over 5,000. Before trying to unscrew the hub cap a wire locking ring must be removed by inserting the end of a screw driver and levering it out of the holes at its ends.

Leg screws should be lubricated with a brush dipped in oil as a prevention against rust.

On a new caravan it is important to tighten up all nuts after 500 miles, including those holding the springs to the axle.

While the caravan can be left with safety in the open all the winter, the wear and tear is often more than the cost of housing it in a barn or outhouse during the worst months.

It is usually not difficult to find a farm within reasonable distance where the van can be stored for 2/6 per week.

An occasional wipe over with wax polish or a rag moistened with linseed oil will keep the paint good for several years.

The greatest enemy to the caravan is neglect. A little care and your moving home may be sound and good for many years.