



"The Wanderer" in its heyday. John G. the Jehu is with his two horses, Polly Pea-Blossom and Captain Cornflower. Seated, centre are Inez Gordon Stables, age 7, Lovat Gordon Stables age 10, Hurrican Bob, the Newfoundland dog - called Robert on Sundays, - and Dr. W. Gordon Stables, C.M., M.D., R.N., with his guitar. On the right is Alfred Foley, valet and factotum (a neebour laddie) with the Rippingille cooking range. Behind is the sold tyred Ranelagh Club tricycle used as outrider and general hack. The only absentee is poor Polly, the cockatoo, who "also played the guitar with her beak".

The Caravan Club is the oldest and largest club in the world for the touring caravanner and offers its members:

- the largest single network of Tourist Sites in this country
- the most comprehensive Sites Directory and Handbook for tourist caravanners, free annually, with Sites Map
- monthly magazine 'En Route'
- 'Red Pennant' Foreign Touring Service
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ONE TON PER HORSE POWER

The Caravan Club's first president, Dr. W. Gordon-Stables, R.N.,—well-known for his boys' stories—began the vogue of caravan touring way back in 1886, when horses provided the pulling power. The horseshoe motif on the Club's pennant is a reminder of those early days.

"The Wanderer" was specially built to Dr. Gordon-Stables' own design by the Bristol Waggon Company. They were selected because their normal business was making pullman cars for the railway and it was thought that they had a good stock of well seasoned timber on hand. The doctor was a far-seeing man and there is little in present-day caravaning which he did not anticipate.

The 'old lady' weighs 30 cwt. and measures 20 ft. in length by 6 ft. in width and she is 11 ft. high from the ground. The rear wheels are a little over 4 ft. She is constructed of solid polished mahogany all round outside, with black window shutters, and is lined with a softer wood. The only ornament outside is a simple sketch of the badge on the doctor's naval cap—crown, anchor and laurel leaves—with a scroll of ribbon of the Robertson tartan—his mother's plaid.

Apparently, Dr. Gordon-Stables did not consider it proper to take his wife on his caravan trips—only gipsies did that—the drill was to take a valet and a coachman to look after the creature comforts. The poor valet could never ride in the van; he had to go on ahead on a solid tyred tricycle to warn other road users that the caravan was approaching!

The driver's seat was also used as a corbin and held two bushels. A 3 ft. canopy over the driver provided ample protection against sun and rain. The brake was a powerful affair and similar to those used on horse trams. There was also an iron skid to lock one wheel if required going downhill, and a roller for safety if 'Polly Peablossom' and 'Captain Cornflower' decided to come to a halt ascending one.

The interior, which must have looked like a cross between a first-class railway carriage and a Victorian drawing room, was the doctor's pride and joy. A door with lace curtains divided the van into two compartments. On the right was a sofa which by night became the doctor's bed, and under it were lockers where the bed-clothes were kept and also some items of clothing.

On the left was a table, over which was a bookcase and at one end was a mahogany chiffonier, elegant and ornamental, with large mirror above. The stained-glass roof light was large and gave plenty of ventilation and gilded cornices bedecked the windows.

The kitchen was at the rear—still the best place for towing purposes today—and contained a marble washstand; a rack for dishes with a cupboard above; a rectangular water carrier complete with tap and lid—ideal for collecting well water; a cooking stove (oil) that could be used either inside or outdoors; a rack for hats and gloves; neat pockets for tea and other towels, and the valet's box (also a seat) with a little flap table where he took his meals. Ornate candle-sticks were affixed to the walls in convenient spots.

The poor valet slept in the kitchen on two long doormats with a cork mattress on top. The coachman was more fortunate, he stayed at whichever inn the horses were stabled for the night.

This strange entourage rarely travelled more than 15 miles in a day—20 was really rather overdoing things—which is not surprising when it is remembered that, everything aboard, the horses had a ton apiece to manoeuvre.

The caravan became famous when Dr. Gordon-Stables wrote 'The Cruise of the Land-Yacht Wanderer' in 1886. She was left to the Club in 1960 by Miss Ottoline Gordon-Stables—his daughter—who was herself a vice-president of the Club.

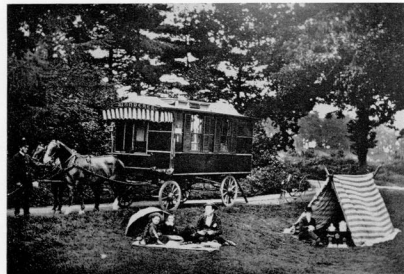
The Club restored the caravan to its original condition in 1963.

THE CARAVAN THAT STARTED IT ALL



"THE WANDERER"

On Display in the
City Museum, Bristol,
for the Caravan Club



Tea by the wayside before the turn of the century. The Club's first President, Dr. W. Gordon-Stables with his children, coachman, and valet—brewing tea on an oil stove.

"The Wanderer" was the first purpose-built touring caravan for holiday use. The 'old lady' began a vogue which now has well over 100,000 enthusiasts in this country.

...round with the feet made all the
 ...to it, and all ordinary gradients were
 ...with ease; the actual feeling to the
 ...cyclist while helping the motor uphill
 ...like riding a 20lb. racing bicycle on
 ...And yet the machine being ridden
 ...weighed close on 100lbs. The motor
 ...and stopped with the utmost ease,
 ...the hands of a novice at motor cycling,
 ...great treat is in store for those who
 ...tried the new mode of progression.

* * *

...things get mixed at times when they
 ...by persons who do not know, and
 ...for this arises from the fact that a
 ...having some sort of connection
 ...tells a story about a big motor car
 ...an Australian firm, which is said to be
 ...designed to carry miners'

From the description
 be so called; it appears
 ggon we illustrated and
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 a has done such work,
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 s been built in Samoa,
 even in Madagascar,
 in the shape of a field
 a useful implement. It
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o which Australia has
 arthquake that we are
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 matter—is rattled along
 ardly roads, and which
 er holes or sand heaps,
 twenty-five horse-power
 der to us that, in such
 wheels are eight feet
 he tyres are fourteen
 g is not a captive

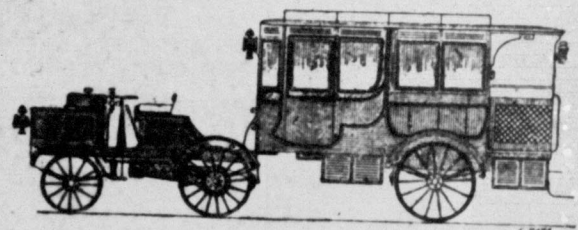
but a waggon, and we believe that, as a
 which is not a captive

Extract from Autocar, March 1897:
 Prince of Oldenburg's French mobile home
 with 2 compartments, front has living,
 eating, sleeping & card-playing room;
 Rear kitchen, lavatory and luggage
 repository. Semi-trailer design with
 Dion steam tractor.

2000/9

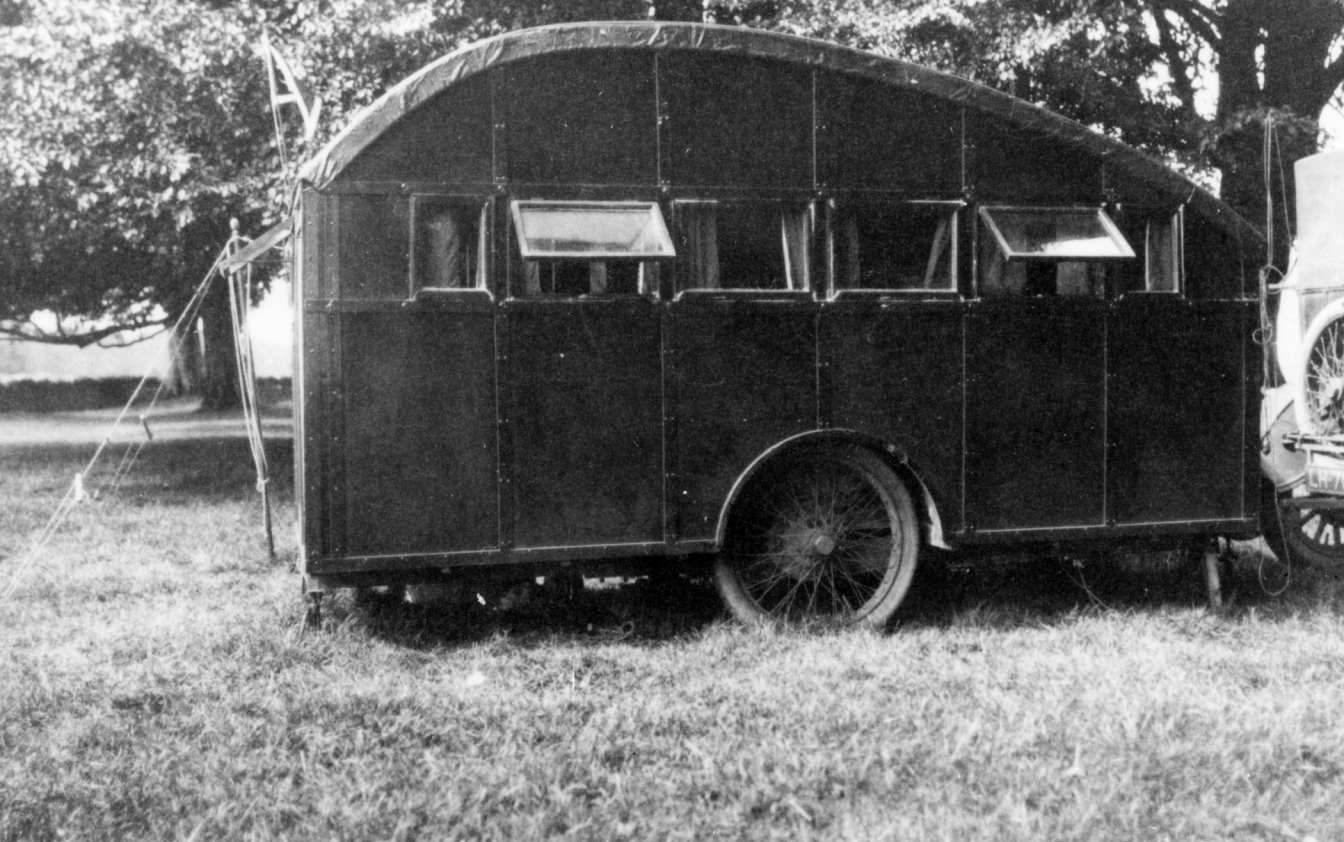
THE MOVING HOUSE.

On the 26th September and 16th January last we published short articles on the subject of a touring caravan, moved by a motor, and the other day we stated that the Prince of Oldenburg (the uncle of the Czar) had had a vehicle of this description built for himself for touring in the Caucasus district. It is divided into two compartments, the front being the living, eating, sleeping, and card-playing room; the back, the kitchen, lavatory, and luggage repository. A steam tractor mounted on four wheels is attached to the front of the "house," which is mounted on two wheels. This, of course, makes the whole affair much easier to turn (by the way, the available pace is said to be about nineteen miles an hour!),



but we think that as a pleasure vehicle it would have been much better to have had the two portions made detachable, and then the traction engine could have been used independently as a pleasure vehicle. As it is this may possibly be practicable, if stout legs or a trestle can be let down to support the front portion of the house, when the engine is detached; otherwise everything would be on the slant and oblique.

The machine is of French construction, and its makers have already received an order for another and larger *maison à vapeur* from *un riche Anglais*. Our illustration is taken from the *March Review* of the Touring Club de France. No definite particulars are given, but it appears from the illustration that the tractor is of the Dion type, which is practically similar as to boiler and engine to the Dion steam brake, which was fully dealt with in our last issue.



Trailer caravan built by Alfred Alcock of Newbury reputed 1913



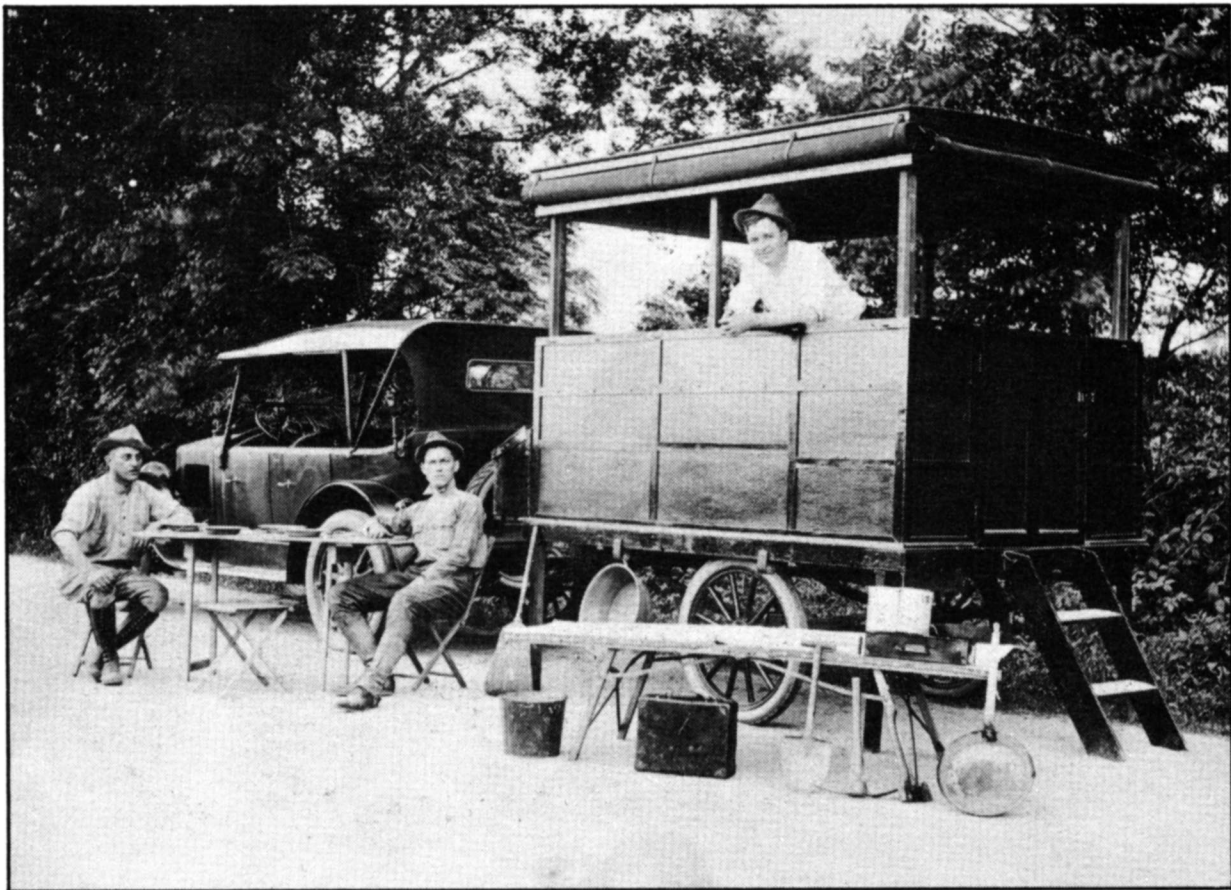
Trailer caravan built by Alfred Alcock of Newbury reputed 1913



1916 Automobile Telescope Touring
Apartment by de Bretteville,
San Francisco. This is on a car
chassis; on site storage boxes
slide out of the main body like
a chest of drawers, revealing a
monster bed occupying the interior.



1916 Automobile Telescope Touring Apartment
by de Bretteville, San Francisco



1921 ESSEX--Luxurious outdoor living was achieved by this ingenious camping trailer devised by an Augusta, Ga., Essex owner. The trailer top could be lowered to the same height as the car.



1927 Stella Camping Trailer

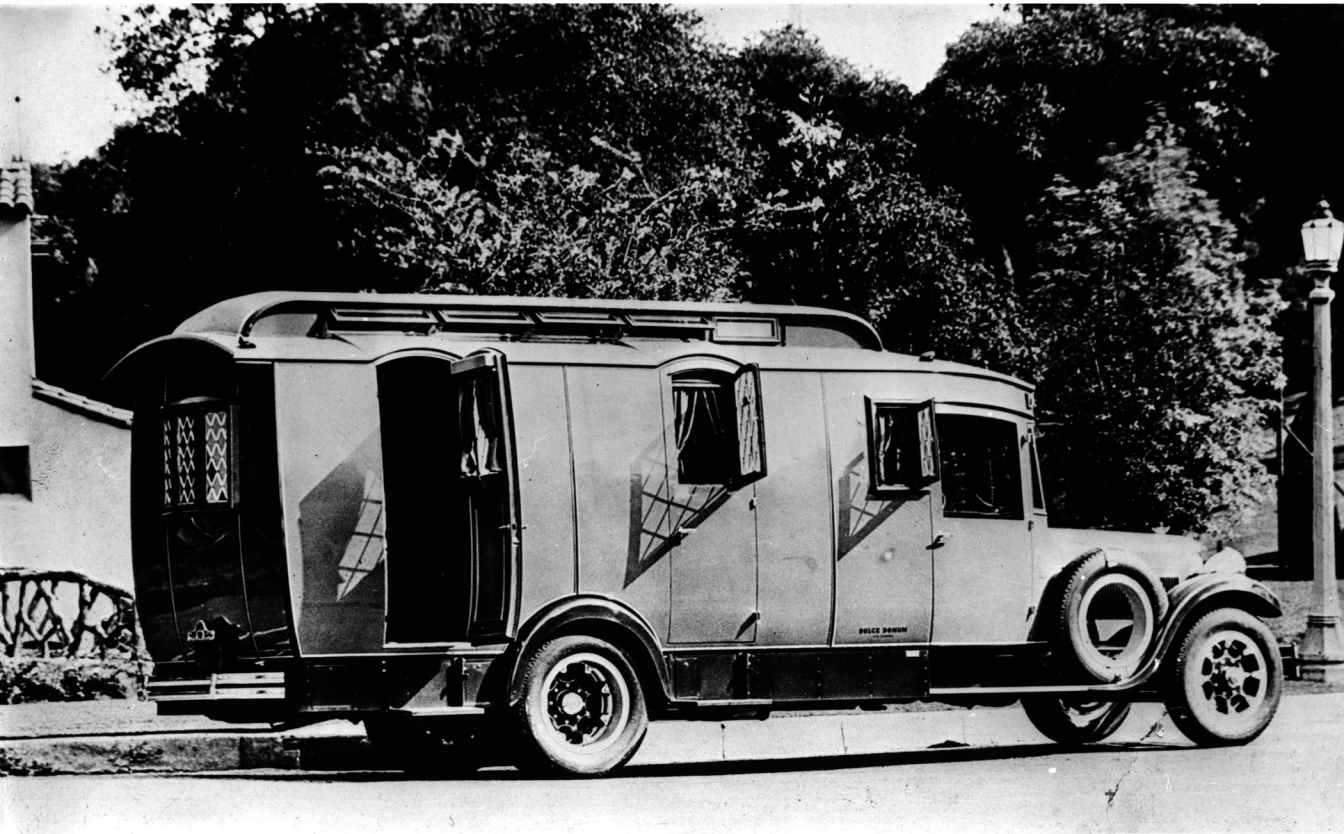
Courtesy Historic Caravan Club Martin Lumby Archive



Photo captioned "1928 Harco - Copy of Eccles built by W D Harrington & Co. From A Heap"

(HCC Note - Is more like either a copy of, or a real Angela

Courtesy Historic Caravan Club Martin (note coloured diamonds)



Courtesy Historic Caravan Club Martin Lumby Archive Given as a Flatavan in Whiteman's book



c1930 Car Cruiser Beside Llyn Gwynant, North Wales

Name on back of photo "Allan Phillips, 103 Grand Avenue, Hassocks Sussex,"



1936 Car Cruiser, Could be the one owned by Dave Silvester then Mr Hirack

Courtesy Historic Caravan Club Martin Lumby Archive



Undated. One of the COVENTRY STEEL Knight series (see the 'Knight 48' brochure) being loaded for export (probably at Manchester docks). Why there is an Eccles shipping label in the window is unclear.



6 ← 6A

7 ← 7A

8 ← 8A

9 ← 9A

10 ← 10A

11 ← 11A



1 ← 1A

2 ← 2A

3 ← 3A

4 ← 4A

5 ← 5A



Courtesy Historic Caravan Club Martin Lumby Archive



Courtesy Historic Caravan Club Martin Lumby Archive



BERKELEY COACHWORK

At end of WW II Shrager Bros, furniture manufacturers, turned over from war work repairing (mainly) Mosquitos and other plywood aircraft, to making caravans. First came the Carapartment, soon restyled into the Baronet.

5x4 copy negs and enlargements show the Old Warden, Beds, factory posed in transitional mode, with the first Carapartments. Second shot shows a Baronet.

35mm shows the old Baronet bought by CI (one of whose technical staff was a former Berkeley drawing office man -- Wally Athey)



Courtesy Historic Caravan Club Martin Lumby Archive



No Info

Courtesy Historic Caravan Club Martin Lumby Archive