

1935

CARLIGHT CARAVANS.

THE BEST CARAVAN IN THE WORLD.

Super-Streamline Range

Registered Design No. 780566.

*Messrs. Riley (Coventry) Ltd. and Messrs. Rover Motors Ltd.
approve of "Carlight" Caravans for use with their Cars.
"Carlight" are the only approved Trailer Makers on the Market.*

Works and Offices :—

CHURCH LANE,
SLEAFORD, Lincs.



Telegrams :—

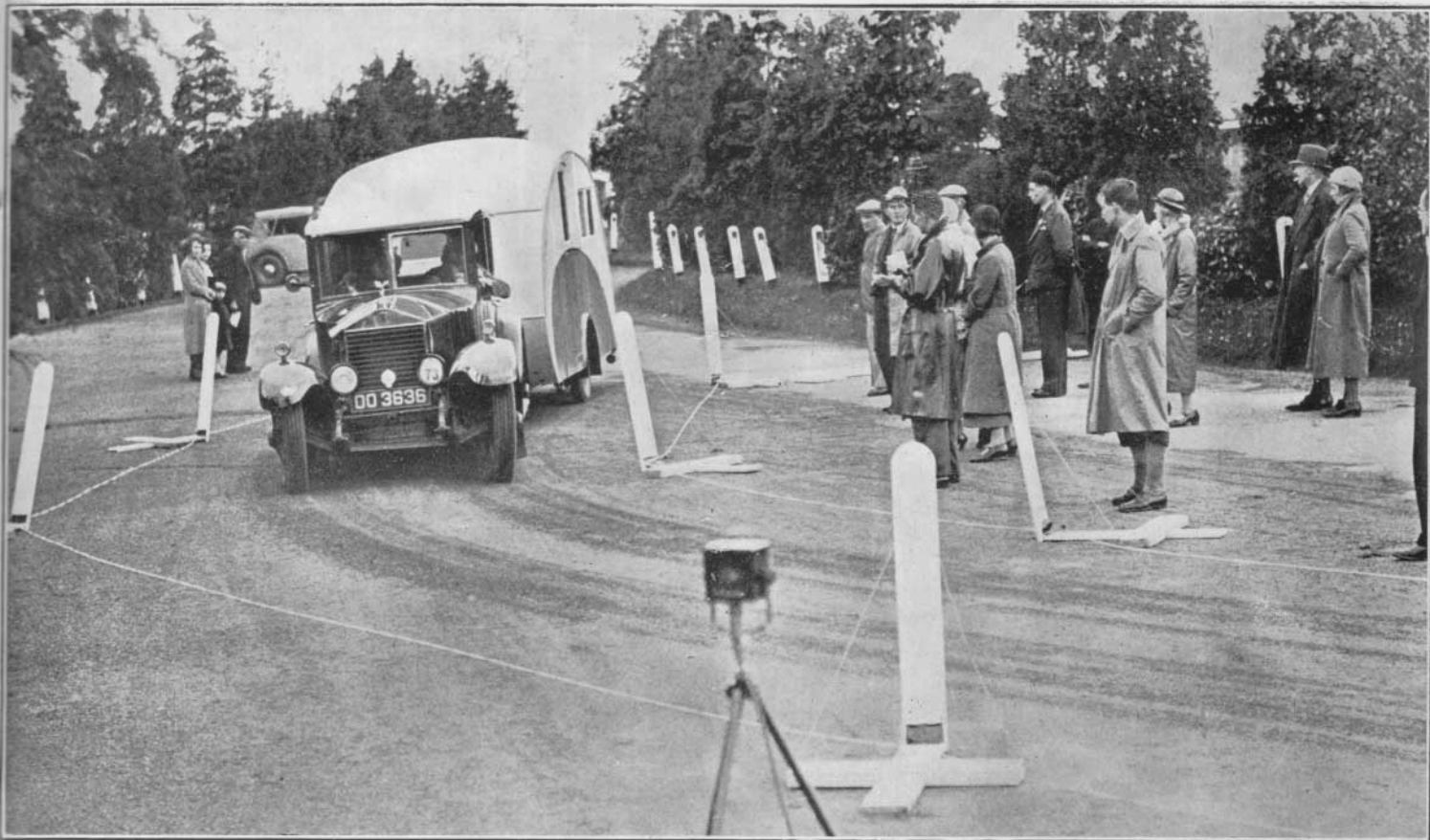
"CARLIGHT, SLEAFORD."



WITH THE COMPLIMENTS OF

Carlight Trailers, Ltd.,

SLEAFORD, Lincs.



The Carlight Model 5 Super Streamlined Caravan taking the timed section at the R.A.C. Rally. All corners were arranged so that the road cambered wrong way. It is interesting to note that the Rolls Royce Car and Caravan were the longest outfit at the Rally yet the course was taken without touching a single post and only 7 seconds slower than the fastest time.

CARLIGHT SUPER STREAMLINE

Descriptive Details

THE DESIGN.

The Stream-lined Caravan is definitely the Caravan of the future. There are many Caravans on the Market of excellent designs, but in attempting to obtain a stream-line there has been room for improvement. For more than 2 years we have been designing and scrapping various designs of stream-lining in an attempt to obtain as near the "perfect" as possible in a Caravan. There were several main essentials that any streamlined Caravan we placed on the Market had to comply with, and it had to comply with them all, otherwise we would not offer it. There were as follows :—

- (1) The Caravan must be efficiently stream-lined, and have beautiful clean lines (Most readers are familiar with the section of an aeroplane wing and will notice that our Super Streamline Model is as similar as is practicably possible with a road vehicle.
- (2) In spite of streamlining it must not be cramped but have ample head clearance. All will agree who enter this Caravan, which has 6 feet 8 inches clearance in the centre and 6 feet in the lowest place where the occupants can walk about owing to situation of beds, etc., that we have successfully overcome the difficulty of obtaining spaciousness with streamlining, this has been done with specially designed chassis.
- (3) It must be very light and strong. The credit for the immense strength and lightness goes to our skilled body-builders who have experience in air-craft construction.
- (4) It must be as low to the ground as is practicable. This has been done by means of employing a special axle which allows the whole body to come lower than is possible when employing the usual type of Caravan axle.

Descriptive Details—*continued*

It requires only a few seconds thought to see that to combine all these essentials without neglecting any one of them is no easy matter. We have, however, successfully solved the problems and the result is a Caravan that is light, strong, low, roomy and possessing in its configuration lines combining beauty with practical streamlined efficiency at present unequalled.

THE BODY AND ROOF.

The Walls are of steam-exploded Presdwood which is impervious to the effects of the elements, will not warp or rot, and possesses excellent insulating qualities. The Roof is of a special type of insulation board that prevents condensation and gives an extremely clean interior finish. On the outside it is covered with Durex leathercloth, which is far superior to painted canvas, so commonly used. Aluminium spouting is fitted extensively ; all rain water is carried right down to the bottom of the body and thrown clear of the caravan. The whole is built on a frame of finest quality seasoned ash.

WINDOWS AND DOORS.

There are 8 windows in the 15 feet 6 inches model, which are very large. The windows in the front and back are 3 feet 6 inches in length, these windows have aluminium moulding with leather beneath which sandwiches between window and body, making them absolutely water tight. Owing to the low build of the Caravan they are on a level with the rear windows of most Cars, thus the driver can see right through the Caravan, obtaining an uninterrupted view of the road behind. The top half of door is glazed and opens independently from the bottom half. The whole is locked by means of a Zeni Lock.

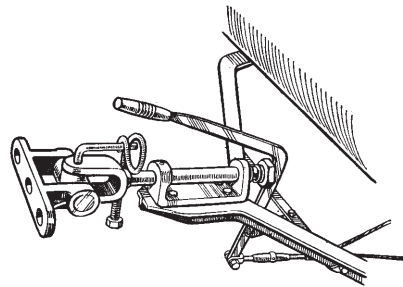


Descriptive Details—*continued*

AUTOMATIC BRAKE ATTACHMENT AND DRAW-BAR.

The Towing attachment has a universal coupling with a quick-release pin ; the towing arm absorbs any shocks when pulling or stopping and automatically operates the brakes. There is also a Hand brake, by the use of which anyone moving the Caravan by hand can hold it on a slope with ease, this is rendered doubly effective as it operates by lifting the brake lever upwards. THE DRAW-BAR is of special design, it is made of steel angle iron so constructed that it springs, absorbing the majority of the pitch of the Caravan before it reaches the car. This is exclusive to our Caravans, and makes them particularly delightful to tow in comparison with the ordinary ridged drawbar. N.B.—Greatly admired at the R.A.C. Rally at Cheltenham, 1933.

By courtesy of "The Autocar."



Safety tow-bar on Carlight Caravan.

AXLE, HUBS AND SPRINGS.

The Axle is of the finest steel and is cranked 6 inches to give a low centre gravity. This, combined with the exceptionally wide track of 5 feet 6 inches, makes the Caravan ride extra-ordinarily smooth. The absence of sway is particularly noticeable. The Hubs are fitted with Messrs. Ransome and Marles all-British bearings, and the Brake Shoes are lined with Ferrodo brake-lining. The Springs are of Silico Maganese Steel of the finest quality, and are underslung. For Continental use the springs are over-slung raising the whole Caravan. The Shackle Bolts are all lubricated by means of grease cups.

Descriptive Details—*continued*

THE WHEELS, SPARE WHEEL AND MUDGUARDS.

Dunlop steel disc Wheels, fitted with Dunlop 500 x 19 tyres, are used as standard, and owing to them being in an open wheel arch they are far more accessible than is usual on most Caravans. The Spare Wheel is fitted on the tail of the Caravan and is part of the standard equipment, at no extra charge. Large domed Mudguards are fitted which extend below the Caravan at the front and back, 3 inches and 4 inches respectively. This refinement, seldom seen, keeps the Caravan very clean and prevents the woodwork underneath from continually being soaked with mud, with the obvious results.

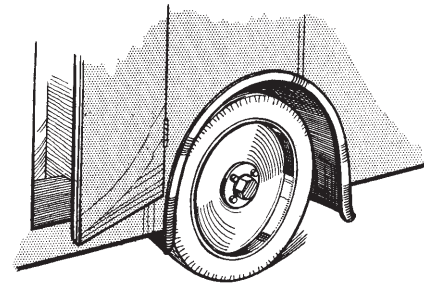
THE CHASSIS.

This is of a special design making it possible to build the Caravan lower than usual without losing head room. It is re-inforced throughout with steel.

CORNER JACKS.

Powerful quickly operated Corner Jacks are fitted which make the Caravan absolutely rigid when it is occupied. These Jacks will lift the Caravan but on no account must this be done they are only meant to be used as props and should only be screwed down tight enough to steady the Caravan. Artillery quick release straps are fitted to hold the Jacks up when travelling. There are no awkward buckles to undo.

By courtesy of "The Autocar."



Open Wheel Arch showing the massive domed mudguards.



Descriptive Details—*continued*

THE COLOUR SCHEME.

The exterior is finished in dual colours. The bottom half is apple green and the top half Cream ; the roof is of Cream Durex leather-cloth . The Caravans can, however, be finished in colour schemes to choice at no extra charge, unless the Fabric leather of special colour for the roof is more expensive than the standard colours.

INTERIOR.

This divides into two separate rooms, having a 4 feet double bed in the front part and 2 single beds in the rear portion of the Caravan.

WARDROBE.

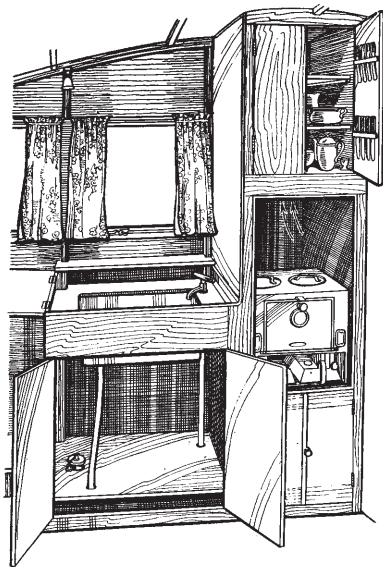
The Wardrobe contains fittings and coat hangers. Ladies' dresses can be hung before travelling ; they will not sustain the slightest harm. The door of the Wardrobe opens and divides the Caravan into two rooms ; the contents of the Wardrobe are then concealed by a curtain. Beneath the Wardrobe is a locker for boots and shoes. A large bevelled mirror is fitted to the door of the Wardrobe.

COOKING RECESS AND CROCKERY CUPBOARD (See illustration on following page).

A Crockery and Provision Cupboard with rattle-proof recesses for plates, cups, etc., containers are fitted to the cupboard doors for knives, forks, spoons. Below the Cupboard is an asbestos lined Cooker recess which has a Draft Flue to carry away fumes. Two Valor Stoves are installed complete with oven. Below the cooker recess is another small cupboard, this is used for the Paraffin tin, brushes, etc., thereby keeping them away from all other utensils.

Descriptive Details—*continued*

By courtesy of "The Autocar."



Another Carlight feature : a four-gallon tank in the floor connected to a pump above the wash-basin.

WASH BASIN AND WATER SUPPLY.

There is a Sideboard with a large space for saucepans and sundry cooking utensils, which are all held in place by spring wire, provision is made to hang towels on the doors of this cupboard. Above this is a Wash-basin with drain. A Water Pump feeds the Wash-basin from a tank fitted in the bottom of the cupboard. Enough water can be carried for use, if a halt is made where no water is available ; thus the old difficulty of being unable to stop where you please for the night is solved. The wash basin and pump are concealed from view by the top of the sideboard which, when open, forms a draining board, this being finished in cellulose is not easily scratched.

BEDS.

The Beds are fitted with Lace Web Spring Mattresses with "Bouyant" overlay mattresses. By this means the bed clothes can be tucked in properly. The common practice of upholstered bunks is not good, as it is impossible to keep bed clothes on, unless you roll yourself up in them or sleep in bags, which cannot be compared with comfortable properly made beds.

Descriptive Details—*continued*

LOCKERS.

Ample Lockers are fitted. 6 Large Lockers—2 under each of the Beds to contain Bed linen and all the occupants' personal equipment. There are also two small lockers between the main members each side of the van, in front of the double bed, in addition to the accommodation mentioned before in other fittings. There are also two roof lockers.

TABLE.

A Folding Table is installed in the rear compartment, it is so constructed that it can be used with one leaf, and if desired the leaf can be extended to make accommodation for six people, if not required the whole folds flush with the wall. The finish is of cellulose which will not mark and is not easily damaged.

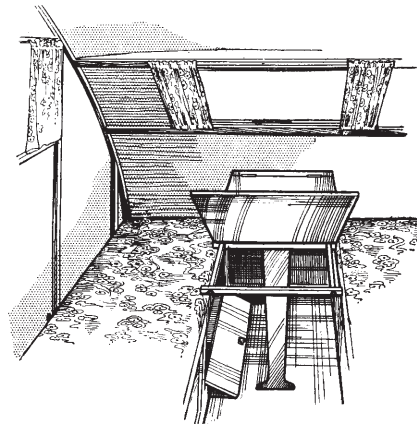
INTERIOR FINISH.

All the woodwork on the inside is stained and lacquered. The walls are finished in cream washable "Walpamur." The roof inside is finished in white of same material. The curtains and bed covers are of the best quality cretonne in pleasing designs by Tootals. The absence of bright parts will be noticed, all lockers, etc., being fitted with bronzed "Tonk" fasteners. There are therefore no bright parts to keep clean.

ELECTRIC LIGHTING.

The interior is lighted by means of two electric lamps. The tail light connects to that of Car. The cable is by Messrs. Callenders Cables, Ltd. The Tail light is by Messrs. Powell and Hanmer.

By courtesy of "The Autocar."



Folding table in the rear compartment of the Carlight.

Carlght Super Streamline Caravans.

PRICES

CARLIGHT SUPER STREAMLINE.

15ft. 6in. (two room, 4 berth)

Model 5.

PRICE £150

Hire Purchase — £37 10 0 down.

12 instalments of — £10 1 3

Model 4.

PRICE £145

Hire Purchase — £37 0 0 down.

12 instalments of — £9 14 6

Model 3.

PRICE £130

Hire Purchase — £34 9 0 down.

12 instalments of — £8 13 4

Model 2.

PRICE £127

Hire Purchase — £33 13 0 down.

12 instalments of — £8 8 6

Model 1.

PRICE £104

Hire Purchase — £26 5 0 down.

12 instalments of — £6 17 3

14ft. (two room, 4 berth)

12ft. (three berth)

12ft. (two berth)

10ft. 6in. (two berth)

Equipment in each Van, includes crockery, knives forks, spoons, cooker and oven, cooking utensils ; quantities according to number of berths.

Weekly Hire Charges

	Apr./May./June/Oct.	July/Sept.	August
Model 1	3 gns.	3½ gns.	3¾ gns.
Model 2	3¼ gns.	3¾ gns.	4 gns.
Model 3	4 gns.	4½ gns.	4¾ gns.
Models 4 and 5	5 gns.	5½ gns.	5¾ gns.