

GB 2458 Caravan Club

Caravan Club

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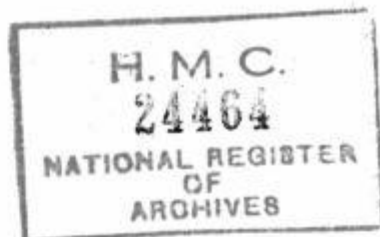
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Centre for Urban and Regional Studies
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and
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University of Reading



A list of the historical records
of the
Caravan Club of Great Britain and Ireland

Compiled by Philippa Bassett as part
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A brief history of the Caravan Club of Great Britain and Ireland

The origins of pleasure caravanning can be traced back to the 1880s and 1890s. Dr R W Gordon Stables claimed to be the first such recreational caravanner, and although it is impossible to substantiate his claim, he was certainly one of a number of early pioneers. However, by popularising it through his writings, he can justly be regarded as the father of pleasure caravanning. In recognition of his contribution, he was elected the first President of the Caravan Club.

The golden age of horse caravan building covered only a relatively short period from about 1890 to 1910, and popular interest only took off after 1900, and more especially from 1907. In that year the first practical handbook for caravanning - The Book of the Caravan - was produced by L C R Cameron and published by the Bazaar Exchange and Mart. (Cameron had already published a series of articles on the subject of caravanning in such magazines as The Bazaar, Field, and Countryside.) In May 1907 caravans were exhibited for the first time at the Travel Exhibition held at the Royal Horticultural Hall, London; and as a culmination of the obvious surge of interest in caravanning, the Caravan Club of Great Britain and Ireland was set up in the following month.

After the exhibition, Mr J Harris Stone (editor of Health Resort) called together a group of eleven interested people, including Cameron, all of whom owned horse drawn caravans. The outcome of this meeting was the formation of the Caravan Club of Great Britain and Ireland (henceforth the Club). The objects of the Club as set out in the minutes of its first meeting were:

- 1) "to bring together those interested in van life as a pastime, camping out in connection with caravans; and to improve and supply suitable vans and other appliances in connection therewith;
- 2) to develop the pastime for the benefit of members by collecting, publishing and supplying to members books and periodicals and lists of camp sites, etc;
- 3) to issue periodically a list of members with their addresses;
- 4) to arrange camping grounds as far as is found practicable in various centres, and if found desirable, in conjunction with similar societies;
- 5) to further and protect the interests of amateur caravanners and do all other lawful things as may be conducive to the attainment of the above objects or any of them."

Today, the Caravan Club is the largest caravanning or camping club in the world and its membership numbers more than 180,000. Its present aims are to enrol all good caravanners, and ensure they caravan to a high standard, and to establish as many tourist sites as possible. During its 70 or more years of existence the Club has undergone a number of changes in organisation, interests and policies. The aim of this paper is to draw attention to these changes and to explain them by fitting the development of the Club into a more general framework. It is not the intention to provide an exhaustive history of the Club.

In July 1907 the Caravan Club, the Camping Club (founded in 1906) and the Association of Cycle Campers (founded in 1901) formed the Camping Union. Harris Stone was elected Chairman and the three bodies shared an office at Charing Cross. However, this Union was very short lived. It was dissolved in 1909 when the Camping Club and the Association of Cycle Campers merged.

In its early years the Club held annual dinner dances, 'meets' and rallies. The first of these rallies was held at Ockham in Surrey in 1908 and later ones were held at Stratford-on-Avon in 1912 and Christchurch Park, Ipswich, in 1913. The Club also exhibited a caravan at the Daily Mail Ideal Home Exhibition, Olympia in 1909. These Club events were given publicity from the press on a very impressive scale. Other work with which the Club was concerned included the compilation of lists of sites (of which there were 450 in 1912) putting would-be hirers in touch with Club members willing to let their caravans, and the arranging of insurance for members. Yet while the numbers attracted to caravanning were steadily increasing, the ownership of such horse drawn caravans remained very much the preserve of the wealthier classes.

From about 1918 onwards, however, until its refounding in 1935, the Club suffered a reverse both in membership and activities. During this period it appears that it was virtually the private club of its Chairman, Lord Ailesbury. The General Minute Book covering this period merely records minutes of Annual General Meetings when officers were elected or re-elected, and contains printed material relating to annual dinners held at the Cafe Monico, London. Only one 'meet' was held during the whole of this period - in 1920 at Maidstone; and by 1921 the Club had a membership of only 700, most of whom were life members. The major reason for the decline of the Club can be attributed to the development of the motor car on a large scale. As a result, private ownership and use of horse-drawn caravans faded as road surfaces and traffic conditions changed dramatically. It would seem that for a number of years any form of caravanning was rare. There had been a number of motor caravans in existence before the 1914-18 war, and a few had even attended Club 'meets', but these seem to have quickly faded out in the 1920s. The trailer caravan (as a caravan drawn by a motor car is known) was very much in its infancy, and its development slow and uncertain. It is therefore hardly surprising that the Club faded almost out of existence.

However, by the early 1930s the trailer caravan was gaining in prestige, and a number of trailer caravan rallies were held which gave them and the trade publicity, and encouraged manufacturing competition. These rallies included one organised by Autocar at Minehead in 1932; another by the Junior Car Club (which had very recently formed a caravan section) at Brighton also in 1932, and another held by the Royal Automobile Club at Cheltenham in 1933. The Camping Club also formed a caravan section at about this time, and held its first caravan 'meet' in Oxfordshire in 1932. Clearly these were very influential developments in advancing the caravan movement. Yet the most important development was the appearance of the world's first caravan paper - Caravan and Trailer - created by F L M Harris, an ardent supporter of the trailer caravan. This magazine acted as a focal point for many years for the exchange of information and ideas, and for pointing to those areas where improvements were needed at a time when there was a great surge of interest in caravanning amongst motorists. The development of the caravan trailer also owes much to

greatly improved materials available, and was further encouraged by improvement in car manufacture. Yet while interest in caravanning was once again growing steadily, it should be noted that ownership of caravans was still very much restricted to people of above average means (ie owners of motor cars).

It is against this background that the revival of the Caravan Club should be seen. By 1935 the Club was virtually defunct. For many years it had held no meetings or elections, and by the mid 1930s had only about 80 members. Although the interests of caravanners were represented to some extent by the rallies and 'meets' of the Junior Car Club and the Camping Club, it was felt by a number of people (including Harris and Bernard Dolman, the owners of Caravan and Trailer) that caravanners needed an organisation which would be responsible for their interests alone. The Club was therefore refounded in 1935 for caravan trailers with the support of the owners of Caravan and Trailer who formed the Club as a company limited by shares. The Club held its first rally in 1936 at Leamington Spa, which was attended by 101 caravans; and by mid 1937 had a membership of about 1300. In 1936, the first Local Centre was also formed for Northumberland and Durham; and others soon followed in Yorkshire and the South-West. In 1937, however, there was a dispute between the owners of Caravan and Trailer, and Harris left to start a rival magazine, Caravan World. As a result the Caravan Club which Dolman and Harris owned between them came to a standstill. The shares of the two men were handed over to representatives of the members who became trustees, and the Club became an independent body. But the support of the magazine had been vital to the Club, and it once again began to collapse. In 1938, however, Link House Publications Ltd (an established periodicals group which had taken over Dolman's and Harris's papers and merged them into a publication known as The Caravan) took over its shares at the request of the Club's Executive Committee, and the Club became a subsidiary company of Link House Publications Ltd. The members, however, through their elected representatives kept control of policy, membership, social activities, etc. This situation came to an end in 1954 when Link House signed a trust deed settling the share capital of the Club on Trustees. As a result, although the Club was a non-profit making body and controlled by the Executive Committee, the ultimate control was in the hands of the Trustee Directors. In 1958 a working party was established by the Executive Committee and the Board of Directors of the Club Company to consider proposed reorganisation of the Club; and discussions also took place on the Club Council. In 1960, the Club was reorganised into an ordinary members' club, controlled by an Executive Committee elected from and by members acting on the advice of the Council (which includes Executive Committee members, representatives from Divisions and Centres and up to ten nominated members). A Finance and Management Committee was also set up at this date. The Trustees handed over their responsibilities to a newly formed Club Company limited by guarantee and known as 'The Caravan Club'. Apart from safeguards, the Trustees can now no longer intervene, and the assets cannot pass to Caravan Publications Ltd, (a subsidiary company of Link House Publications Ltd which publishes The Caravan), not even at the end of the Trust period. Services provided by Link House Publications Ltd and Caravan Publications Ltd (such as accommodation and the provision of the journal The Caravan to members of the Club) were not withdrawn immediately, but by the mid 1960s the Club had become self-sufficient.

With the backing of Link House Publications from 1938, the Club was allowed once more to become an influential and prestigious body. The National Rallies of 1938 and 1939 attracted 189 and 201 caravans respectively. Large numbers of local rallies were held and Local Centres were revived and new ones founded. It was also able to defend the rights of caravanners and to improve their image with both official and public opinion. The growth of the Club's membership and influence continued during the Second World War, with membership doubling in the 1940s. The following figures give an indication of the even greater expansion during the last 15 to 20 years.

1951	11,000 members
1956	30,000 members
1961	44,000 members
1968	95,000 members
1974	150,000 full members and 80,000 family members; total of c 250,000
1977	180,000 full members and 90,000 family members; total of c 275,000

The number of Divisions or Centres also rapidly expanded from the 1950s in response to the increase in members. A Scottish Caravan Club was founded in 1936 and this became the Scottish Division of the Club in 1945. Today the Club is divided into more than 70 of these local units, each with its own elected officers and committees and providing a series of events throughout the year available to members in the area. Affiliations and co-operation with the continental clubs and clubs elsewhere in the world (including South Africa and New Zealand) have been expanded since the 1950s as holidaying abroad has grown in popularity, especially during the last 10 to 15 years. While it is probable, however, that the prosperity of the Club since the war can be attributed in some degree to the backing of Link House Publications Ltd during its early formative years, it is more than likely that the dramatic growth of the Club in the last 20 years is a reflection not only of the increased duration of annual holidays and a growing interest in leisure pursuits themselves, but also of the development of the caravan industry generally.

In the immediate post-war years, the industry faced such problems as shortage of materials in face of a large demand for caravans, especially for residential use. Many persons took advantage of the growing demand for caravans, and contributed to the idea of caravanning as an objectionable growth by producing vans of very poor standards. Problems of public health, planning and site appearance and management very much added to the hostility and the touring caravanner suffered greatly as a result of the bad reputation of residential and static holiday vans. The Caravan Club, however, represented the mobile caravanner. But it was not until the early 1950s that there was a revival of interest in touring as manufacturers had focussed their attention up until this time on the residential demand. From the early 1950s much more attention was paid to the needs of touring caravans and the rallies of the Caravan Club played a major part in influencing van development by means of the technical competition held during its Annual Rallies. These drew attention to those areas where development was especially needed. In 1954, the Club also organised a new annual rally - the British Caravan Road Rally (although this was much more than an internal Club event). The aim of this rally was to encourage higher standards of caravanning skill and to provide sports for competitors. During the period 1955-1965 there was a marked improvement, partly as a result of the influence of Club rallies,

in such technical developments as road holding, heating, ventilation, food storage, steadiness at speed and braking. These technical developments also owe much to the growing standardisation of the industry during this period. This allowed more research into design and construction, encouraged greater use of machinery and provided more capital for the industry. Consequently, production was increased. The increasing scale of production allowed the industry to cater more extensively for a new class of buyer; and by producing less expensive and more basic designs capable of being towed by smaller cars, the industry was able to tap a whole new market. It is probably this factor that contributed most to making pleasure caravanning such a popular recreation. The Caravan Club has consequently been able to take advantage of this vastly increased caravanning public.

To cope with the vastly increased membership, during the last 15 to 20 years the Club has been particularly concerned with the establishing and financing of touring sites (shown by the setting up of a special sites committee in 1955). The Club today manages more than 120 sites, some owned by the Club and others on land leased from the National Trust, the Forestry Commission, stately home estates, private landowners, and from local authorities. It maintains very close links with those bodies which are concerned with the preservation of the countryside, including Government Departments (for example, the Countryside Commission) local authorities, the Forestry Commission, the National Trust and other voluntary amenity bodies. It is, for example, a member of, or represented on, a number of such bodies - the Keep Britain Tidy Group, the Councils for the Protection of Rural England and Wales, the Association for the Protection of Rural Scotland and the Commons, Open Spaces and Footpaths Preservation Society. The Club maintains such co-operation because it believes that the touring sites which it provides should not harm countryside amenities, and tries to landscape them and regulate their size in order to reduce their adverse impact on the surroundings. The Club retains the services of professional advisers, including consultant landscape architects, consultant surveyors and a public health consultant in order to provide sites of the highest standard in every way.

The Club has constantly sought to protect and defend the rights of mobile caravanners and to improve their image with both official and public opinion. Indeed as early as 1909, the Honorary Secretary of the Club, Harris Stone, gave evidence to a House of Lords Committee on a movable dwellings bill. However, this protective role became very important in the post Second World War period as caravanning developed into a popular recreation and demands were made for legislation to control camping and caravanning. The Club was one of the founder members of the National Caravan Council, a body set up in 1939 with a particular concern to represent caravanning interests. Other original members included the British Caravanners Club (as the Camping Club caravan section was renamed in 1937) and the Trailer Caravan Club (formed in 1937 in affiliation with the Royal Automobile Club during the Caravan Club's difficulties). The National Caravan Council also represented manufacturers and traders. One of the Club's major concerns has been to acquire exemption for its members from the licensing system of caravan sites. In 1939, the Club secured exemptions for its members from provisions in the 1936 Public Health Act. In 1942 it also launched the Caravan Freedom Fund to provide the necessary capital to carry out Parliamentary and other defence work for mobile caravanners. The fund reached its first target of £1000 within 18 months. The Club also secured protection and privileges under the Town and Country Planning Act of 1947 and also in private Bills introduced by local authorities. In more

recent years, the Caravan Sites and Control of Development Act brought into force a new licensing system for caravans to control the location of sites and to improve conditions on them. As a result of negotiations by the Club, certain exceptions from the licensing system were allowed to the advantage of mobile caravanners. The Club played a leading part in the formulating and drafting of the exemptions. All Club sites are exempt from the licensing control of the Act. Exemptions within the Act have also allowed the Club to expand a network of so called 'five van Certificated Locations' which are exclusively for Club members. These sites, which provide only basic facilities, are for five caravans or motor caravans; and each site is licensed by the Club each year. These certificated locations have allowed the Club to greatly increase the number of touring sites available to members. Other defence work has included the storage of caravans in private gardens, provision of water supplies etc; and the Club has also sponsored such conferences as the Movable Dwelling Conference (1947-1949) and the Caravan Convention at Cardiff (1952).

Membership of the Club is limited to owners or hirers (for touring purposes) of trailer and motor caravans. Every member joining the Club is obliged to subscribe to the Country Code and the Caravan Code (which set the high standards to which members have to conform concerning safety on roads, the safety of the caravan itself and behaviour on site, including public health regulations). Failure to abide by the codes may result in disciplinary action. Benefits offered to members include provision of sites and certificated locations, a sites directory and handbook, a bi-monthly magazine, organised events such as an annual National Caravan Rally, discount insurance and breakdown schemes, technical advice and free legal assistance.

Bibliography

Caravan Club publications

- M W Whiteman, 'Fifty Years Ago. The Story of the Caravan Club', The Caravan, June 1957, 96-102
M W Whiteman, 'The Best is Yet', The Caravan, July 1957, 80-85
M W Whiteman, 'Not so good old days', The Caravan, February 1962, 102-103
M W Whiteman, The History of the Caravan, 1973

Notes on the historical records

Surviving financial records comprise a Caravan Freedom Fund Cash Book (1951-1964); and printed balance sheets published in the October issue of the Club's magazine En Route from 1963 and before that date surviving intermittently (1950-1957) as supplements issued to members with The Caravan.

Most, if not all, of the minute books of the Club seem to have survived from its formation in 1907. The earliest years - 1907-1934 (before the Club was taken over by owners of Caravan and Trailer and later Link House Publications Ltd) - are covered by two General Minute Books. These contain minutes of the controlling body of the Club (usually referred to as the Council) and of Annual General Meetings, together with some correspondence and reports, and also printed material such as lists of members and rules, and printed annual dinner and annual rally programmes. Council and Executive Committee Books date from 1937, and Annual General Meeting Minute Books from 1938 (up to 1966, after which date minutes of the AGMs are to be found in the Executive Committee Minute Books). Therefore, between the end of

1934 and the middle of 1937 there are no surviving minutes; (ie during the very period of reorganisation of the Club). It is consequently impossible to determine exactly what meetings took place or indeed if minutes of meetings were recorded at all. However, it is clear that the running of the Club was in a state of flux, and the first Executive Committee Book records not Executive Committee minutes but minutes of a Management Committee between July 1937 (the first date from when minutes once again survive) and February 1938.

The Sites Committee set up in 1955 has retained all minutes from this date, and minutes of the Finance and Management Committee, established as a result of the Club's second period major reorganisation (1959-1960) date from 1960. Minute books of a number of other committees have also survived. These include Membership Committee minutes from 1958 (a committee which meets only irregularly to deal with complaints against members, and the disciplining of them); Grants Committee minutes from 1957; and Policy Committee and Working Party minutes 1956-66 (which deal with the reorganisation of the Club at this time). A Minute Book of Annual Members Meetings dates from 1967. (The Annual Members Meetings of the Club are held prior to its Annual General Meetings. The Annual General Meeting of the Club is held when the Executive Committee meets immediately after the Annual Members Meeting where the wishes of the members as expressed at the Annual Members Meeting are put into effect. It is at the Annual Members Meeting that the Executive Committee is elected.)

The only other administrative records surviving comprise the papers of the Working Party set up in 1958 to discuss the reorganisation of the Club; and papers relating to the Club's negotiations over exemptions from licensing under the Caravan Sites and Control of Development Act (1960).

The remaining records of the Club comprise publications, press cuttings and photograph albums. The publications will to a large extent supplement the more formal minutes books, and will compensate to some degree for the lack of any surviving correspondence files and other administrative records. Yet apart from occasional rally programmes, annual dinner menus and other ephemeral material contained in the two early minute books (which also contain some correspondence) there are no other publications of the Club for the period before 1936. The Club, however, has a complete set of Sites Directories which it started to produce annually in 1936 up until 1956, when it was enlarged and became the Club's Handbook and Sites Directory. It is now produced biennially, although up until 1974 (with some exceptions) it was issued annually. It is a very valuable publication in that it allows the development of site provision within the British Isles to be traced. It provides details of prices, facilities, etc and also other technical and advisory information for the members. From 1964, a site map has been issued with the Directory.

The Club did not have its own official and independent magazine until 1963, when the first issue of En Route appeared. It is issued bimonthly, and contains articles on matters of general interest such as caravan tests, technical and news items, travel reports and details of Club and Centre events. The October issue contains the Annual Report and Balance Sheet and minutes of the Annual Members Meetings. Prior to that date (ie 1937-1963) The Caravan (owned by Link House Publications Ltd) was issued to members as the Club's official journal. In each issue there was a section

entitled 'Caravan Club News' which gave details of social events such as the National Rally and Dinner (the latter suspended in 1961), Centre events and publications. The Club possesses bound volumes of The Caravan from 1946. Members' supplements were also issued with The Caravan (surviving intermittently 1950-1957) which contain material relevant to the Club such as annual reports, articles, etc. Following reorganisation in 1960, The Caravan continued to be issued to members until the Club was able to produce its own publication. Other surviving publications of the Club include Club prospectuses issued regularly since 1939 (which contain details of Club services and membership), past programmes of National Caravan Club Rallies and British Caravan Road Rallies, Annual Dinner Attendance lists, menus, tickets, etc, and a collection of Christmas cards (1950s-70s).

Other historical material of interest includes three news cutting volumes (1912-13, 1926-51 and 1957-58) containing much valuable press coverage of the activities and organised events of the Club; and three photograph albums dating to the 1910s and 1920s, which chiefly contain black and white photographs of horse-drawn caravans.

Archival note

The aim of this list has been to provide a general guide to the records of the Caravan Club which is in sufficient detail to indicate to researchers their content and potential. The Club has been allocated its own individual identity code (CC) and its records listed according to function; (that is, they have been divided into financial records, administrative records, publications and social and personal material). Items have been given a running number for information purposes.

Location and access

The archives of the Club are retained at its headquarters, East Grinstead House, East Grinstead, West Sussex, RH19 1UA. The Club is willing in principle to make its archives available for academic research. Enquiries from researchers will be considered favourably and should be made in writing to the Director General.

A FINANCIAL RECORDS

I Caravan Freedom Fund Cash Book

This fund was established in 1942 primarily to preserve and protect the rights of users of mobile caravans.

- 1 Caravan Freedom Fund Cash Book No 2, Apr 1951-Mar 1964

B ADMINISTRATIVE RECORDS

I General Minute Books

These contain minutes of meetings of a body usually called the Council; minutes of annual meetings; some correspondence; some printed material, including early lists of members and rules, and printed material relating to Annual Dinners

- 1 Minute Book, Jun 1907-May 1912
- 2 Minute Book, Jun 1912-Dec 1934

II Council Minute Books

- 1 Council Minute Book, Jun 1937-Dec 1956
- 2 Council Minute Book, Jan 1957-Oct 1961
- 3 Council Minute Book, Nov 1961-Jan 1968
- 4 Council Minute Book, Jul 1968-Oct 1976
- 5 Council Minute Book, Jan 1977-

III Executive Committee Minute Books

- 1 Executive Committee Minute Book, Jul 1937-Apr 1943
- 2 Executive Committee Minute Book, Jun 1943-Nov 1951
- 3 Executive Committee Minute Book, Jan 1952-Dec 1955
- 4 Executive Committee Minute Book, Jan 1956-Jan 1959
- 5 Executive Committee Minute Book, Mar 1959-Jan 1960
- 6 Executive Committee Minute Book, Jan 1960-Nov 1962
- 7 Executive Committee Minute Book, Dec 1962-Jul 1966
- 8 Executive Committee Minute Book, Sep 1966-Dec 1969
- 9 Executive Committee Minute Book, Jan 1970-Oct 1974
- 10 Executive Committee Minute Book, Oct 1974-

IV Finance and Management Committee Minute Books

- 1 Finance and Management Committee Minute Book, Jan 1960-Dec 1964
- 2 Finance and Management Committee Minute Book, Jan 1965-Dec 1971
- 3 Finance and Management Committee Minute Book, Jan 1972-May 1975
- 4 Finance and Management Committee Minute Book, May 1975-

V Sites Committee Minute Books

- 1 Sites Committee Minute Book, Nov 1955-May 1959
- 2 Sites Committee Minute Book, Jun 1959-Jun 1962
- 3 Sites Committee Minute Book, Jul 1962-Jan 1966
- 4 Sites Committee Minute Book, Feb 1966-Oct 1970
- 5 Sites Committee Minute Book, Nov 1970-Nov 1972
- 6 Sites Committee Minute Book, Dec 1972-Mar 1974
- 7 Sites Committee Minute Book, Apr 1974-Dec 1975
- 8 Sites Committee Minute Book, Feb 1976-Apr 1977
- 9 Sites Committee Minute Book, May 1977-May 1978
- 10 Sites Committee Minute Book, Jul 1978-

VI Policy Committee and Working Party Minute Book

- 1 Policy Committee and Working Party Minute Book, May 1956-Jan 1966

- VII Grants Committee Minute Book
 - 1 Grants Committee Minute Book, Jul 1957-
- VIII Membership Committee Minute Book
 - 1 Membership Committee Minute Book, 1958-
- IX Annual General Meeting Minute Book
 - 1 Annual General Meeting Minute Book, 1938-1966
- X Annual Members Meeting Minute Book
 - 1 Annual Members Meeting Minute Book, Oct 1967-
- XI Minute Book of the meetings of the Directors of the Touring Club of Great Britain and Ireland Ltd
 - 1 Minute Book of the meetings of the Directors of the Touring Club of Great Britain and Ireland Ltd, Mar 1968-Jun 1978
- XII Other administrative material
 - 1 Boxfile containing reports etc of the Working Party set up to discuss the reorganisation of the Club, 1958-1959
 - 2 Boxfile containing Hansards, cuttings, correspondence, reports etc relating to the Caravan Site and Control of Development Act, 1960

C PUBLICATIONS

I The Caravan

Volumes 14-31 of The Caravan, 1946-1963. These contain 'Caravan Club News' in each issue. They include such information as details of the National Rally, Centre events, publications etc.

II Members Supplements to The Caravan

These supplements include Annual Reports and Balance Sheets, articles concerning the Club etc, 1950-1957.

III En Route, the official bi-monthly magazine of the Caravan Club

Volumes 1-8 of En Route, 1963-1978, the official bi-monthly magazine of the Caravan Club. The October issue contains the Annual Report, balance sheets etc. The magazine contains matters of general interest such as caravan tests, technical and news items, travel reports and Club events.

IV Handbook and Sites Directory

This publication was known as the Sites Directory up to and including 1955. It has been published nearly every year since it was first issued in 1936 up to present day, although it is now produced biennially. The Caravan Club has retained copies of each issue: 1936, 1938-1940, 1942, 1946-1947, 1948/9, 1950-1974, 1975/6, 1977/8. A Foreign Touring Handbook has been issued since 1978.

V Caravan Club prospectuses

These have been published at regular intervals since 1939. They contain details of the services which the Club offers and details of membership.

VI Past programmes of National Caravan Rallies and British Caravan Road Rallies, 1950s- (For the earliest ones, see the General Minute Books)

VII Collection of Christmas Cards published by the Caravan Club, 1950s-1970s

D SOCIAL AND PERSONAL MATERIAL

I Presscuttings

- 1 Volume of presscuttings, 1912-1913
- 2 Volume of presscuttings, 1926-1951
- 3 Volume of presscuttings, 1951-1958

II Photographs

- 1 3 photograph albums, nd (but probably 1910s and 1920s)

III Annual Dinners attendance lists, menus, tickets etc, 1948-1961
(For earlier ones see General Minute Books)