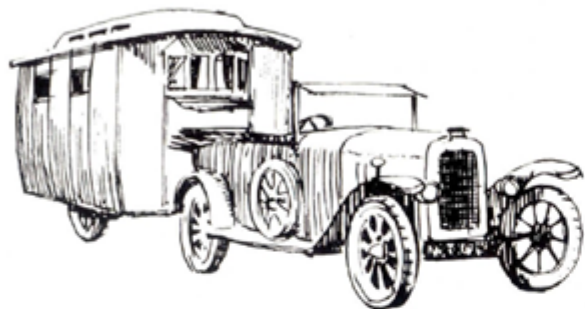


'CHELTENHAM'

THE FINEST RANGE OF
TOURING CARAVANS



*One of the earliest 'Cheltenham'
Touring Caravans*

Our first caravan—a converted and lengthened army ambulance—was built in 1921. The serious drawbacks of this type soon became obvious and a change was made to the trailer type. This was a vast improvement but still a bit primitive.

Experience tells—especially some of the longer journeys such as the one to Morocco in 1933—and the design has become more practical and more elegant year by year and TODAY in the world of TOURING wherever you roam, 'CHELTENHAM' is the byword.

At the International Rally in Germany, as also last year in Rome, Cheltenham's again led the field of British caravans.

All new ideas are tested over a period of 3-4 weeks covering some 3,000 miles and those which disappoint are not found in next year's models.

Here are just a few of the Special Features—

of the 1963 MODELS

- * Fibreglass roofs, ends and many other parts, give pleasing appearance, great strength and low maintenance costs.
- * A view through the Caravan when towing—using the standard car interior mirror.
- * A really light caravan capable of being towed at high speeds or for long distances without strain.
- * A practical, compact, yet spacious layout.
- * Hydraulic coupling neatly enclosed by a shroud.
- * Gas and electric light.
- * Elegant lines.
- * Fitted carpets are supplied on top of waterproof felt on all models—you choose your colour.
- * A wide range of colour schemes and upholstery materials to choose from.
- * Anti-splash toilet, hot-plate, regulator, screw type jockey wheel, side lights, rear lights, stop lights and flasher lights are all included.
- * Electric wiring is arranged by means of a seven core cable so that interior as well as full exterior lights are included.
- * All models have at least one bed over 6' 2" in length. The single beds are also extra wide.

Details of extras available such as Stable Door, full Cooker, Awning Rail, etc., may be obtained from your Dealer. As our policy is to incorporate improvements immediately they present themselves, our productions may not conform to illustrations, descriptions, or drawings published here or elsewhere.

*** 500 MILE OR 1 MONTH SERVICE**

To obtain this free service, after 500 miles towing or within one month of purchase, whichever occurs first, all the owner has to do is return his caravan, by arrangement, to the distributor from whom he made the purchase.

The distributor then checks the chassis, adjusting brakes, etc., giving necessary lubrication. Checks and adjusts cupboard catches, gas and electric lights, drawer retainers, etc. When collecting the caravan upon completion, the customer checks that the job has been done to his satisfaction and then signs the distributors' chit to enable him to obtain payment from us.

There is no charge to the customer for this service; it is part of the after-sales service provided for Cheltenham owners, through close co-operation between this company and its distributors.

Ideal for towing with the smaller car—here is a 'CHELTENHAM' SABLE behind a Triumph Herald at Southfield Farm, Cheltenham, Gloucestershire, the rendezvous of the famous 'Cheltenham Rally'. The 1963 Rally will be held from Friday, June 7th to Monday, June 10th and all 'Cheltenham' owners are cordially invited to join the Club and attend this Rally and other functions.



Anyone who owns a 'Cheltenham' caravan is eligible for membership of The Cheltenham Owner Club — with its handsome car badge in silver, green and cream; pennant and club tie. Old hands and new comers to caravanning both belong to it and meet in happy holiday mood and environment at the Rally each year. For further particulars please apply to the Hon. Secretary, Mr. C. H. Gardner, c/o Cheltenham Caravan Co. Ltd., Antelope Works, 205 Leckhampton Road, Cheltenham. Telephone 53695.

the luxurious *SPRINGBOK*



1963 Springbok with new style rear window. The folding step is an optional extra.

The layout of the Springbok is shown on the Key to the plan view, other outstanding features are:—

- * Fibreglass roof, front, and back.
- * Triangulated chassis with independent suspension and shock absorbers. 6.40 x 15 tyres.
- * The interior is a revelation in Caravan design—walls and furniture of hand French polished oak, ceilings white rippled P.V.C. finish. Spacious compactum, chest of drawers, shelves, roof lockers, large and small table, a smart cocktail cabinet and magazine rack. Fitted carpet.
- * The curved kitchen section is very compact with cooker unit and griller. (There is space for a full oven cooker if wanted.) Locker for pots and pans, and rubbish bin, large ventilated food cupboard specially designed to take a refrigerator, sink and draining board with water pump, locker for water carrier (supplied) and storage. Roomy crockery cabinet and a cutlery drawer—in fact a very neat layout.
- * Toilet—the special caravan type anti-splash model is fitted, also a wash basin with built-in outside waste. Borrowed light panel.
- * Beds—two single with special spring base and 4" thick plastic foam mattresses (5" foam mattresses on solid base alternatively), padded sloping backrests, hinged for moving at night give the last word in comfort. The sliding unit double bed is increased in width by 3" and has 5" mattresses which are easily and quickly made up and in the daytime provide a charming lounge effect.
- * All soft furnishing in delightful, durable materials. A spring-loaded roller blind or Venetian blind to reduce the light allowed through the 'Morlite' section, can be supplied as an extra.
- * Morlite roof opening section, 6' x 4' giving unsurpassed light and ventilation and can be raised either side independently with one hand.

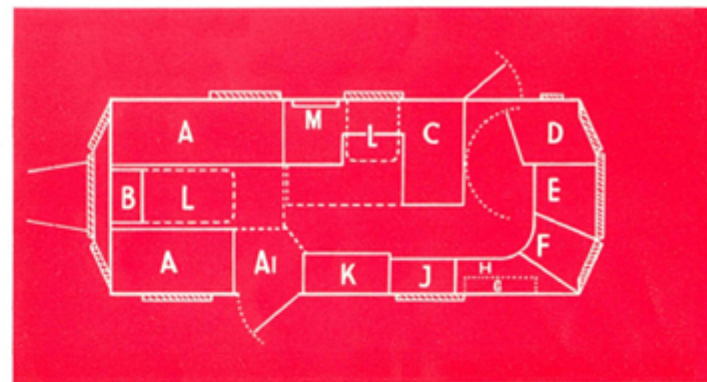
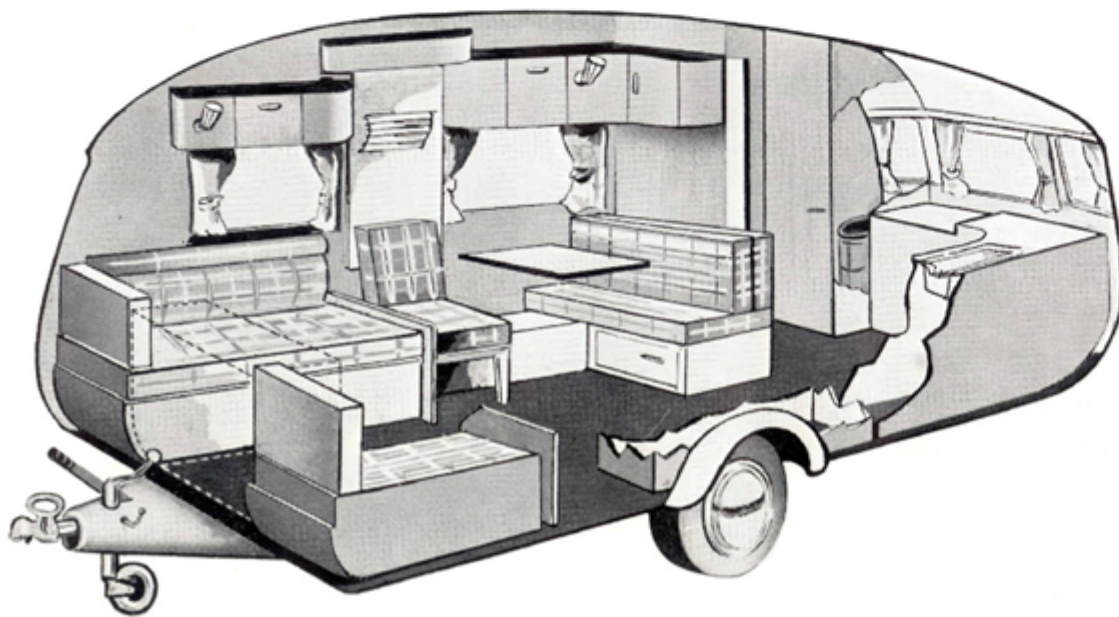
15' 8" long, 6' 9" wide and 6' 4" headroom. Even greater use is made of modern plastics, giving graceful exterior lines, extreme lightness and sturdiness, to this model. With the introduction of new front and rear moulds on the 1963 models, our full range now have 'wrap round' end sections that eliminate joints at corners which can otherwise be a source of trouble. The new rear end section also includes a bay, with three windows, making the interior even more 'open' and pleasant to use. Ventilation louvres for the refrigerator and lavatory compartments are now moulded integrally with the section, which adds to the attractive appearance.

PRICE ex-works £705-0-0





SPRINGBOK—view of interior looking to the rear. Below is a 'cut-away' view. The new design of the front chest and table (shown here in dotted line for position) is illustrated on page 12.



- A Single beds
 - Al Nearside single bed extension
 - B Chest of drawers
 - C Dinette sliding double bed
 - D Toilet and tip-up wash basin
 - E Cooker
 - F Ventilated food cupboard or space for refrigerator
New cutlery drawer
 - G China Cabinet
 - H Combined sink and draining board and water pump
 - J Drawers and locker
 - K Compactum
 - L Hinged tables
 - M Paper rack and flap for partition
- Roof lockers above offside single and double beds. Also above sink unit
- Book shelf above nearside single bed

SHIPPING SPECIFICATIONS—

Ex-works weight 17 $\frac{1}{4}$ cwt.

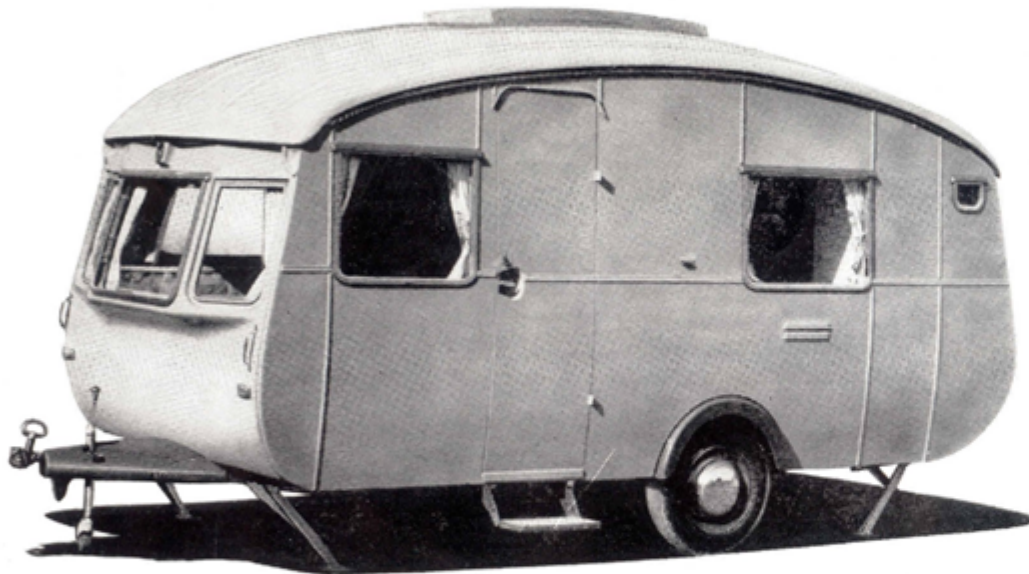
Overall sizes: Length 18' 2"

Width 6' 9"

Height 8' 0"

the spacious PUKU

2-berth, 14' 4" long, 6' 6" wide and 6' 3" headroom, has all of the pleasing and practical features of the Sable, but with added wardrobe accommodation; provision for fitting a refrigerator, fitted gas fire and greater floor area and work surfaces.



The folding step as illustrated is available as an extra on all models

Puka 4-Berth

The layout at the front end of this model is exactly similar to the 2-berth model. In the centre, to the rear of the door on the nearside, is a settee type double bed, with kitchen across the rear end. A gas fire point is fitted on the front of the compactum. Suspension (as Springbok) but with lighter springs and 6.40 x 13 tyres.



- * Designed for those caravanners who want to be really mobile but also want to be away from home possibly for months on end and wish to take all the necessary equipment in great comfort.
- * Morlite roof opening section 4' x 2' affording superb ventilation and light inside the caravan.
- * Two doors, end kitchen and toilet. Extensive working surfaces. Plenty of cupboards, two chests of drawers, ventilated food cupboard in addition to a space provided for a refrigerator, roof-lockers and airing cupboard.
- * A compactum plus a gentleman's wardrobe. Fitted gas fire and fitted crockery/cocktail cabinet. Water Pump to sink. Rubbish container.
- * Beds—two single, with special spring bases and 4" polyether foam mattresses (5" on solid base alternative), extra wide with padded sloping backs.

PRICE ex-works	2-berth	£600-0-0
	4-berth	£595-0-0

SHIPPING SPECIFICATIONS—

2-BERTH

Ex-works weight : 14½ cwt. Overall size : Length 16' 6", Width 6' 6", Height 7' 10"

4-BERTH

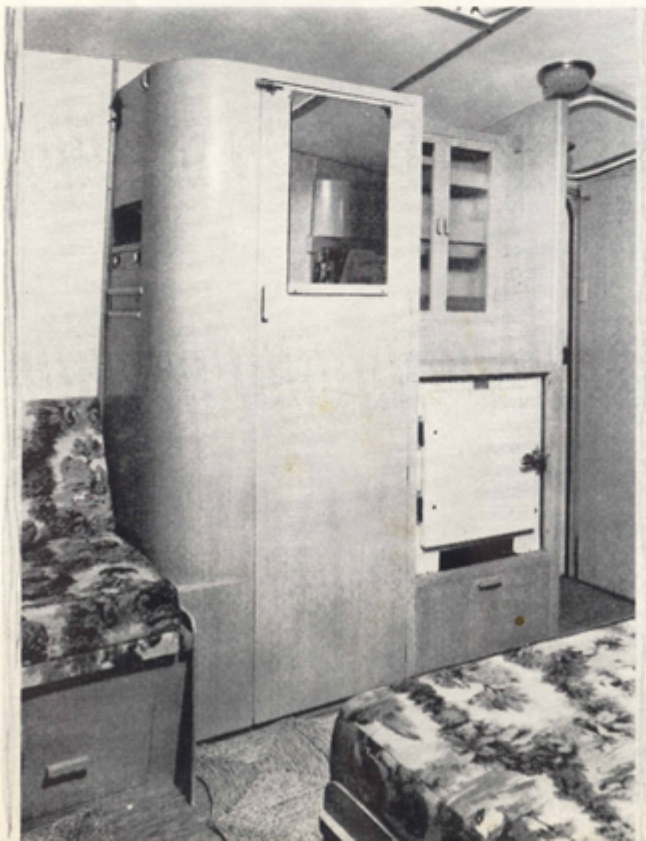
Ex-works weight : 14½ cwt. Overall size : Length 16' 6", Width 6' 6", Height 7' 10"



PUKU—View of interior, 2-berth



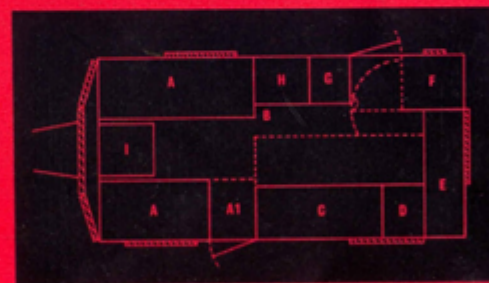
- A Single beds
- A1 Floor space in daytime. Bed end moves to form single bed A, A1
- B Cocktail/crockery cabinet, with cupboard and fitted gas fire beneath
- C Chest of drawers
- D Ventilated food cupboard
- E Kitchen unit with grill, combined sink and draining board, pump, with plate rack and cupboards with rubbish bin beneath. Also storage space for gas cylinder and water carriers
- B, C & E are all working surfaces
- F Toilet
- G Gentleman's wardrobe with cupboard beneath, ventilated to receive refrigerator if required
- H Wide wardrobe
- I Chest of drawers, with hinged table on face



PUKU—view of interior, 4-berth

This photograph illustrates a refrigerator which is an optional extra

PUKU 2-berth ▲
4-berth ▼



- A Single bed
- A1 Floor space in daytime. Bed end moves to form single bed A, A1
- B Point for gas fire
- C Settee by day extending sideways and longways to form double bed
- D Floor space in day time
- E Kitchen unit with grill, combined sink and draining board, with lockers beneath and above
- F Toilet
- G Space for refrigerator with fitted crockery cupboard above and ventilated locker below
- I Chest of drawers with hinged table on face

the lightweight WATERBUCK



12' 9" x 6' 6" x 6' 3" headroom—designed for the small car owner who wants comfort on site and on tow with maximum mobility. It is available as either a three or four berth model, the latter having a stretched type bunk in addition to the single bed.

PRICE ex-works—

3-berth £490-0-0.

4-berth £495-0-0.

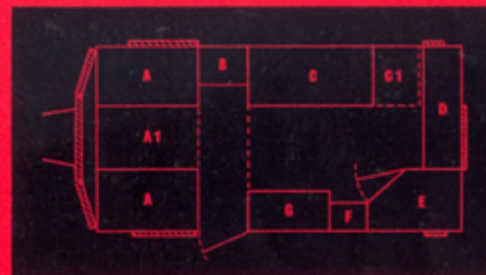
- * Fibreglass roof, front and back.
- * Morlite 4' x 2'.
- * Compact end kitchen which can be used even when single bed and bunk are in use. Water pump fitted at sink. Self-contained lavatory compartment.
- * Good size ventilated larder with extra working surface covered in Formica or similar material, and with fitted crockery storage above.
- * The wardrobe door and extension door meet the wall locker door to form a division when required.
- * Choice of soft trimmings, interior finishes and exterior colours. Fitted carpet.

- * Dinette double bed at the front end, with the table forming centre section at night, with 5" mattress. Single bed, extending simply at night, using 4" mattresses on sprung base. In the 4-berth a detachable and easily erected bunk is positioned above the single bed when required. The bunk is one unit with canvas top, and stows neatly away when not in use.
- * Compactum with shelves and generous hanging space. Chest of drawers, wall cupboard and roof-lockers and shoe-locker at front end for extra storage.
- * Suspension—*independent suspension*, and an hydraulic hitch, used so successfully on the remainder of the range, are now fitted on the Waterbuck.





WATERBUCK—view of interior



- A Double bed dinette seats
- A, A1 Double bed using table A1
- B Chest of drawers with wall cupboard above
- C Single bed
- C1 Floor space in daytime. Bed end forms single bed C, C1 at night
Bunk bed above C, C1
- D Kitchen unit with grill, combined sink and draining board with pump, lockers beneath and above
- E Toilet
- F Food cupboard and working surface with crockery cabinet above
- G Compactum. Doors used for dividing caravan into two rooms

SHIPPING SPECIFICATIONS—

Ex-works weight 12½ cwt.

Overall sizes : Length 14' 11"
Width 6' 6"
Height 7' 10"

the world-famous SABLE



12' 9" x 6' 6" x 6' 3" headroom. Supreme comfort for two, an elegant appearance, plenty of space and maximum mobility: the Sable is firmly established as the answer to all these requirements.

PRICE ex-works £550-0-0

The layout is shown on the floor plan and key, demonstrating clearly

- * A wealth of working surfaces and storage cupboards. Two chests of drawers, ventilated cupboard for food, three other lockers for stowage. Detachable rubbish bin. Compartment behind will hold either one water carrier and one cylinder, or two carriers or two cylinders. The flexible lead from the water pump is led into this compartment ready to go into the water carriers which stow in here. Airing cupboard above the cooker. Cutlery and cosmetics drawers. Fitted crockery and cocktail cabinet. Point for gas fire.
- * A spacious open layout with plenty of floor space: enough even for an occasional bed on the floor if wanted.

- * Two doors.
- * Two luxury sized single beds, both 2' 2" wide, and 6' 3" and 5' 11" in length respectively. Both using 4" mattresses on nylon elastic straps (5" on solid base alternative) with padded sloping back rests. The near-side single bed is long enough to put your feet up for an afternoon nap without extension. When extended for full length you still have the off-side door available for use.
- * Morlite roof opening section 4' x 2'.
- * Choice of exterior and interior colours and finishes, upholstery, carpet, etc.
- * Suspension—as Springbok but with lighter springs and 5.90 x 13 tyres.



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Please send to
admin@arccs.uk
if you have a copy



introducing the FAWN



This, as its name implies, is the smallest in our range. It is an entirely new model which made its debut at the International Rally in Germany. Generally speaking, vans of this length are too small to be comfortable. FIVE could feed in this model quite easily, and a 6 foot person need not feel cramped by day or night—one bed is 6' 3".

* Two berth, 10' 7" x 6' 3", 10½ cwt. ex-works. The body has a new styling, with the F.R.P. roof coming down to top of window level, and with the rainwater gutter moulded into the exterior profile. The F.R.P. front and rear sections have deep 'wrap round' sides, and a 4' rear window gives panoramic views. This window slides up clear of the aperture and a mosquito blind or insulating panel can be similarly mounted if required.

* Apart from the beds, main features are an end kitchen, compactum type wardrobe, cooking and washing facilities, and an adequate toilet compartment complete with Elsan (or Racasan).

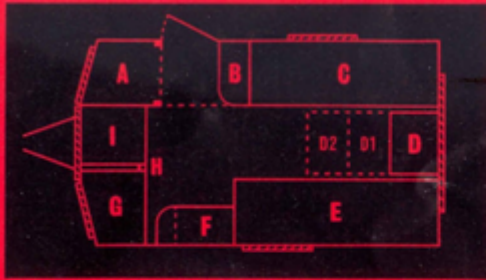
* Mattresses on this model are 5" polyurethane foam on solid bases—covers to choice.

* The door is on the offside. This arrangement will be appreciated abroad—where many of these vans will undoubtedly go—and is by no means unpopular at home.

PRICE ex-works £425-0-0



◀ Rear view of the Fawn showing the spacious picture window



- A Toilet compartment fitted with Elsan or similar
- B Stores cupboard with lined working surface above
- C Single bed 5' 11" with hinged back rest. Large storage space below—magazine rack and roof locker above
- D Chest fitted 3 drawers and a locker. Hinged top extends to position D1 or D2 as required
- E Single bed 6' 3" with lockers under and over. Beds have sloping fronts to give extra leg room
- F Compactum type wardrobe

- G Combined sink and drainer with cupboard under, and crockery cupboard above
 - H Water pump
 - I Hotplate with locker under
- Complete inside and outside electric lighting seven core cable supplied. Gas lighting also included

SHIPPING SPECIFICATIONS—

Ex-works weight 10½ cwt.

Overall sizes: Length 12' 11"
 Width 6' 3"
 Height 7' 8"



Interior of Fawn looking at kitchen and toilet compartment



Interior of Fawn looking to the rear of van

Practical features of a 'CHELTENHAM'

DOOR RETAINERS: these are positive and will hold the door in any wind.

RECESSED DOOR HANDLES: no risk of them being 'caught.'

BUILT IN LIGHTS: to avoid cutting the panel, recesses are moulded into it so that if rain should get past the lamp glass, it cannot get into the van.

ROBUST HANDLES OR GRAB RAILS.

DRAWERS THAT ARE SELF LOCKING: you will not find them on the floor when you stop for the night.

DUST HOLE : standard on Springbok and optional on other models. It can also assist ventilation.

BOTTLE CLIPS: very useful.

NEW WAISTLINE: this is smarter looking and will remain so much longer than aluminium moulding.

FOLDING HOOKS : on certain models; these are shapely things that certainly do not spoil the interior—they are a godsend at night!

DRAUGHT EXCLUDER TO ALL EXTERIOR DOORS: very necessary in this climate.

RUBBISH BINS : as fitted to certain models, are detachable for easy emptying and have rounded corners for easy washing.

FITTED CROCKERY CABINETS: we can supply genuine Perspex badged "crockery" in cream or green.

FRONT CHEST AND TABLE : a new design gives a larger table (which is still hinged so there is no table stowage problem) and allows instant access to drawers (fitted in Springbok, Puku, Sable and Fawn).

INTERIOR ELECTRIC LIGHTS heavier wiring is used to ensure a really good light. Every model also has gas lighting.

GAS STOWAGE INSIDE: no unsightly cylinders stuck around.

WORKING SURFACES : all in a pleasing shade and style of heat-resistant melamine.

LARDERS: are ventilated underneath and at the back.

ROOFLIGHTS: there is considerable overlap so these can remain open except under very adverse conditions.

LOW WINDOWS: for view through and good visibility inside vans.

SPRUNG BASE FOR SINGLE BEDS: nylon elastic straps have just that 'give' which comfort demands.

EXTENDED BED END: new design ensures easier handling.

PLATE RACK : a new design for this too.

SINGLE BEDS: the back rests are padded and hinged in such a way that they are sloping to support your back in day time and fall back out of the way at night. The front facia now slope back 3 inches to allow easier ingress. This also improves the appearance of the van.



COLOUR SCHEMES :

Exterior Treatment

All models are finished in Old English White as standard. As an alternative, they can be finished either Vellum, Pearl Grey, Lichen Green or Ice Blue. Further, the trim (gutters, window hoods, valances, tow bar shroud and wheels) may be in a contrasting colour; this second colour can be any of those already mentioned, or Carnation Red, Lethbridge Green, Thames Blue, Powder Grey, Sky Blue.

Interior decor : standard models are finished in hand French polished oak furniture and walls. As alternatives, they are available with walls and furniture in 'limed' oak, or with the walls panelled in a pleasing modern p.v.c fabric (white with a very small bull design) which is light and cheerful in appearance, and easily washable. With p.v.c. walls, furniture may be specified in French polish or 'limed' oak.

There is a wide choice of upholstery patterns offered in our range, and two tone carpets in four different basic colours. Covers may be removed for cleaning. All above alternatives are at no extra charge.

In addition to the standard range of upholstery, there are some "special grade" materials offered at extra charge.

CONSTRUCTION DETAILS

All floors are tongued and grooved, except the new Fawn, which uses waterproof plywood. Insulation felt on all floors underneath carpet. Pillars, sweeps, and cant rails are laminated for strength, lightness and to ensure shape retention.

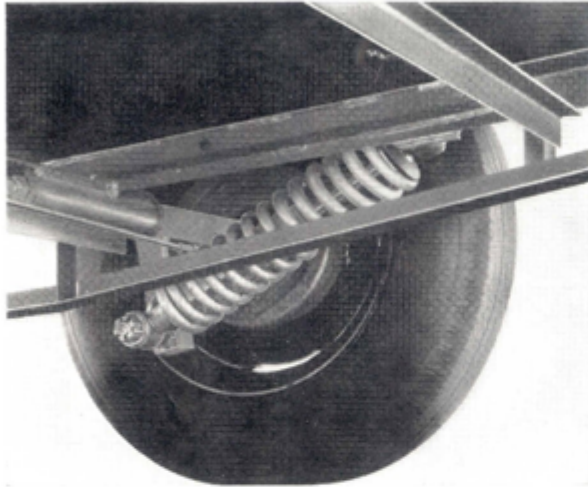
Sides on all models are curved. Besides giving a graceful shape, they also make the shell extremely strong and reduce wind resistance.

Roofs on all models are made of fibreglass reinforced polyester resin, and are moulded with the gutters incorporated. This ensures that there are no roof or gutter joints which might give rise to leakage. All models have similarly constructed F.R.P. bay front units. Also, the rear end units are made in this manner.

Fibreglass reinforced polyester resin lends itself to attractive shapes; it is extremely strong and light, has low maintenance costs, is easily repaired, and is a first class thermal and acoustic insulator.

All aluminium side panels are 18g. and use is made of aluminium foil as a cavity insulator.

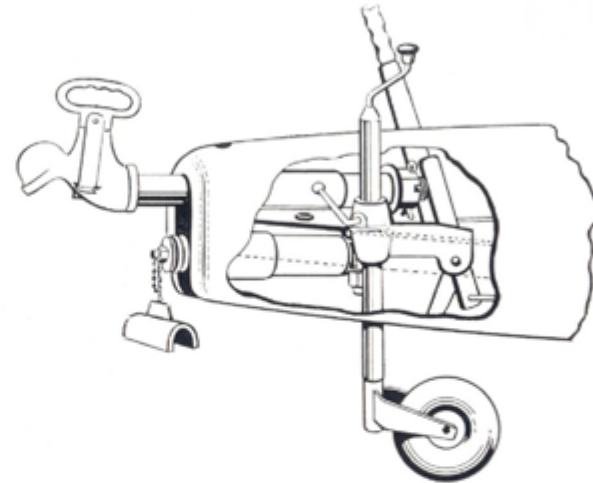
THE "CHELTENHAM" TRIANGULATED CHASSIS



The independent suspension which has been used so successfully on the "Springbok" in the past 3 years is now standard on all the other models, the only difference being that the coil springs are lighter.

The trailing arm is carried in nylon bearings which require no lubrication. Neither do the rubber bushes which carry the shock absorber.

Large brakes (10") are used on the "Springbok"; the "Sable", "Puku" and "Waterbuck" having 8" brakes with wide shoes; the "Fawn" has 7" brakes. They have triangulated chassis members for rigidity. All brakes are of the rod-operated centre pull type with compensating mechanism.



The hydraulic shock absorber on the new type head which is now standard on all models, ensures that the brakes are applied very smoothly and yet allows them to act powerfully when required. It also takes care of any tendency to 'hunt'. A further refinement is the separate car type hand-brake which can also be applied by the car in the event of a break away.

The unladen weight is shown on the nearside of each van as required by law. This should not be confused with the ex-works weight, i.e., weight of complete van and equipment as it leaves us, which is clearly shown for each model in this brochure.

GUARANTEE

A written guarantee for one year will be sent to each purchaser upon receipt of the form—sent out with each van—fully completed.

TERMS OF BUSINESS—All Prices Include Equipment

All prices are ex-works. Orders should be accompanied by deposit of ten per cent, the balance being payable on delivery except when Hire Purchase arrangements have been made. Orders will be executed to time promised unless through circumstances beyond our control, but no responsibility can be accepted for late delivery.

Orders are accepted on the understanding that price charged will be that ruling at time of delivery. The Company's policy, however, is to avoid any increase during the season if at all possible.

None of our products may be exhibited at any show without our written permission.

Collection from the works may be made from Mondays to Fridays, and must be executed within 48 hours from the final completion date that we gave to our distributors. We strongly recommend that customers take delivery from the distributor or agent, supplying the caravan; all of our distributors are equipped to service and check caravans, and the check that they give to caravans after road testing during collection is an important feature in the service that they offer.

Our distributors also have facilities for fixing tow-bars and ball headed pins, checking that cars are correctly wired and that the whole electrical installation is functioning correctly. They also have stocks of accessories to meet the customer's last minute needs.



**Over forty years' experience of practical
caravanning in the design and construction**

CHELTENHAM CARAVAN CO. LTD.

Antelope Works · 205 Leckhampton Road · Cheltenham

Telephone: 53695

Printed in England.