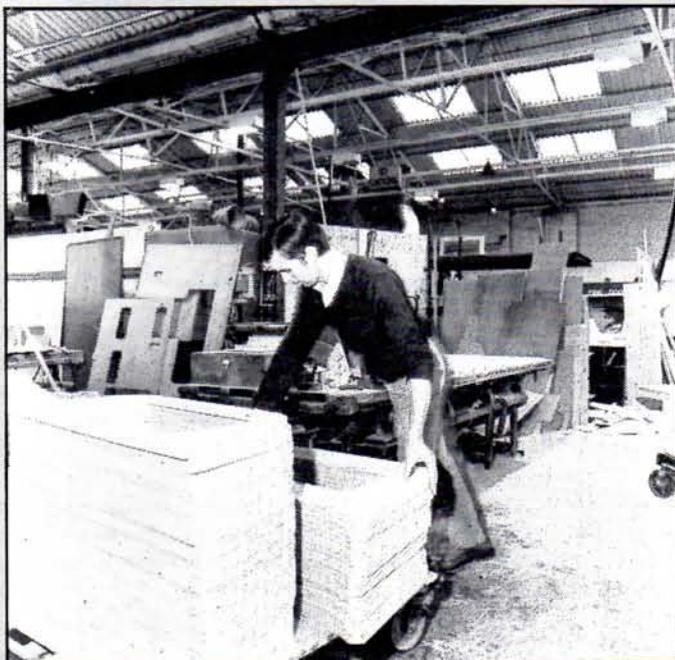
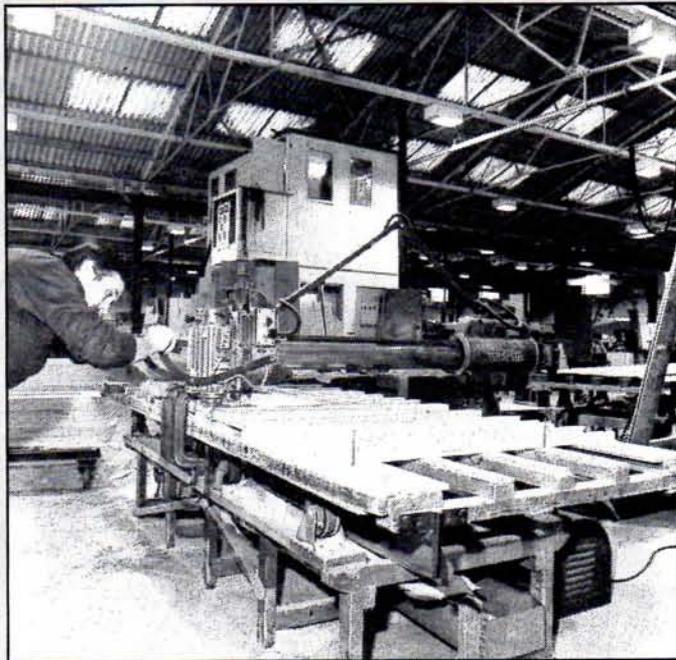


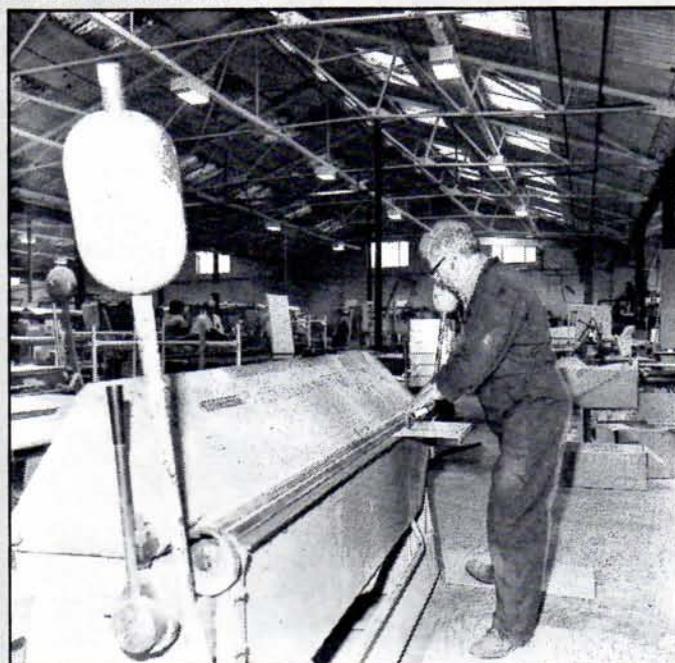
FACTORY REPORT



The woodmill area, where panels of all shapes and sizes are cut, was overloaded during our visit. Plans were in hand to install a £30,000 computerised panel saw capable of cutting six boards at a time and trebling capacity.



More panel cutting and shaping – in wood and aluminium – is carried out by this radial arm router, which can work on two panels at a time. The operator is working on the front bulkhead for over-cab cupboards in the Midhome.



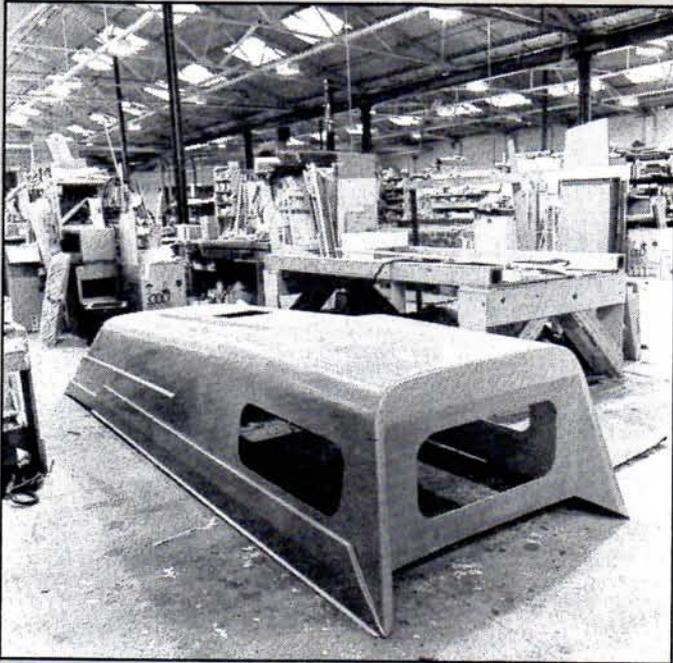
Part of the metalwork area is set aside for working on aluminium panels, where this folder is in operation. Other tasks include roll forming and cutting. Next to this area is a steel fabrication unit, where items such as chassis extensions, steps and bed support brackets are produced.



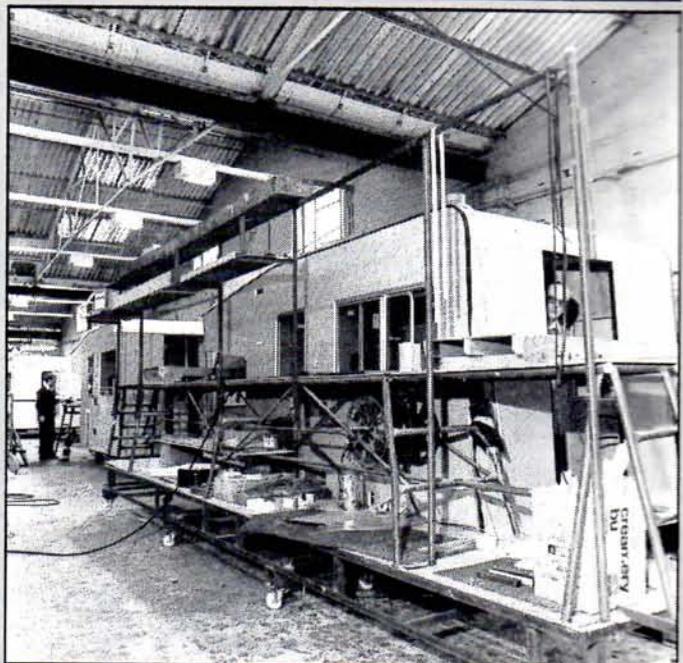
In one corner of the factory is the chassis preparation shop, where roof apertures are cut for van conversions, and where such things as waste tanks and electrical looms are fitted.

POOLING RESOURCES

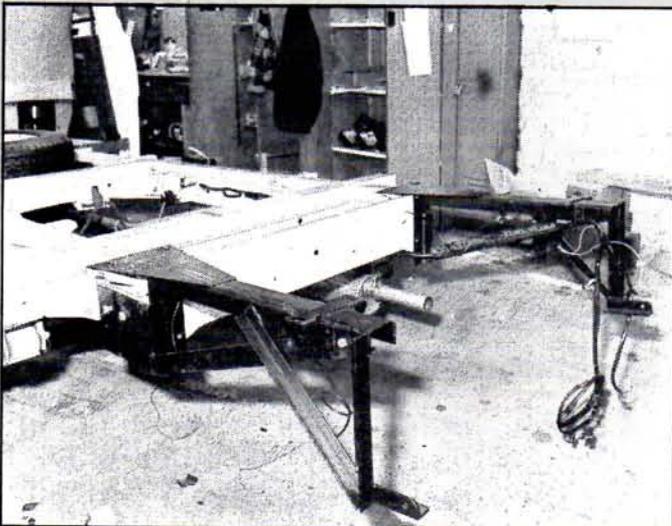
Autohomes (UK) is one of the three leading British producers of motor caravans, holding a big share of the market for new models which is estimated at between 2300 and 2400 for 1985. We visited the company's 60,000sq.ft plant on four acres of land at Poole, Dorset, to see production in action. Maximum daily output there reaches, for example, 5½ Volkswagen conversions or 3½ coachbuilt Talbot Merlins.



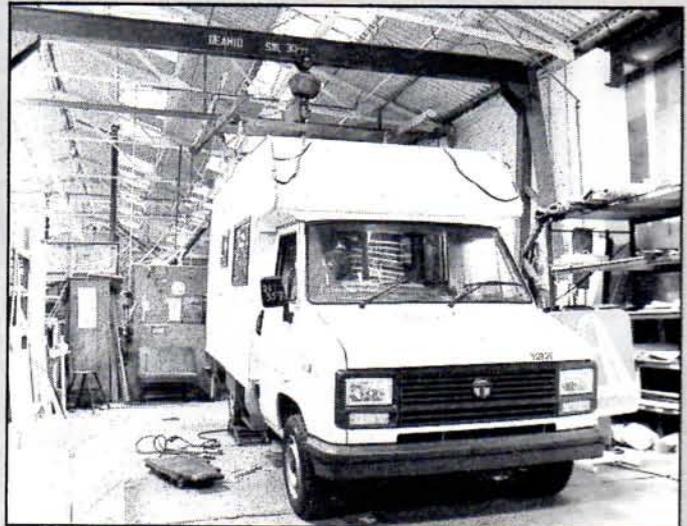
GRP-moulded outer skins for high-top roofs, such as this one for the Midihome, are produced by an outside contractor.



Motorhome and Travelhome coachbuilt bodies were on the main production line during our visit. It's at this stage that the body panels are assembled and furniture is installed.



Autohomes' own chassis extensions fitted to a Ford Transit chassis-cab for use on a Travelhome or Motorhome.



Completed coachbuilt bodies are lowered on to chassis by a 30cwt hoist.



A Talbot Camelot in one of two spray booths prepared to get some finishing touches.



Inside the separate development shop a Bedford CF works van is fitted with a Freschor extractor fan for test purposes. The other vehicle is the second prototype of the Midihome.