

10-year water ingress warranty

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BAILEY'S latest creation is much more than just a new range of caravans. It's a revolution in caravan construction.

It's the Pegasus, a caravan so radically different to everything we know about tourer construction and the fabrics traditionally used that we think its technological innovation could pave the way for a revolution throughout the industry.

To understand the significance of Bailey's creation we've taken a look at what is the current norm in caravan construction...

Then...

The majority of caravans have been built the same way for the last three decades. Body sides and roof are constructed from a timber framework whose open sections are filled with polystyrene. Outside are two sections of aluminium to form the waterproof shell. Plywood cloaks the interior with decorative wall-boarding used for a respectable finish.



Strong framework hidden here

This method of caravan construction inevitably carries the worry of water ingress.

Now...

Lately manufacturers such as the Swift Group have moved over to single piece aluminium side walls ridding the caravan side of a huge front-to-back panel joint. But their walls are still framed with the fruit of rain forests.

So the Bailey boffins decided to ditch the timber and construct totally timber-free sides.

In the future...

The new sides are part of a simple five-panel bonded shell packed with high-density polystyrene insulation. The panels are 30 per cent thicker, and cloaked in a single piece of alloy. Inside, a composite plastic internal skin finishes the interiors with a look that resembles freshly-plastered and painted walls.

Traditional front and rear panels are replaced by panels built the same way as the sides. Indeed, from the A-frame upwards, and right over to the rear-most part of the roof at the back of the caravan, is just one single panel!

So how does the Pegasus achieve its rigidity?

No screws, no holes through which the dreaded water can drip into your pride and joy...

The Pegasus uses state-of-the-art technology which involves an interlocking aluminium external framework that clamps the body panels together - from the inside! And here's the important bit: There are absolutely no external fixing points to let in water.



Adaptable lounge layout

It looks almost conventional



The Bailey boffins are so confident of the Pegasus's ability to fend off water ingress that they've given it a 10-year water integrity guarantee.

And to demonstrate the strength of the caravan's construction, Bailey has parked a Ford Mondeo Estate plus driver on top of a Pegasus!

Here's another surprise: Each Pegasus model is 25-30 kilos lighter than the conventionally-constructed Bailey Senator models they mirror in layout.

No other UK caravan meets Grade 3 standard of thermal performance. A Pegasus can be subjected to a temperature of -15 degrees centigrade for 10 hours and will recover to a snug +20 in just four hours.

With the engineering lesson ringing in your ears you could be forgiven for expecting to see the caravan equivalent of the Starship Enterprise come rolling into view. The reality is quite different. Apart from a few unusual Pegasus quirks, this looks pretty much like a conventional tourer.

Pass a Pegasus on the road and the only clue to its identity is its dark, semi-opaque, half-length gas locker. And at night you will see grab handles encrusted with LEDs that act as running lights.

See one on a site and you'll also notice the thick RSJ, girder or intel-like roof/side extrusion which is part of the framework that gives immense strength whilst visually adding robustness to the Pegasus. It's the same at the rear, where two vertical extrusions clad in pillar-like sections enforce the purposeful stance. Look closer still and you'll see that all the space once

The Pegasus strength is tested!



enjoyed in that front locker is actually still there. It's just that now, instead of pot-holing into each corner to retrieve things that vanish in these areas, access to this space is via two flush wet locker hatches on each side of the nose.

And you'll find another exterior hatch. It's the new home for the Fiamma water container which is surprisingly easy to put in.

With super-smooth new side walls now clad in a single sheet of alloy, flush-fit service hatches and almost flush fit windows, it's pleasing to see Bailey has reigned in the graphics. Restraint is what was needed to show off the Pegasus lines.

The range offers one two berth, one six-berth and five four-berths. Four have fixed beds - and one of them, the 554, has a transverse bed that partially folds back during the day to give extra bedroom floorspace. ■



LED lights in the grab handles