

Bailey Pageant Series 7



The latest incarnation of the popular Pageant range has bold new styling as well as extensive specification

Bailey blossomed by building caravans that are generously specified, yet affordable. The arrival of the Series 7 Pageants heralded a new dawn for Bailey by launching a more contemporary version of its popular Pageant range.

From the outside, the vans have a family resemblance to the rest of Bailey's ranges. But, with a bodyshell of 7ft 6in or 2.29m, it increases interior space over previous models.

The exterior kit list features a button-free handbrake, 13-pin 'Euro'

sockets, alloy wheels and a wide-opening gas-bottle locker as standard.

But it's inside where the Pageants catch your eye. The designers have opted for a stylish Continental feel, with an Italian-style teak finish and high-quality Belgian fabrics. The whole design theme is cohesive, including the contemporary black-and-silver faceplates.

Meanwhile, beech-slat bed bases, concealed locker catches, self-supporting bed bases and a JVC CD player with dual-cone speakers demonstrate that the beauty is more than skin deep.

This kit quality continues across the range. There are 115-litre Dometic Series 8 fridges and Thetford C-250 cassette toilets. The concealed LED strips under the roof lockers add ambient lighting, while the huge folding-leaf dining table fits plenty at mealtimes.

Bailey's sales success has generally been based on super-keen pricing and sharp specification, rather than big style statements. With the Pageant Series 7, it took a chance on the interior. And thanks to the quality of the finished product, this gamble has paid off. 🚐



A wide 7ft 6in bodyshell (above) increases interior space, while the folding-leaf table seats six



Bailey Pageant line-up

- Pageant Monarch** £11,995
2-berth, end washroom
- Pageant Bordeaux** £12,195
4-berth, offside fixed bed
- Pageant Champagne** £12,495
4-berth, end washroom
- Pageant Burgundy** £12,695
4-berth, nearside fixed bed
- Pageant Provence** £12,995
5-berth, twin dinette
- Pageant Bretagne** £12,995
6-berth, triple bunk
- Pageant Loire** £13,995
6-berth, nearside fixed bed (twin-axle)
- Pageant Limousin** £13,995
4-berth, end washroom, nearside fixed bed (twin-axle)

Quick Guide

Interior

- Technoform teak-effect furniture
- Dometic 115-litre fridge
- Concealed locker latches

Exterior

- ABS front and rear panels
- 13-pin Euro socket for towing electrics
- 7ft 6in-wide bodyshell

Security

- AL-KO ATC Trailer Control System
- AL-KO Secure prepared Euro-axle featuring lock receiver plate
- Single key for all exterior doors



The new-look interior boasts dark-wood cabinetry (left) and a huge walk-in shower

Bailey Senator Series 6

These range-topping caravans are luxury, tasteful tourers, with a highly competitive price tag

When the Senator Series 6 was launched it threatened to dominate the marketplace. The pride of the Bailey brand, the best-selling Indiana emerged with £1500 extra worth of standard kit, yet cost just £150 more than the outgoing model.

Senator vans are bursting with kit, but boast a competitive price. They're innovative, too, being the first range in the UK to be fitted with AL-KO ATC.

For added security a tracking system comes as standard, and a high-security lock is fitted to the Hartal door, too.

The kit list continues with a heated towel rail, Thetford's C-250 toilet, and a 115-litre Dometic fridge. The kitchen has marble-effect Graphite laminate worktops, a pull out kitchen basket unit and soft-shut drawers. The emphasis is on comfort, with a sky-high spec list.

Up front, there is a folding leaf table. Another innovation is the bed-box drawer, giving easier access to kit. The tops are hinge-



The spacious kitchen has all the kit a cook could need

sprung to aid access, too. Fuses and water pump switches are easy to reach via drop-down doors. For added comfort, the bed-box slats are sprung.

Ralliers are catered for with the energy-saving 12V strip lights and 12V light fittings.

In the lounge all Senator vans come with a 17in flat-screen TV, and remote control. The Indiana and Wyoming have rotating TV display stands, so you can retire from the front dinette and continue watching in bed.

The radio/CD/DVD player also plays MP3 format, so you can take

your music along and leave the CDs home.

With all this extra kit, you might expect a heavy van. But the MTPLM remains a respectable 1500kg on single-axle models.

Fresh thinking is also evident in the Wyoming and Louisiana. Both have parallel seating at the front, increasing kitchen space.

The Senator offers a load of kit fitted as standard for a small increase in price over the outgoing models. At this end of the market, caravans have to exude quality to compete. Fortunately for Bailey, its Senators are fit to rule the market. 



Stability aids include AL-KO's stabiliser and ATC systems

Bailey Senator line-up

- Senator Vermont** £14,190
2-berth, end washroom
- Senator Arizona** £14,995
4-berth, end washroom
- Senator Indiana** £14,995
4-berth, nearside fixed bed
- Senator Virginia** £14,995
4-berth, island bed
- Senator Wyoming** £16,570
4-berth, nearside fixed bed (twin-axle)
- Senator Louisiana** £16,700
4-berth, island bed (twin-axle)
- Senator Carolina** £16,800
6-berth, triple bunks (twin-axle)

Quick Guide

Interior

- Energy-saving 12V LED pelmet lighting
- Pull-out drawer in nearside bed box
- Dometic fridge with removable freezer compartment for extra room

Exterior

- Impact-resistant 5000 Series smooth-finish aluminium skin
- AL-KO ATC system and 3004 stabiliser
- 14in alloy wheels with low-profile tyres

Security

- AL-KO Secure wheel lock
- High-security lock fitted to the Hartal door
- Tracking system



The extensive specification includes a bed box drawer (left) and 17in flatscreen TV

Fresh *from the* Factory

David Motton joins the Bailey
production line to help build a new van

Question: what takes 325 people two hours and 30 minutes to do and happens 8500 times a year? Answer: building a Bailey caravan.

To see how a modern tourer is put together – and discover how it's possible to go from bare chassis to finished van in just 150 minutes – I'm spending a day at Bailey's factory in Bristol. This is no guided tour. At the risk of throwing a 6ft 3in spanner in the works, I am being let loose on the line. The working day starts at 7.30am, a time for

Marmite on toast and a cuppa, not mastic guns and caravan chassis. Still, I am broken in gently with a look at how Bailey makes its caravan floors.

The company is especially proud of the CNC router that makes the floors for every van. It cost a cool £1 million when it was installed in 2005, and marketing director Simon Howard describes it as "the heartbeat of the factory". Every ten minutes it spits out a new floor. First, insulating plastic foam and plywood are sandwiched together. Then they're heated for ten minutes and left to cure for another ten

David clocks on at 7.30am - a much earlier start than he's used to



The chassis starts out upside down when the floor is attached to it



After pipes and wires are connected, the floor is in position and the wheels are fitted, the chassis is turned the right way up



The roof and side panels are created in a building next door to the production line



East Works Office 2



Waste not...



Recycling is part of our everyday lives, not just at home, but at work, too. Bailey is no exception.

Last year, Bailey started a recycling scheme. Following a £115,000 investment in new waste-processing kit, wood, aluminium, polystyrene, paper, cardboard and plastic film can all now be recycled. Bailey recycles 50% of its waste, including compacted cardboard (above).

The reasons aren't solely altruistic; it also makes sound financial sense, as marketing director Simon Howard explains: "Many recycled commodities command resale values. This revenue can be offset against the charges of removing non-recyclable items. The end result is a lower waste bill, and so savings that can be passed on to consumers."



The van is built from the inside out. The water pipes, fridge and other appliances must be tested before the sides of the van are secured in place



to make sure the layers have bonded properly and are ready to be worked on.

The floor is now ready to be bolted to the AL-KO chassis and assembly can start. The chassis passes through a series of 'stations' along the way. At each one, a team of six descends upon the van to glue, drill, cut, assemble and test the van. In ten minutes or so their work is done and the chassis, looking more van-like after every station, moves down the line for the attention of the next team.

For the system to work properly, every member of

every team has to work quickly and efficiently. A snag at one station can bring the whole line to a halt.

I join the team at the first station, where the vans start life upside down. This is so the axles and wheels can be added to the chassis, and the spare wheel put in place. It also makes it much easier for the electrical wiring and gas piping to be attached to the underside of the van. Holes are cut in the floor for the wires and piping to reach the interior. The corner steadies are fitted, as are the waste-water outlets.

Next the chassis is turned the right way up and moved on to the next team. At this point the front bulkhead is attached to the floor. This is one of the most important stages in the whole assembly, because much of the van's structural integrity comes from the bulkhead. While this is being fitted, other members of the team are running around the van for the pipework and electrics, and fitting water pipes. Two more are pushing up the gas pipes and wires from underneath the van. ➡



Production line

The first step is to join the AL-KO chassis to the floor of the caravan



Once the caravan is the right way up, the front bulkhead is then added



Furniture and appliances are added next, before the bodywork is fitted



Each sidewall is attached in two pieces and then clad in aluminium for strength



Barcode scanning helps keep track of who did what. A works card provides a record of each van



The caravan takes shape as the roof is fixed in place. But then...

This is also where the lino floor is fitted.

I'm shown how the water piping for the bathroom is attached to the van's floor. The pipe is located with a series of plastic brackets which are screwed into place with a power drill. Now it's my turn. I line up the brackets and drill the screws in place.

At the next station the toilet, shower, washbasin and pipes are connected. In the space of less than half an hour, the bare floor and chassis are already looking like they are part of a tourer. There's still lots of work to be done before the sides, front and back panels, and roof are fitted.

The Champagne continues to take shape as the bunk beds, water system manifolds, water heater and pump are attached.

By the time the tourer has reached Rachid Badi and his team at station five it's ready for some visual checks and testing. "We check the fridge and the

heater, and attach heater pipes," Rachid says. "We look around for faults in the wiring so any mistake can be corrected."

It seems odd that so many checks are taking place now when the van isn't even halfway down the line, but Rachid points out that waiting until later on will only store up trouble. "It will be more difficult to access wiring at the back of the fridge once the sides of the vans are fitted, so it's important that it's right when it leaves us."

Next, the team checks the water system for leaks by pumping air through it, and the 12V electrics for the water heater, too. As if that weren't enough, the front chest is fitted in the lounge, and the TV aerial is installed and tested. It's a lot of work for a team of six to complete in ten minutes.

I volunteer to help out with testing the fridges. Every fridge has a barcode, which is read by a scanner. Everyone on the line has his own barcode, too, so the



... David makes a wash of sealing the roof. His mistakes are soon corrected by Alan West and his team

David does well rolling the roof edges to the side panels before moving the van across the factory floor



Front and back panels and the roof make the van look almost as though it is finished

The van's electrics and gas appliances are now checked over thoroughly

The Pageant stickers and CRIS security number are applied, which is a fiddly job

The finished van is ready just 150 minutes after production started



scanner cannot only record which electrical items have been tested, but which worker has carried out the testing.

Once the interior is largely complete, the body can be assembled around it. The sides and ceilings are prepared in the building next door a day ahead of the vans, so they're ready and waiting for each day's production. With 40 Champagnes being built on this shift, 80 sides and 40 ceilings were made the day before.

I rejoin the line where Alan West and his team are fitting the aluminium roof, the edges of which extend beyond the side panels. They start by screwing it to the back of the van. A mastic gun is then used to make sure the points at which the roof has been attached are watertight.

Alan and his crew roll the edges of the roof flat with a device that looks like a giant rolling pin on wheels. This folds the roof edges flat to overlap with the top of the side panels.

Howard. "It really speeds up the production process compared with the old days when the vans were manhandled down the line."

The compact nature of Bailey's factory means the automated line is divided in two. When a van reaches the end of the first length of track a device rather like a giant forklift picks up the whole van and lowers it onto the end of the second stretch of line.

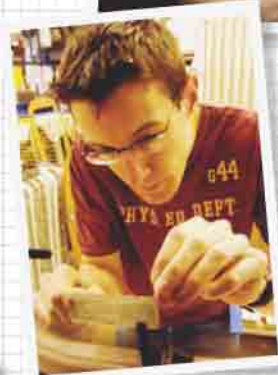
At this point the tourer is all but complete, even though there are several stations left to go. It's at the stage known as 'commissioning', when such details as body graphics are seen to, and the tourer's various systems are tested for the second time.

The first stage of commissioning is so important that there are two team leaders, checking over the gas and electrics and the water system.

The end of the shift isn't far off so I head down the line to one of the last stations, where a

The electrics are tested on the second half of the line

David is put to work again, this time applying graphics to the van



Applying the CRIS security number needs concentration and a steady hand

Finished!

"It's amazing to see just how quickly a caravan can be put together"

Like the other teams on the line, once Alan's team has completed its tasks a button is pressed. When all the team leaders have confirmed that work on that particular van has been finished the line starts moving, taking the van to the next station. "It's the same kind of line Jaguar uses in its factory," says Simon

team's applying the finishing touches, such as fitting curtains and microwaves, and checking for any nicks and scratches in the woodwork.

As 4:30pm arrives, my shift is over. It's amazing to see just how quickly a caravan can be put together with some high-tech machinery, lots of effort and plenty of teamwork. 🚐





Stable future

David Motton talks to the people who, in conjunction with Bailey, are helping make touring safer than ever

PHOTOGRAPHY JOHN COLLEY / PHIL RUSSELL

The next time a non-caravanner tries to tell you towing is unsafe, remember this statistic: just 0.07% of road accidents involve a caravan. That's a reassuringly low number, but it doesn't mean the risks can't be reduced further. Advances in caravan design and driving aids are set to make towing safer still.

Leading from the front

One of the biggest improvements in car technology in recent years has been the introduction of electronic stability control

(ESC). A series of sensors monitor the car's action, looking at yaw rate (the speed with which the car is turning around a vertical axis), steering angle and the speed of each wheel. If these sensors detect the car is unstable – for example, if the rear wheels begin to slide – it will reduce engine torque and apply the brakes to bring the car back under control.

ESC and towing

There's no doubt that stability control systems work on solo vehicles. But just how effective are they on vehicles that are towing caravans?

Dr Jos Darling of the University of Bath has tested a number of cars that have stability control fitted, while towing a specially modified Bailey caravan chassis. This is used specifically for research into touer stability.

"We found that with cars fitted with stability control, the outfit will recover more quickly from a snake because the stability control applies the brakes in a controlled manner to straighten the outfit and reduce speed."

A better towcar is only half the equation. Safer, more stable vans play a vital role in trouble-free towing, too.



Stability aids include AL-KO's stabiliser and ATC systems



Dr Jos Darling, University of Bath

"Bailey has used Dr Darling's results to help make its own caravans more stable"

More stable tourers

The closest you can get to stability control on a tourer is AL-KO's ATC system. It works by applying the caravan's brakes when a snake has been detected, and is standard on the Pageant range.

While ATC helps you get out of trouble, good caravan design can help prevent problems in the first place. Dr Jos Darling and his colleagues at the University of Bath have been investigating caravan stability for more than a decade now.

"The three most important things in building a stable caravan are the overall weight, the noseweight and yaw inertia. The greater the yaw inertia, the more unstable the caravan is likely to be," he says.

The yaw inertia can be reduced by focusing the weight of the van close to the axle. Dr Darling demonstrated the effect on a scale model fitted to a converted running machine. With weights concentrated at either end, the outfit became unstable at relatively low speeds. Moving the weight to the middle of the van allowed the car to travel at higher speeds without becoming unstable, and when snakes did occur, they were short-lived.

The trouble is, while there are gauges to judge the noseweight and weighbridges to check how heavy a loaded van is, there's no reliable way for the ordinary

caravanner to judge the yaw inertia of their tourer.

However, there are basic principles that can be followed to help with stability. Dr Darling's research supports the view that heavy items should be kept low in the caravan and close to the axle, and shows the benefits of fitting a stabiliser.

Dr Darling's investigations have been supported by Bailey, which has used the results to help make its own vans more stable. Company director, Stephen Howard, says: "We have resisted pressure to fit bike racks and spare wheels to the back of our vans. We've also been sure to avoid letting the weight spread out from the centre."

Other measures adopted in the light of work by the University of Bath include mounting the battery close to the axle, specifying a longer A-frame and positioning the axle further back on the caravan floor.

Bailey has its own test rig on which to check the yaw inertia of each new model. This was ready in time to test its vans for the 2009 season. For more details about safe towing, visit its microsite (www.towingstabilitystudies.co.uk) which details Dr Darling's research and has a stability simulator, too. 🚐

FACT Just 0.07% of road accidents involve a caravan

Safe towing

www.euroncap.com

Best known for its crash testing of new cars, Euro NCAP's site lists those cars fitted with stability control as standard, and names and shames the manufacturers who are lagging behind.

www.bailey-caravans.co.uk

Look out for the comprehensive microsite devoted to stable towing and safe loading. www.practicalcaravan.com/legal/index.html

Our guide to towing and the law.

www.campingandcaravanning club.co.uk/datasheets

Look here for excellent advice from the club on how to keep your car and caravan

in safe, roadworthy condition.

http://people.bath.ac.uk/en8cjk/Caravan.pdf

For the technically minded, more detail on the University of Bath's research into the dreaded snake.



Leading light

Over sixty years Bailey has led the way with its industry firsts and modern manufacturing

With so many caravan companies competing for the leisure pound, manufacturers need to go further to win business. But what is that extra mile when you already build quality caravans and sell them at the right price? For Bailey, the answer's simple: bold innovation.

Since its inception in 1948 Bailey of Bristol has sought to continually develop its vans and to improve them dramatically with every new launch. Unlike other caravan manufacturers, Bailey only refreshes its ranges when there's a reason to update.

So, while others herald new upholstery and extra cushions as revolutionary changes, Bailey makes real alterations.

Here are just a few of the trail-blazing innovations it has implemented over the years. As you can see, many of these were industry firsts that have since been adopted by others.

Its pioneering layouts and determination to refine and maintain build quality prove that Bailey is always looking to improve its tourers. And, just as importantly, they prove that it never stops listening to the real experts: you, its customers.



1st UK manufacturer to...

build its caravans with a fully bonded shell (2004)

1st UK manufacturer to...



supply its caravans with a 6-year integrity guarantee (2003)

Introduced...

Introduced...

the single-axle, nearside fixed bed layout to the UK market with the Senator Series 5 Indiana (2005)





the triple-bunk family layout to the UK market with the Senator Series 6 Carolina (2006)



fit AL-KO ATC as standard in Senator Series 6 (2007)...



... and include FIRA tested components in the Ranger Series 6 & Ranger GT60 Series 6 (2008)

Putting on the brakes

AL-KO's ATC is available on Baileys as a safety retrofit. **Doug King** sees how it's done

(From left) Fitters Glenn and David discuss fitting the ATC to our Bailey Series 5 Ranger 620/6. Practical Caravan editor Nigel Donnelly is on hand to supervise



01



02

The first step was to undo the brake rod and remove the brake balance bar

David measured the movement of the brake cables and found that two brakes needed adjusting



03



04

He inserted a screwdriver through the backplates of two wheels and wound out the slack to adjust the brakes

After the balance bar was refitted and the brake rod attached, the brake rod screw protruded too far. The fitters had to cut it back to 10mm



05

To make sure the system worked correctly, the clearance between the brake rod and the control unit's push rod had to be just right



06

The electrics comprise the wiring harness, junction box with most of the connections, LED light and lead, and 12S cable with the plug wired to it



07



08

Once David had run the harness to the front nearside corner, he attached it to the axle tube and van floor. The junction box was screwed to the floor

The existing 12S cable was cut near the junction box. Brown and blue wires were not needed, and the others were stripped and had pin connectors attached



09



10

With the LED light temporarily connected, the circuit was tested to make sure that everything was working correctly and the light was plugged into the wiring harness



11

With the wiring tidied up and secured to the A-frame with cable ties, the ATC installation was all complete

Further information

AL-KO South Warwickshire Business Park, Southam, Warks CV47 0AL Tel 01926 818 500 Web www.al-ko.co.uk



Caravan of the Future

With innovation a watchword, Bailey is always looking to push the boundaries of design. Cue its stunning concept caravan...

In 2005, Bailey took a chance. Bravely, it agreed to build the winning design of the Caravan Club's competition to design a futuristic caravan. Thankfully for the Bristolians, the winning design was a considered and ergonomic piece of planning.

The Caravan Club invited designers, engineers and enthusiasts to enter the Caravan of the Future – Design Concept Competition. After a phenomenal response, with over 300 detailed entries submitted, a shortlist was drawn up. After much deliberation, a decision was made taking into account the changing ways in which we enjoy our leisure time and the new technologies and materials at Bailey's disposal.

The winners were Bristol-based design collaboration duo Paul Burchill (Stride Treglown Architects) and Herve Delaby (a freelance industrial and interior designer). Their entry, the Cargo 5, is a stylish design that enable users to make the most of their caravan holidays.

Bailey was selected by the Caravan Club to manufacture the

prototype. As the UK's best-selling brand, Bailey has an established pedigree in developing new, modern products.

The finished prototype was unveiled at the National Boat, Caravan & Outdoor Show, in February 2005. But even today the design looks as fresh, inventive and unprecedented as it did then. ➡



ABOVE, INSET
Designers
Herve Delaby
& Paul
Burchill;
RIGHT (L-R)
Silver style;
Bright space

The construction process



1 The starting point was the caravan floor. This was produced as a two-tier laminated sandwich construction that would accommodate the two bolt-on extension units. This was then fastened to a standard AL-KO caravan chassis, making the base



2 Because of the complex nature of the exterior it was decided to build the body shell and then tailor the interior fittings accordingly. The two side elevations, made of flat aluminium bonded panels and shaped GRP, were built first

3 Next a lattice work timber frame was erected to support the large hemispherical aluminium roof span



4 Bespoke acrylic front and side windows were subsequently installed. This completed the basic body shell construction



5 Cargo S was then transported on its first journey to a specialist spray painting company to receive its distinctive blue and silver colour scheme. After, a specially-made gas bottle locker box and corner steady units were fitted



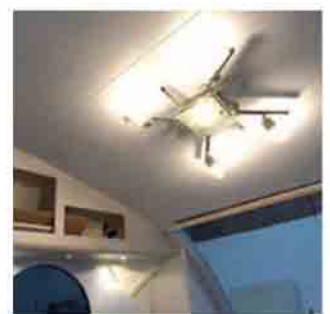
6 The removable slide out bedroom section, with double fixed bunks, was built and added to the main assembly



7 The rear deck unit, complete with folding rear door section and awning canopy, was then fixed into position



8 Prior to the installation of the ceiling, the electrical wiring looms for the interior lighting and caravan road lights were run



9 The caravan furniture was constructed into modular units similar those found in current production models. Then, using traditional wood working skills, the panels were scribed



(shaped) and fixed to the interior of the body shell. The interior appliances and fixtures, sourced mainly from our existing supplier base, were installed, then finishing and dressing operations completed the production

● In total Cargo S took in excess of 1000 man hours to produce. Because of the limited time scale the finished product is a model, which is as true to the original design as possible.



NEW RANGES

Future plans



New GT60 range has a clean, modern exterior



ABOVE **Nearside fixed bed 520-4**
BELOW **Novel triple-bunk 540/6**



Rangers released

We take an exclusive first look at the updated Ranger Series 6 and all-new Ranger GT60 Series 6

With two new range launches just around the corner, Bailey's future is looking brighter than ever. This is thanks largely to the promise of the new Ranger Series 6 and all-new Ranger GT60 Series 6 vans.

The new Rangers are a refreshed version of the company's best-selling range, and include improved spec and new layouts for 2009.

But even more exciting is the arrival of the GT60 range, named in honour of Bailey's 60th. Positioned between Ranger and Pageant the GT60s are aimed at buyers looking to downsize from heavier Pageants but who don't want to lose spec.

And it stands to attract just as many caravanners upsizing from

Ranger. For around £1000 more than a similar Ranger, you get a host of extra specification. With two layouts over Ranger Series 6, the GT60s are sure to draw attention.

Ranger Series 6

The new Ranger is a gorgeous van. Despite sitting at the base of the portfolio, it boasts bold new graphics and an all new front panel. Inside there is an emphasis on comfort, with fixtures and fittings borrowed from Pageant.

The kit used has been upgraded with fridge, toilet and aerial all modernised. There are upgraded soft furnishings with knee roll, more bolsters, plus new split section drop-in carpets.

Separate shower in the 520-4 wetroom



But that's not all. Ranger Series 6 sees the introduction of the new 520/4. Based on strong sales of the 620/6, this new layout keeps a nearside fixed bed but complements it with an offside kitchen and versatile front lounge.

Ranger Series 6 GT60

The big news from Bailey is the arrival of the new GT60s. This range has seven layouts, including two exclusive to GT60. These, the two-berth end-washroom 460/2 and end-washroom, side-dinette 510/4 are traditional layouts with a modern spin.

From the outside, the vans look contemporary to the point of being almost futuristic. But it's the kit list where the GT60s really deliver. Spec is superb, with shock absorbers, 3-piece front window, Heki rooflights, a branded stereo and an axle prepared for ATC.

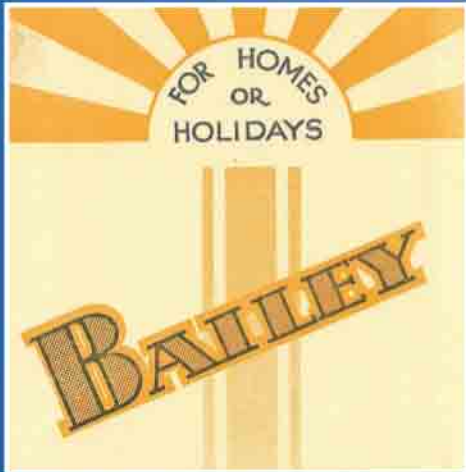
It's easy to see the value for money, and even easier to see success on the horizon.

BELOW (L-R) **New Ranger graphics; front lounge has a table; the 500/5 front dinette easily sits four**





Bailey: Caravans Bristol Fashion



Sixty Years of Innovation

Founded in 1948 Bailey Caravans is the longest established UK independent manufacturer with nearly sixty years experience in caravan design and production. During this period it has grown to become the UK's number one caravan brand and now accounts for approximately one in three new caravan sales.



But what makes our caravans so popular and what makes them unique? The answer lies in a company culture where **production efficiency**, **technical excellence** and **design innovation** remain central to our thinking.



To find out how these concepts work in real terms and to give an insight in to what it takes to manufacture caravans "Bristol fashion" please visit our web site @ www.bailey-caravans.co.uk/info/profile.htm

Images courtesy of The Caravan Club and Alan Bond Photography.

www.bailey-caravans.co.uk