

# Legend in the making

**Nigel Donnelly** gives his verdict on the revolutionary new Bailey Pegasus 534

YOU'VE PROBABLY READ about what makes the new Pegasus range so special on page 46, but no amount of clever design will help a caravan that doesn't do the job it was built to do. Having got to grips with the intricacies of the Alu-Tech bodyshell, got our heads around the idea of a 10-year water-ingress warranty and cooed over the LED grab handles, the time had come for the real test. How does Pegasus perform in a field as a caravan?

## On the outside

The first thing to strike you about Pegasus is how streamlined it is compared to recent Bailey products. Single-piece sidewalls made from thick aluminium look sleek. The lack of a plastic front panel or seam above the window gives a clean, simple appearance.

The front locker lid is made in the same way as a caravan window and is very rigid with sturdy locks in each corner. The narrow opening looks as though it could be problematic for loading, but the only thing that goes in the front is gas. The ends of the locker space are reached through flush-fit locker doors in the sidewalls. This makes the spaces more usable and ideal as wet locker storage.

Elsewhere, specification is at Bailey's usual high level, with Al-Ko Secure locks, ATC, stabiliser, shock absorbers and other kit you'd want on a top-end van.

Step inside and the Pegasus is reassuringly familiar. Bailey has resisted the urge to echo the

cutting-edge build techniques in the interior. Look closely though and you will spot details that prove this is no ordinary van. First, the walls are finished in GRP. That may sound odd but it offers a couple of advantages. It is impervious to moisture and can be wiped clean if the kids smear dirty mitts across it, and when the lights are on, the soft reflections give a cosy glow.

## Living spaces

Bailey suspects that the 534 will be the best-selling Pegasus. The rear washroom is large enough for most and the kitchen is adequate rather than generous. As with all caravans with this layout, though, these are the compromises that keep the layout on a single axle.

The front lounge does without the optional centre chest but the deep shelf across the front is much larger than most vans' and provides sufficient space for a sandwich and a cup of tea.

The dining table is similar to the heavy but luxurious folding-leaf unit supplied with Pageant and Senator models – great when in place, but a big lump to shift. The sprung seats are comfortable and, with the extending leg supports pulled into position, make the lounge area very comfortable.

There is plenty of storage. The best thing is the lift-up seat bases, which lift the seat front with them. There's a huge wardrobe and underbed storage area, although the washroom and kitchen storage are a little light.

## We say

**Nigel says** It may be built in a different way, but the 534 still has to work as a caravan. It does. This is the best four-season tourer on the market and comes with a peerless warranty.



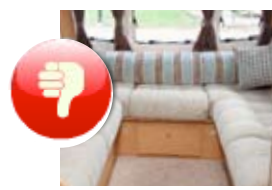
Interior walls are finished in tough GRP, which reflects light back into the van

A centre chest is an optional extra but the front shelf is deep enough to stand a drink

Deep, sprung seating with extending leg supports makes the lounge area flexible and comfortable



**Alu-Tech construction is strong and minimises the risk of damp**



**No centre chest means the heavy table must be erected for meals**



**Good-size end washroom but under-basin cupboard is hard to see into**



**Best-selling end-washroom, fixed bed layout works as well in Pegasus as in other ranges. Concealed catches on locker doors give interior an unfussy look**



**Massive wardrobe has hanging space and plenty of shelves**



**Lift the seat to access storage area below and the seat front lifts, too. Stash your gear by just sliding it in**



**Front locker is intended to house the gas bottles only. The locker lid is rigid with good sturdy locks**

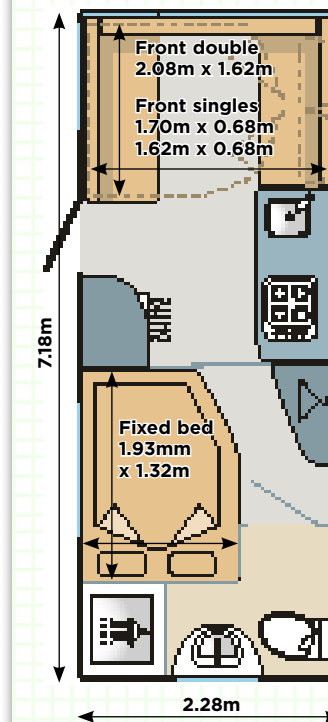


**Locker space either side of front locker is accessed from the sides**



**Microwave is housed as integral part of the kitchen cabinetwork**

Price range.....	<b>From £15,000</b>
Berths.....	<b>4</b>
Length.....	<b>7.18m</b>
Height.....	<b>2.63m</b>
Width.....	<b>2.28m</b>
Internal length.....	<b>5.61m</b>
Internal height.....	<b>1.96m</b>
Awning size.....	<b>1039cm</b>
MIRO.....	<b>1266kg</b>
MTPLM.....	<b>1482kg</b>
User payload.....	<b>216kg</b>



## STANDARD EQUIPMENT

- External** Al-Ko chassis. Al-Ko stabiliser. Al-Ko ATC trailer control. Shock absorbers. Buttonless handbrake. Alloy wheels. Two-piece entrance door. Flyscreen.
- Heating** Truma dual-fuel, blown-air space and water heating.
- Lounge** Flyscreens and blinds on all windows. Drop-in carpets. Heki rooflight. Directional TV aerial. Radio/CD/MP3 player and speakers.
- Kitchen** Spinflo Midi Prima III separate oven and grill. Four-burner gas hob. 115-litre Dometic Series 8 fridge with removable freezer. Microwave. Sink with clip-on drainer.
- Washroom** Thetford C250 swivel-bowl toilet with electric flush and wheeled waste tank. Domestic-style door. Separate shower. Opaque window.
- Security** CRIS identity number etched to all windows and chassis. Concealed security data chips. Al-Ko Secure wheel locks. Tracker.
- Warranty** 3 years parts. 10 years body. OPTIONS Centre chest (price TBC).