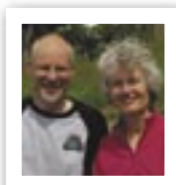


AUTO-TRAIL TRACKER RS



BAILEY APPROACH SE 620



BRITISH BELLES

Bailey's first baby low profile squares up to the latest compact model from long-established competitor, Auto-Trail

Words & pictures by Andrew and Rona Bromley



This month, we test two exciting new-generation British motorhomes – compact, highly-specified two-berth 'vans, both based on Sevel's latest Euro 5 compliant, light commercial chassis.

Grimsby-based Auto-Trail, part of the massive Trigano Group, has been making motorhomes for over 30 years. Trackers are

traditionally Auto-Trail's smallest motorhomes and this year the existing (end-kitchen) EKS is joined by two more models – the longer FB and the 6.10-metre RS tested here. Like all 2012 Auto-Trails, these are based on Fiat's newly revamped Ducato.

The Tracker's rival is the much-heralded Bailey Approach SE 620, the shortest (just under six metres) of three new motorhomes from the highly-successful Bristol caravan manufacturer. After 60 years' concentrating on touring caravans, this is Bailey's first foray into motorhomes. The Approach models are built on Peugeot's Euro 5 Boxer, but this prototype had the pre-facelift cab and engine.

Both motorhomes are low-profiles, but Auto-Trail offers the Super-Lo line (tested here), middle-brow Lo-line and Hi-line overcab

versions – all for the same price.

Auto-Trails have a distinctive external style, with sturdy GRP-skinned body, recessed awning and moulded spare-wheel carrier on the rear. The Tracker RS looks neat, smart and compact – a 'proper' Auto-Trail.

The Approach SE 620 is a completely new kid on the block, so what has Bailey made of the motorhome concept? Initial impressions,

viewed from the front quarter, are good: it's low, quite sleek and short, with silver cab and bumpers, and sweeping blue and silver decals.

From other angles, the boxiness of the caravan body becomes apparent and from the rear, it looks very wide. Checking the measurement I discovered it is very wide: the external body width (skin to skin) is 2.34m and including the side marker lights makes it 2.42m wide – a portly little 'van indeed.

However, it's the body that's really interesting – Bailey's Alu-Tech construction system features an interlocking aluminium frame (without exterior fixing points) and an internal skeleton of composite plastic, strengthening a thick polystyrene sandwich with no timber framing. GRP skins are fitted inside and out. The plywood floor also has GRP underneath.

Great claims are made for this impressive system – Bailey carried out structural durability, crash testing and cold weather assessments at Millbrook Proving Ground, and Bailey motorhomes come with an initial six-year

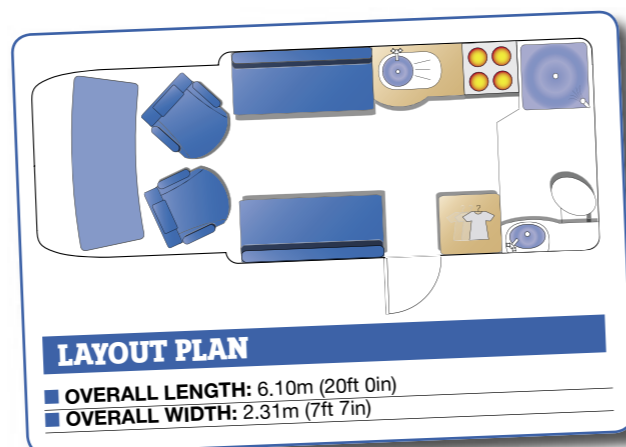
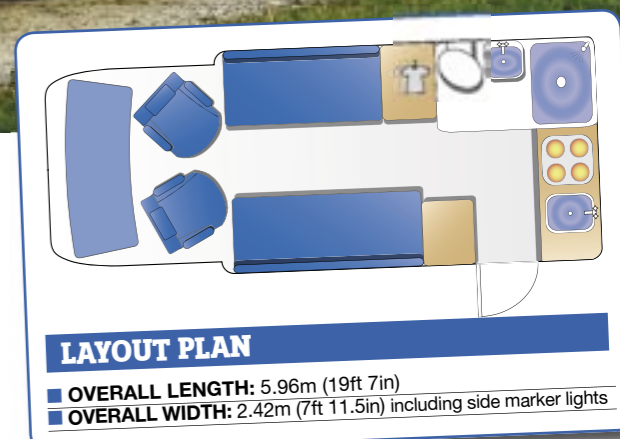
integrity guarantee (extendable, at extra cost, to 10 years). The system has Grade III Thermal Insulation Classification – a distinction shared with Auto-Trails. Moreover, both manufacturers provide a 10-year warranty against water ingress, though the small print wasn't available at the time of testing for the Auto-Trail. Both manufacturers clearly have confidence in product integrity.

Both 'vans, naturally, have habitation doors on the nearside, and both are high quality with a window and blind. And, importantly, both are connected to the cab's central locking system.

Tracker's Thule step retracts automatically on engine ignition. The Approach has no exterior step – its low Al-Ko chassis renders the internal footwell easily reachable.

Inside, the Tracker has the more striking décor: charcoal/cream upholstery, matching scatter cushions with a startling metallic lime-green reverse and dark wood-effect vinyl flooring beneath cream, removable carpets. Woodwork is medium-brown with dark-grey panels on upper cupboards. Curtains are cream, with green tie-backs. It's an eye-catching ensemble.

Bailey plays it more conservatively: beige upholstery with discreet mauve abstract pattern, mauve curtains, cab seats with faux-leather panels and thick (removable) beige carpet. Woodwork is in a pleasant walnut, with silver strips and positive catches. The quality grey plastic on the bulkhead and overcab matches the older Peugeot cab's fascia



perfectly and should complement the darker dashboard of the new model.

The Approach has a classic layout – end kitchen, offside rear corner washroom with wardrobe ahead, twin lounge settees and swivel cab seats. Auto-Trail's equivalent Tracker is the established EKS – but this new RS has an across-the-rear washroom and a kitchen on the offside opposite the caravan door. Smaller, twin settees are up front with swivel cab seats.

MOTIVE POWER

Both Peugeot's Boxer and Fiat's Ducato (Citroën's Relay, too) are built at the Sevel plant. Fiat's up-dated Ducato has been released already, its engines now compliant with Euro 5 regulations.

Though the Tracker's standard engine

1 The Tracker comes with the latest Ducato cab and Euro 5 motor

2 The familiar Boxer cab – Euro 5 versions will have a darker-coloured dash

AUTO-TRAIL TRACKER RS



3 The Auto-Trail matches its rival, with a twin-settee lounge up front
 4 Aft, there's a feature across-the-rear washroom
 5 A free-standing table does duty at mealtimes
 6 Completely swivelled cab seats facilitate good feet-up lounging

remains a 2.3-litre (130bhp) unit, it now has a emissions-reducing particulate filter and claims improved fuel economy. This motor is upgradable to 150bhp, while the 3.0-litre engine now delivers a stonking 177bhp. The Comfort-Matic automated gearbox is also optional on the 2.3-litre engines for 2012.

Peugeot's Boxer is also currently upgrading to Euro 5 compliant engines, and all Bailey motorhomes will have Euro 5 engines, although only with 130bhp. The Comfort-Matic 'box isn't available on Boxers, so all Baileys will have six-speed manual transmission.

Bailey has specified Al-Ko's wide-track rear chassis throughout the range, for its lightness, low centre of gravity, better handling and flexible design characteristics. Auto-Trail uses Fiat's own special Camping-Car wide-track chassis.

Pleasingly, both manufacturers have specified spare wheels, twin airbags, cruise-control, cab air-conditioning, electric mirrors and windows and Remis cab blinds. The Tracker benefits from Fiat's new dashboard console screen, with standard radio/CD/MP3 player – plus satnav and reversing camera, according to options purchased. The Approach will have an integrated radio/CD player, with steering wheel-mounted controls.

ROAD MANNERS

With identical output from very similar engines, nearly identical cabs (apart from minor differences in fascia décor due to the update), driving these similar-sized vehicles is, as expected, very similar. Both were very new, but pulled strongly, holding the road very well. Hand-on-heart, I couldn't discern any difference in character between the two.

Unladen, we found Bailey's Al-Ko chassis harsher than the Auto-Trail's set-up and its low chassis/long rear overhang rendered the spare wheel cradle vulnerable to grounding.

The Tracker has a rear window, but regrettably, the washroom door doesn't hold open to provide through visibility. However, even without the optional reversing camera, rearward vision proved pretty good via excellent door mirrors.

The Approach has a rear window in the kitchen, giving glimpses of following traffic and it shares the same door mirrors as its rival. The one drawback was the its sheer width on the road, which made us cautious when route-finding. Unlike tugging a wide touring caravan,

AUTO-TRAIL TRACKER RS

WE LIKED

- Euro 5 base vehicle – better emissions and fuel economy
- Easy-to-get-at spare wheel
- Compact size
- Overall quality
- Sink with integral drainer
- Useful external locker
- High level of specification

WE WOULD HAVE LIKED

- More reading lights in cab and lounge
- A toilet with its own flush water supply

WE DISLIKED

- Knee rolls on settees render bed making awkward
- Loose slats at rear of bed bases

BAILEY APPROACH SE 620

WE LIKED

- Good quality of interior finish
- Compact length
- Spare wheel as standard
- Reading lights over cab seats and in the lounge
- 10-year warranty against water ingress
- Alu-Tech construction

WE WOULD HAVE LIKED

- Sink with integral draining board
- No knee-rolls on settees
- Better lighting in washroom

WE DISLIKED

- Width of vehicle
- Small and flimsy washbasin
- Lack of storage for bedding in overcab
- Difficult access to under-settee storage

leaving it on site, then swanning off sight-seeing in your car, with a motorhome, your 'snail-shell' goes everywhere. On many lanes we'd feel uncomfortable risking the Approach and, for us, this would mar the enjoyment of serendipitous touring.

LOUNGE AND DINE

One area you'd hope British motorhomes would excel is the lounge – particularly with the twin-settee layout shared by these two. And both succeed admirably.

In both, comfortable lounging is possible. The Tracker's settees are smaller at 1.22 metres long, compared with 1.71m in the Approach.

Generally, in this layout, settees block the cab seats, but the Tracker's new swivels allow a 180-degree turn, so you can relax here, legs stretched out on a settee. Above (on Super-Lo line Trackers), is a large skylight, making all light and airy. All this set-up lacks is a pair of in-cab lights, for eventide reading. Oddly, there's only one pair of reading lights, under the offside upper lockers.

The Bailey lacks the big over-cab skylight, though it has a medium Heki rooflight above the lounge and a smaller one over the kitchen. It does offer cab reading lights though, plus reading lights above both settees. The lounge is much wider than its rival's – unsurprising, given the width of the body – and therefore roomier. Both motorhomes have sturdy free-standing tables, usable outside in nice weather.

Specify the Tracker Media Pack and you get a drop-down Avtex television below the overcab. The Bailey has two alternative TV points – one adjacent to the wardrobe and presumably for a television bracket to be fixed to. The other is opposite, above the work surface, to serve a free-standing television.

Given the lounge is where you'll spend most of your time when on site, it's an important facet of your motorhome choice and both rivals offer really comfortable examples. If pressed, we'd choose the Approach, because of its longer settees and more plentiful reading lights.

COOK'S QUARTERS

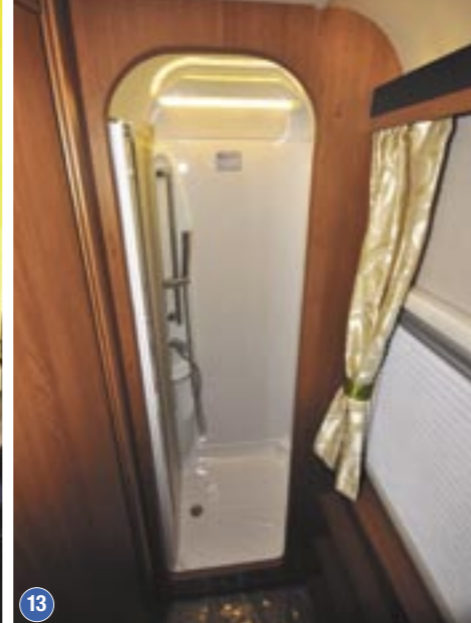
Bailey has used a variation of the classic end kitchen layout. The main unit, across the rear of the 'van, contains a large Thetford cooker with glass lid, four-burner hob, separate grill, oven and pan store.

BAILEY APPROACH SE 620



7 The Bailey's interior feels spacious, and that's because this is very wide motorhome
 8 The Approach sticks with the classic layout – kitchen across the rear
 9 The Tracker's rival boasts longer settees
 10 The free-standing table lives in the wardrobe

AUTO-TRAIL TRACKER RS



BAILEY APPROACH SE 620

- 11 A compact but very practical kitchen
- 12 & 13 Excellent washroom has good storage cupboards, plastic-lined shower cubicle and big mirror with integral lighting
- 14 There's a lot of weight set aft in the kitchen
- 15 Mini washbasin proved to be rather flimsy

HEAD-TO-HEAD DATA

AUTO-TRAIL TRACKER RS

PRICE

- From: £46,694 OTR
- As tested: £47,693 OTR

BASICS

- Berths: 2
- Three-point belted seats: 2 (incl driver)
- Warranty: Base vehicle and conversion 3 years, water ingress 10 years
- Badged as NCC EN1646 compliant: Yes
- Construction: GRP-clad sandwich construction with GRP mouldings. Caravan door on UK nearside
- Length: 6.10m (20ft 0in)
- Width: 2.31m (7ft 7in)
- Height: 3.03m (9ft 10.5in)
- Wheelbase: 3.80m (12ft 5.5in)
- Rear overhang: 1.30m (4ft 3in)
- Gross vehicle weight: 3,650kg
- Payload: 600kg (after allowance for driver @ 75kg, 90 per cent water, fuel, gas)
- Insulation: Floor 44mm, walls and roof 40mm
- Interior height: 1.98m (6ft 6in)

THE VEHICLE

- Chassis: Fiat Ducato Camping-Car chassis cab
- Engine: 2.3-litre Euro 5 turbo-diesel producing 130bhp
- Transmission: 6-speed manual gearbox, front-wheel drive
- Brakes: Servo-assisted discs all round
- Suspension: Front: independent. Rear: rigid axle
- Features: Driver and passenger airbags, cruise control, cab air-conditioning, electric windows and mirrors, central locking, ABS, EBD, radio/CD/MP3 player/reversing camera console

KITCHEN

- Sink: Stainless steel with integral drainer, worktop insert, mixer tap
- Cooker: Thetford Caprice stove with four-burner (3 gas, 1 electric) hob, separate grill and oven
- Fridge: Dometic 3-way, manual energy

selection, with removable freezer compartment. Capacity 90 litres

WASHROOM

- Toilet: Thetford C250 swivel-bowl, electric-flush with wheeled cassette
- Basin: Oval plastic bowl with moulded-in counter, mixer tap
- Shower: Separate cubicle with rigid door, plastic-lined walls, riser bar, single-drain tray

BED

- Lounge double
- Length: 2.11m (6ft 11in)
- Width: 1.22m (4ft 0in) max

EQUIPMENT

- Freshwater: Underslung, insulated, 100 litres (22 gallons)
- Wastewater: Underslung, insulated, 55 litres (12 gallons)
- Water heater: Truma boiler, gas-mains operation
- Space heater: Truma convector with blown-air, gas-mains operation
- Leisure battery: 110 amp hr
- Gas: 1 x 13kg and 1 x 7kg cylinder
- Lighting: All LED strips above and below overhead lockers, above cab, in kitchen, in shower, in washroom mirror. Two flexible reading lights above offside settee
- Sockets: 230V: 2 (kitchen, lounge). 12V: none

OPTIONAL EXTRAS

- Fitted to test vehicle: Media Pack – satnav, Avtex drop-down TV, reversing camera, TV aerial, (£999)
- Other optional extras available: Media Pack Plus – as above, but with automatic satellite system and dome-mounted dish (£1,799), Platinum Pack – metallic silver cab, side skirts and bumper (£599), 148bhp engine upgrade (£940), 177bhp engine upgrade from 148bhp (£1,848), Comfort-Matic auto gearbox (£1,386)

There's a huge rectangular stainless steel sink. It's fully equipped, with plastic bowl, chopping board and removable plastic drainer, but alas, no integral stainless steel drainer. A mains socket is handily-positioned in the corner.

The Approach's Dometic fridge sits alongside the cooker. It's the latest version, with removable freezer compartment and 122-litre total capacity, but the currently-fashionable curved front opens tight against the washroom door. The fridge's vents are in the 'van's rear, where they're vulnerable to road dirt flung up by vortices – vent covers might be needed. Another concern is the amount of weight carried well behind the rear axle.

The Approach has the usual large work surface on the nearside, just ahead of the caravan door. It's quite tall and houses the gas locker. Above is a microwave. Two cupboards (unshelved) above the kitchen unit, a couple of high-level corner shelves and a vertical cupboard next to the door (with a cutlery tray and two wire baskets) provide kitchen storage.

The Tracker's kitchen is a compact unit on the offside, with a Thetford Caprice four-burner hob (one electric, three gas) under a glass lid, plus separate oven, grill and pan store. The Dometic fridge is smaller than its rival's (90 litres), again with removable freezer.

Storage includes a couple of good drawers (including an excellent cutlery drawer) and a large cupboard. Above, there's a microwave-ready cupboard – with tambour door – and two more lockers with crockery racks and shelves.

I've saved the best till last: the work surface is relatively large with a stainless-steel sink and integral drainer. Yes! A kitchen which is properly usable for storage, preparation, cooking and washing-up. Why aren't they all like that? The mains socket's position (behind the sink) and the modest level of direct lighting are the only slight blots. Overall, the Tracker's kitchen wins for us.

BATHING SPACE

The Bailey's washroom, located in the offside rear corner, has a Thetford C250 toilet facing the door. There's a shelved corner cupboard

above and another at low-level, underneath a Belfast sink-style washbasin. It's natty, but very small, and made of awfully flimsy plastic.

To the right, behind a bi-fold door, is the shower. Fully plastic-lined for easy cleaning, it has a two-drain tray, non-slip mat, shower head on a riser bar and a shelf for shampoo.

The washroom has toothbrush and loo-roll holders, towel ring, double robe hooks, a big mirror, in fact, every extra. Only the striplight above the door seems an afterthought.

The Tracker majors on its washroom, which is located right across the rear. There's another Thetford C250 toilet in the nearside corner, flushing supplied by the main fresh water tank. Alongside is a fixed oval washbasin, with a huge illuminated mirror above and an excellent tall storage cupboard. There's more storage under the basin. Facing the door is a clear window (with blind!) and shelves below.

Behind folding doors is the shower cubicle, which again, is plastic lined. There's only one drain, but it's correctly positioned at the front. Like the Approach, the Tracker has the full collection of holders, hooks and rings.

The Bailey's toilet gains points for having its own flush water tank (so additives can be used), but the washbasin was a minus and this helps place the Auto-Trail's washroom just ahead.

BEDTIME

In each design, the settees convert to form the beds. The difference is that the Tracker has just the one – a transverse double, which, while plenty long enough (over two metres), is slightly narrow: a maximum of 1.22m, which narrows slightly. The Approach has the bigger double – it's a real monster – both long and wide.

Moreover, in the Approach, you can make longitudinal single beds too, by slotting boards into the space behind the (fully slid forward) cab seats and placing the squashy armrest cushions there. Just pull the seat bases out slightly and drop the backrest cushions into the gap to complete. The resultant beds are 2.04m and 1.85m long respectively, and a good 750mm wide. And there's still a 240mm aisle between the beds.

HEAD-TO-HEAD DATA

BAILEY APPROACH SE 620

PRICE

- From: £41,000 OTR
- As tested: £41,000 OTR

BASICS

- Berths: 2
- Three-point belted seats: 2 (incl driver)
- Warranty: Base vehicle and conversion 3 years, water ingress 10 years
- Badged as NCC EN1646 compliant: Yes
- Construction: GRP-clad (inside and out) sandwich with Alu-Tech wood-free construction system. Caravan door on UK nearside
- Length: 5.96m (19ft 7in)
- Width: 2.42m (7ft 11.5in)
- Height: 2.73m (8ft 11.5in)
- Wheelbase: 3.00m (9ft 10in)
- Rear overhang: 2.00m (6ft 6.5in)
- Gross vehicle weight: 3,500kg
- Payload: 591kg (after allowance for driver @ 75kg, fuel, fresh water, gas, 127kg essential habitation equipment)
- Insulation: Floor 44mm, walls and roof 38mm
- Interior height: 1.95m (6ft 5in)

THE VEHICLE

- Chassis: Peugeot Boxer Al-Ko chassis cab
- Engine: 2.2-litre Euro 4 turbo-diesel, producing 130bhp
- Transmission: 6-speed manual gearbox, front-wheel drive
- Brakes: Servo-assisted discs all round
- Suspension: Front: independent. Rear: independent
- Features: Remote central locking to all doors, driver and passenger airbags, cab air-con, cruise control, electric windows and mirrors, radio/CD player with steering wheel-mounted controls, spare wheel

KITCHEN

- Sink: Rectangular stainless steel bowl with plastic washing-up bowl, removable drainer, chopping board
- Cooker: Thetford Midi Prima stove with

four-burner hob, hinged glass lid, separate grill and oven. Baumatic 700w microwave oven

- Fridge: Dometic, 3-way, manual energy selection, with removable freezer compartment. Capacity 122 litres

WASHROOM

- Toilet: Thetford C250 swivel-bowl, electric-flush with built-in flush water tank, wheeled cassette
- Basin: Rectangular white plastic bowl, mixer tap
- Shower: Separate plastic-lined cubicle with rigid folding door, riser bar, twin-drain tray

BEDS

- Lounge double
- Length: 2.24m (7ft 4in)
- Width: 1.71m (5ft 7.5in)
- Alternative singles
- Length: Nearside: 2.04m (6ft 8.5in), offside: 1.85m (6ft 1in)
- Width: 760mm (2ft 6in)

EQUIPMENT

- Freshwater: Underslung, insulated, 100 litres (22 gallons)
- Wastewater: Underslung, insulated, 55 litres (12 gallons)
- Water and space heater: Truma Combi boiler with blown-air, gas-mains operation
- Leisure battery: 105 amp hr
- Gas: 2 x 7kg cylinders
- Lighting: All LED apart from single fluorescent in washroom. 4 reading lights in lounge, 2 reading lights in cab, ceiling dome, 5 inset lights above kitchen, awning light
- Sockets: 230V: 3 (1 in kitchen, 2 in kitchen/lounge). 12V: 2 (1 in kitchen/lounge, 1 in lounge)

OPTIONAL EXTRAS

- Fitted to test vehicle: None
- Other optional extras available: None

AUTO-TRAIL TRACKER RS



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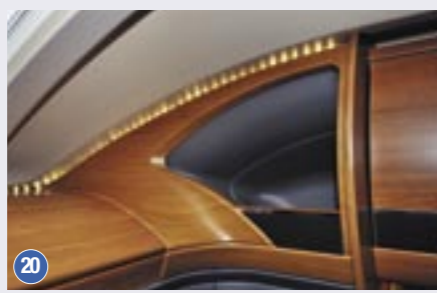
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VEHICLES LOANED FOR EVALUATION BY:

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Both motorhomes share a problem, which is fairly common in the industry: the settee seat cushions (in both 'vans, very comfortable and supportive) have slight knee-rolls.

So at bed-time, and to achieve a flat bed, you need to turn these cushions so the knee-rolls abut the walls. The slimmer, backrest cushions fill in the centre, and being smaller, don't offer the same support.

The Approach has a further problem: a gap at the foot of the bed has to be plugged with an extra infill cushion. The Tracker has shaped backrest cushions, so these need to be turned upside-down to even out the bed's contours. Also (on this prototype), the loose-linked slats at the rear of the settees made it difficult to retract the bed. However we were assured that this problem will be solved before production starts.

Bed making on both motorhomes would be much improved were knee-rolls omitted. Of the two, we preferred the Bailey's sleeping accommodation, with its bigger double and useful alternative single beds.

STORE ROOM

The Tracker RS comes with a 3,650kg maximum weight chassis as standard, hence the excellent 600kg payload. However, if your licence doesn't allow you to drive vehicles over 3,500kg, Auto-Trail will down-plate the 'van free of charge. This still leaves 450kg capacity for clobber and passengers. The Bailey comes with a similarly high payload (591kg after taking essential habitation equipment into account), but on a 3,500kg chassis.

Unusually, the Approach lacks exterior locker doors, apart from the caravan-style locker containing leisure battery and electric hook-up point. The Tracker scores here, having a door leading to the offside under-settee locker. There's also a useful 1.34m-high external locker – at the nearside rear corner – containing a folding shelf and giving access to the toilet cassette.

Inside, the Tracker has a large, curved locker above the cab – utilising the space under the skylight, it's ideal for bedding. The Approach has four small lockers around the overcab, which might hold clothes, but not bedding, plus three high-level lockers on each side above the lounge. The Tracker, with its shorter lounge, has just two each side, and of those, one is filled by the Sargent power supply unit and another by aerial equipment.

The Tracker provides easy top-access to the under-settee storage – there's plentiful space, though the gas locker protrudes into the nearside bed base. The leisure battery lives beneath the floor in the offside bed base.

The Approach's under-settee areas each have the forward part free for storage. The rears are partly occupied by wheel-arches.

On the offside, there's the Truma boiler, on the nearside, the electrical centre, which could easily have been moved aft, releasing more space. The fronts of the settee bases lift with the tops – a cumbersome arrangement making access awkward – and the gas struts weren't manly enough to hold them open, unless seat cushions were removed. Indeed, one strut had already come adrift.

Both motorhomes have big wardrobes with almost identical hanging drops (around 1.23m). the Approach has two shelves below, but its wardrobe also has to accommodate the table. the Tracker's wardrobe has two doors, with a dedicated cupboard alongside for the table.

Greater versatility in its storage facilities, especially in the overcab and exterior locker, sees the Tracker winning this section.

LIFE SUPPORT

The Bailey has the Whale plug-in filler system for its 100-litre fresh water tank, perhaps unsurprising for a caravan specialist. However, this system is becoming more widespread in motorhomes. It doesn't suit us because you must use a hose so filling can be slow. We prefer the Tracker's pour-in filler, where a water carrier can be used to fill the tank, if desired.

Both motorhomes are heated by Truma. In the Bailey it's with the Combi 4E, which provides both hot water and blown-air space heating, running on gas and/or mains electricity. The Auto-Trail uses Truma's Trumatic convector (with blown-air) and separate Ultrastore hot water boiler. Both run on mains electricity or gas. With high levels of insulation, both 'vans should keep as warm as toast and fresh water tanks are insulated.

The Bailey's leisure battery is rated at 105 amp hr, Auto-Trail's is 110 amp hr. Both have simple-to-use control panels. The Auto-Trail has lighting which is entirely LED-powered and the Bailey's is similar, apart from the washroom's single fluorescent fitting. Both have additional speakers in the rear, the better to enjoy up to three hours of entertainment with engine switched off – a much-appreciated feature of the new, face-lifted Sevel.

The Auto-Trail does offer more by way of standard fittings, such as a recessed awning, barbecue point and external shower – features which the Bailey lacks. On the other hand, the Approach's price is extremely competitive, so you could add all these trimmings with the saving made against the Tracker.

CONCLUSION

So, which is it to be? Both are very well constructed, come with class-leading warranties, are very comfortable and reasonably priced. Both satisfy the demand for smallish, luxurious two-berth motorhomes and should sell well, even in today's difficult market.

The Approach is a great first effort by Bailey and the company can be proud of its achievement. Ultimately though, and despite the Approach's wider and more flexible beds, we would plump for the Tracker.

Why? Well, features, such as its superior kitchen, super washroom and the useful exterior locker all score points. The ability to choose (at extra cost) an automatic gearbox, where the Bailey can offer none is important for many. The main reason, however, is the undue width of the Bailey, which might deter us from exploring the small lanes we love. ■

16 A transverse double is the only bed on offer

17 Locker above cab is stylish and capacious

18 Convector heater has mains power, the table its own locker

19 Under-settee space includes an external hatch

20 There's a good range of LED lighting

21 A huge transverse double bed, but cushions need to be turned to flatten the sleeping surface

22 Excellent, easily-made single beds

23 Small cubbies over the cab aren't very commodious

24 Nearside under-settee store has electrics box in the way

25 Under-settee space proved difficult to get at

BAILEY APPROACH SE 620



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