

Elnagh is back...big time! Pictured on test:
2025 Baron 579 on Peugeot Boxer chassis-cab



BRILLIANT BARON

Gentleman Jack evaluates an elegant Elnagh...

Cook's Tour

Baron is a range of Italian low-profile and Luton overcab GRP-clad coachbuilds based on the SEVEL chassis-cab. The present UK offer consists only of low-profiles, all of which are underpinned by the Peugeot Boxer. 573 and 579 are the largest of the UK Baron range. The 573 features twin permanent longitudinal single-beds at the rear, over a commodious garage. 'Our' 579 replaces the single-beds with a permanent peninsula double-bed. The forward lounge is ahead of a centrally-located kitchen, plus a nearside washroom. A separate walk-in shower cubicle is across the central aisle. We suggest that you keep three 'figures' in mind when you read this review and/or inspect

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these lovely motorhomes 'in-the-flesh'. The remarkable Baron offers easy living and touring within any parameters, but especially these. It is under 7.5m, under 3,500kg, and is available for a fiver under £70,000 OTR.

OTR (on-the-road)

Our own 2018 coachbuilt is on the 'Boxer beat' and I've owned several similar over the years. This one was equipped with the latest 140bhp turbo-diesel to Euro 6D(Final) emissions standard. Transversely mounted engine has a displacement of 2.2-litre against our own Euro 6 one at 2.0-litre. Subjectively, the larger did feel as though it had more oomph, but no performance testing against the stopwatch was



Boxer's engine bay. The driving game-changer was that it was mated to an eight-speed automatic transmission. A long time coming on the Boxer...Auto gear mode change is via a traditional fascia-mounted lever, not by rotary dial or touchscreen.

undertaken. Instead, I luxuriated in the two pedal drive. Yes...no typo...this Boxer had an eight-speed automatic gearbox...and very good



Forward lounge seats five for socialising or dining.

Panoramic (opening) cab rooflight lets the light flood in. The glazing in the habitation door helps as well.



elmagh

Forward facing double-seat secures two passengers and includes isofix. Inset: Embroidered identifier on cab seat headrests added panache.



A few nips and tucks on the instrument nacelle. I found the gear selected indicator (top of central information column) too small to read easily. Automatic transmission couldn't be faulted, plus the 140bhp 2.2-litre engine pulled strongly and confidently.

it was as well. It's been a long time coming (30 years), but now it's here, automatic transmission will be a popular extra-cost option among

purchasers. The steering wheel has changed shape, also the instrument nacelle and head-unit has had a few nips and tucks. Most changes add to the driving experience, though my personal opinion is that the digital read-out informing gear selection was far too small, plus I don't like the current trend (among many manufacturers) of overloading the steering wheel with tiny push button controls. For example, the stalk-operated cruise control on previous models felt much more intuitive to use, than having to locate the correct shiny dot on the steering wheel. Perhaps usability improves with familiarity? Despite the pin-sharp windscreen price, the Pug arrives with the Eco Pack including Stop/Start. Also standard are ESC,

hill holder, cruise control, cab air-con, plus heated door mirrors.

Main salon

The Lounge is at the pointy end. It consists of an 'L'-shaped offside bench with two dedicated travel seats...complete with Isofix... hooray! This combines with a nearside inward-facing seat and the swivelled (comfy) cab pews. A glazed entrance door adds natural light, and there are some appealing design signatures. The Macaron soft furnishing fabrics and embroidered identifier on the cab headrests number just two, among many. Night-time black-out in the cab is achieved by a set of insulated internal pads attached by suckers. Please note that the TV bracket >>



Centrally-located kitchen is split either side of the central aisle. Sink, two burner hob and separate combined grill and oven are on the offside with the...tower domestic-size fridge-freezer on the nearside. Note that the TV above it is not part of the standard spec, nor is it included in the Adventure Pack, although its bracket is part of A.P.

(above the fridge-freezer) is part of the extra-cost Adventure Pack (see Tech Talk below), but the TV itself in the demo vehicle is not included as part of the standard spec or Action Pack.

Galley

Located amidships, it majors on coolt with a 'mine's-bigger-



than-yours' tower fridge-freezer. Cooking very complicated meals might be challenging on the (only) two-burner hob, although there is a separate combined gas-fired grill/oven. We reckon these would be perfectly adequate for most folk, especially as many cook alfresco on a freestanding stove or barbecue...in the endless wall-to-

wall British sunshine...obviously! There isn't a 230V microwave as standard. However, as many members undertake a lot of their motorcaravanning off-grid, they might rather have the storage space anyway.

Comfort station

Perhaps that should be comfort stations? The facilities are actually divided among two cubicles, one either side of the central aisle. These can be linked together and made en-suite to the bedroom, but remain separate from the main salon. Another bonus of the divider is adding a dry area in the central aisle...perfect for dressing after a shower. The shower tray is stepped which might benefit those with mobility difficulties. There's plenty of available storage in the offside cubicle, which is also home to the basin and loo.

Berths

Baron's berths are courtesy of two double-beds. A permanent longitudinal peninsula one at the far rear and a transverse one located above the lounge. Both raise and lower electrically. The permanent bed is flanked by two individual nightstands, each with a half-height wardrobe above. There's lots of storage in the bedroom...where one would expect to find it...high-level lockers and under the feet-end of the bed, but also where one might not expect to find it...in the bed access steps, for example. The rear double-bed is above a very spacious garage. More on that in the next section.

As can be seen in the accompanying photographs, after the forward transverse bed is lowered, access to it is via an aluminium ladder. As always with this design, the further forward occupant will have to climb over the other for nocturnal visits to the loo...unless of course they are of a more helpful disposition than the Bancrofts in the early hours! It is

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Comfort station is also split either side of the central-aisle, plus it can be made private from the main salon. Walk-in shower cubicle is on the offside, washbasin and loo opposite.





Above: Adjustable-height peninsula double-bed is above the garage. Each partner has their own night-stand, half-height wardrobe and high level locker. Feet end lifts-up for access to underbed storage. Inset: Additional storage (useful for shoes) available under the access steps. Right top and bottom: Transverse double-bed both stored and deployed. Operation is electric and the bed can be left 'made-up'. It did narrow towards the feet end though.



worth mentioning that because both doubles are dedicated beds, a more restful grade of foam/springing can be chosen. On beds converted from seats, this isn't the case because a compromise choice between seat and bed 'firmness' has to be made.

Mod cons

Commencing at the habitation entrance. The threshold is low, plus there are inboard steps to aid getting on board. There's also a flyscreen door and a bin. However, what 'floats our boat' is that the

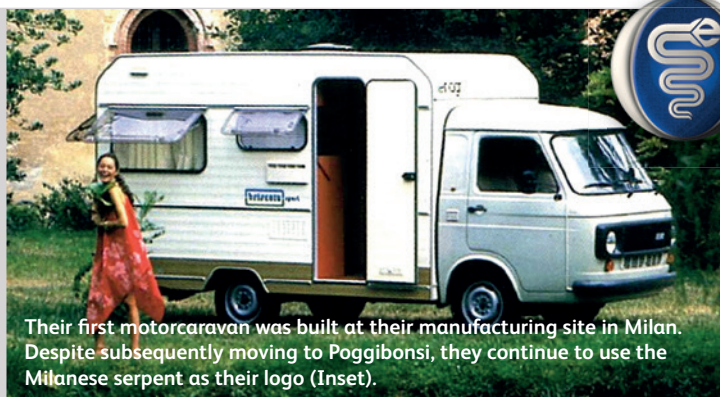
conversion is handed for the UK, with the entrance door on our nearside. Other mainland European converters with `vans costing more than twice-as-much can't seem to, or don't want to, achieve this. Before we leave the entrance, the eagle- >>

Knowledge base

Don't know Elnagh from your elbow? We'll start by saying that it's no 'Johnny-come-lately', rather it has a long and distinguished history. It was formed in Milan back in 1946 and commenced by making Superflex sprung forks for motorised bicycles. Production changed to complete motorised vehicles in 1954. Caravans were made from the early 1960's and



Elnagh's first mass produced items were sprung forks for these motorised bicycles.



Their first motorcaravan was built at their manufacturing site in Milan. Despite subsequently moving to Poggibonsi, they continue to use the Milanese serpent as their logo (Inset).

motorcaravans since the early 1970's. They joined Mobilvetta and McLouis to form the SEA group (Società Europea Autocaravan SpA), which itself became part of the Trigano Empire in 1983. Just one year previously Elnagh had moved from Milan to Poggibonsi, near Siena, in Italy. However, we

are pleased to report that they still use their Biscione (serpent) motif... which has been associated with Milan since the 13th century. For many years Don Amott was the importer and main agent, but the marque was dropped in 2009. Now they're back, thanks to Marquis Motorhomes.



Access and egress are aided by a low threshold and two inboard steps. See flyscreen inner door-screen, bin, plus (just under the bottom fridge vent) the 'NCC Approved' badge.

I would have liked

A spare wheel rather than an aerosol can of goo.

Conclusion

Easy to live-in and to live with. Excellent VFM, nicely finished, and with a contemporary ambience. Ten-year body integrity warranty is reassuring. It's great to have Elnagh back in the UK and that shouldn't be overshadowed by the 'stop press' news that automatic transmission is available on Peugeot's Boxer... at last!

Elnagh Baron 579 kindly offered for evaluation by Marquis Motorhomes, The Causeway, Great Billing, Northamptonshire, NN3 9EX. Tel 01604 402 888 or Freephone 0800 0267 777. Marquis currently has 12 branches open nationwide. Special thanks to Emma Franklin, Auto Sleeper Group Marketing Manager. E&OE

eyed may have spotted a badge on the right of the aperture, just above the grey skirt. It indicates that the conversion has full NCC approval (National Caravan Council). Once again, some other more expensive models don't have this.

Standard heating for LHD is via a diesel/230V Truma Combi 4. This has been upgraded to a gas/230V Combi 6 on Blighty-bound RHD examples. The full-width rear garage has big doors at either end, power, heat, light, and tie-down cleats. A chassis upgrade to 3,650kg is available F-O-C, but bear in mind that all drivers will require a Group C1 licence.



Garage is spacious, but not spacious enough for my (just visible) Fiat Panda! Light, heat, and tie-down cleats are all standard. Load limit is model dependent but up to 300kg...that's a serious amount of 'load lugging'.

Tech Talk Elnagh Baron 579

Base vehicle: Peugeot Boxer LWB chassis-cab

Motive power: 2.2-litre Blue HDI Euro 6D-Final 140bhp turbocharged diesel engine driving the front wheels via a manual six-speed gearbox. As tested: via an automatic eight-speed gearbox

Will it fit? Length: 7.45m/24' 5.5" **Width:** 2.35m/7' 8.5" (+ mirrors) **Height:** 2.85m/9' 4" (+ TV aerial)

MTPLM: 3,500kg; 3,650kg optional

Payload: Manual - 560kg; Automatic - 512kg. Up-graded chassis: Manual - 710kg; Automatic - 662kg

Sleeping berths: 4

Travel seats: 4

Kit count: Elnagh: Glazed entrance door, inboard entrance steps, flyscreen inner door, two-burner gas hob, gas combined oven and grill, 137-litre 'tower'

fridge freezer, Combi 6 gas/230V space and water heating, Isofix rear travel seats. Peugeot: Stop-Start, Eco Pack, ESC, Hill Holder, Cab air-con, cruise control, heated door mirrors

Warranties Peugeot: 2-years; Elnagh conversion 2-years; Elnagh body integrity (water ingress): 10-years

Optional Extras: Adventure Pack (100W solar panel, Pioneer DAB infotainment head unit with Apple Car Play and Android Auto, rear parking sensors, TV mounting bracket): + £2,395. Automatic transmission + £4,000. Chassis up-plate to 3,650kg MTPLM £ F-O-C

Bottom line: Prices from £69,995 OTR. As tested: £76,390 OTR including Adventure Pack and automatic transmission