

WELCOME RETURN

Italy's Elnagh returns to the UK market with a four-model range. **Nick Harding** is impressed by the value for money on offer



Above: smart bodywork is all-GRP

Left: L-shaped settee and inward-facing seat in the lounge

Italian brand Elnagh (pronounced 'el-nag') is back in the UK following a 15-year absence – and, at a starting price of £69,995, the Baron 573 represents a bargain for a four-berth coachbuilt. The model tested here does have the automatic transmission option – which takes the price up to £73,995 and brings the load capacity down to a still acceptable 502kg – but for a near-7.5m-long low-profile with a floorplan featuring twin fixed single beds, it's still a keen price. Note that the £2,395 Adventure Pack is another highly recommended extra, adding a Pioneer infotainment system with 9in screen, 100W solar panel, rear parking sensors and TV aerial.

BUILD QUALITY

Bodywork is all-GRP, including the underfloor, with grey plastic side skirting, while insulation is recycled bio-composite resins. There's a 225kg load limit in the garage, where you'll find a 230V socket, lighting, a heater outlet and lashing points. The side doors are big, so you'll be able to get bikes in and out easily enough too.

The habitation door is on the UK nearside and is one-piece unit with two locking points. It also comes with a fixed window, full flyscreen and waste bin. The main windows are flush-fitting, plus there's an opening sunroof over the cab – two more features you don't necessarily get when manufacturers are trying to keep the overall cost down. The 573 is a driving licence-friendly 3,500kg, (there's a no-cost offer to upgrade to 3,650kg if you want the extra payload – but be aware you'll need a C1 licence for that).

DRIVING

The automatic transmission fitted here certainly adds extra smoothness and makes the driving more relaxing, plus it should help towards exceeding an economy of 30mpg. There's just

the one engine option: 140bhp, which should prove adequate for most folk.

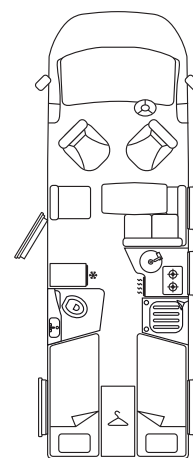
Not much has changed in the Peugeot cab in recent times. There are controls on the steering wheel, air conditioning is standard and there's a tyre pressure monitoring system. Most notable is the gap where an infotainment system should be – source your own or go for the aforementioned Adventure Pack.

DAYTIME

This is a floorplan you'll find in almost every imported or UK-produced coachbuilt motorhome range, such is its popularity. As such, the lounge area holds few surprises. The cab seats swivel to face an L-shaped settee that adapts to become a forward-facing double travel seat for two (Isofix included), and there's an inward-facing single seat on the nearside. A fixed pedestal-leg table features plenty of fore-and-aft adjustment to its rounded rectangle top.

NIGHT-TIME

The twin single beds at the rear are 6ft 7in x 2ft 7in, and this Baron comes with the facility to make them into a generous double (for which a ladder is supplied). The bases are on hinges with struts, allowing access to a sizeable nearside wardrobe



RATINGS

76%	BUILD QUALITY
76%	DRIVING
78%	DAYTIME
86%	NIGHT-TIME
72%	KITCHEN
76%	WASHROOM
76%	DETAILS
77%	OVERALL

TECHNICAL



Price(as tested)	£73,995 OTR
Engine	2.2-litre, Euro 6.4
Power	140bhp (104kW) @ 3,500rpm
Torque	258lb ft (350Nm) @ 1,400rpm
Transmission	Eight-speed automatic, FWD
MRO	2,998kg
MTPLM	3,500kg
User payload	502kg
Overall length	24ft 5in (7.45m)
Overall width	7ft 9in (2.35m)
Overall height	9ft 4in (2.85m)
Max internal height	6ft 9in (2.05m)
Fuel/tank/econ	Diesel/19.8gals (90 litres)/28-34mpg

Figures from manufacturer's literature



To see a video review download the Digital Magazine from the App Store or Google Play.

Vehicle supplied for testing by:
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Neat kitchen features two-ring hob



Single beds can be converted into a double

and further storage on the offside. There's also a small rooflight overhead as well as windows each side. Reading lights on stalks have USB portals in their bases, and the open shelves in each corner are ideal for books, spectacles, glasses of water and more at night-time.

The electrically-operated drop-down double bed over the lounge is 6ft 3in x 4ft (tapering to 3ft 5in) and – like the singles – has a one-piece mattress on a sprung slatted base. Cassette blinds and flyscreens give full blackout at night throughout the living quarters, while the cab gets a trio of press-on thermal panels.

KITCHEN

Space is optimised in the main kitchen unit in terms of worktop and storage, but it's still a little limited. There's a two-ring hob with circular sink adjacent and some permanent worktop all around, but no extension. A Thetford Duplex combination unit takes care of the grilling and baking, but there's no obvious place to add a microwave.

The main kitchen storage is under the sink – a shelved locker that also includes a cutlery drawer. Complementing this are a small spice rack on the wall and single lockers under the oven and overhead. They have catches that are easy to operate.

There's an acrylic splash panel around the window but unfortunately it doesn't go all the way down to worktop level.

The opposite side of the kitchen is better – a Thetford fridge-freezer features automatic energy selection and has a gross storage capacity of 142l. Above is shelf space and sockets for a small TV.

WASHROOM

Facilities are split, with a shower cubicle on the offside and a toilet room on the nearside. The

usual door and divider arrangement can turn this into a full-width changing area when required.

The shower is accessed by folding doors and, as it sits over the wheel arch, there's a raised section that comes in handy when you're washing your feet. The two plugholes drain water efficiently and the drop-down rail is ideal for hanging wet clothing. The showerhead itself is on a riser bar with a soap tray beneath.

Across the corridor, it's no surprise to find a Thetford swivel-bowl toilet plus an inset handbasin. Storage is covered off by a high-level locker as well as a cupboard below the basin, which is also home to a toilet roll holder. Handy details include the shelf/toothbrush holder, separate mug and holder and single towel hook.

DETAILS

Everything you need is here, from the Truma Combi 6E hot water and blown air heating to 100l fresh and waste water tanks. You'll find plenty of ceiling and ambient strip lighting and central locking that includes the habitation door. You might appreciate the lower-set gas locker when it comes to getting cylinders in and out. Ditto for the easy-pull dump valve for the waste water.



Shower room and washroom straddle the corridor

VERDICT

Value for money is key here, but just as importantly this Elnagh feels well screwed together and doesn't miss out on key practical details. Add it to your 'Bargains of 2025' list.

i You can insure this motorhome with the Club for **£665.83** per year*. Please see camc.com/insurance or call 0345 504 0334 for further details.

*Quote (correct as of 12 December 2024) is for the model tested worth £73,995 OTR with a Thatcham approved tracker fitted. Based on a 58-year-old male living in Kent, with a maximum no claims bonus (unprotected) coming from a vehicle of similar value/experience, who has no accidents, claims or convictions and keeps the vehicle on a drive, driving 3,000 miles a year, with a £600 damage, fire and theft excess. Subject to underwriting. The Club's Motorhome Insurance is arranged for the Club by Devitt Insurance Services Limited, Insurance Brokers. Caravan and Motorhome Club is a trading name of The Caravan Club Limited. The Caravan Club Limited and Devitt Insurance Services Limited are authorised and regulated by the Financial Conduct Authority.