

Seas the day

The Mobilvetta Admiral has made a splash since arriving from Italy – but does it float your boat or are we going overboard with praise?



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Iain Duff

MOBILVETTA ADMIRAL K6.3

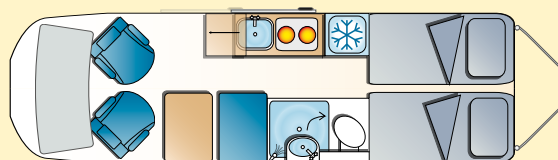
Price from: £79,995

Berths: 2 **Travel seats:** 4

Base vehicle: Fiat Ducato

Length: 6.36m

Gross weight: 3,500kg





A folding and extending table is a good feature of the lounge area



Dark flooring for a yacht-like vibe



Beds folded up to fit bikes in for travelling

SECOND OPINION

“Although this is a stylish camper, the star feature is the sliding worktop that reveals the sink. A great solution for a compact space”

RACHEL SCHOLES DEPUTY EDITOR



With the sliding door open and the large cab rooflight, the lounge is flooded with light

Mobilvetta is an Italian brand best known in this country for its luxury motorhomes (it makes both A-classes and low-profiles) inspired by nautical design. But 2025 sees a campervan join its UK line-up for the first time – the Admiral K6.3.

The marine influence is obvious in the name; I’ve seen it described as a luxury yacht on wheels, and I get that. Not surprisingly, this campervan exudes Italian style. But there are clever design touches in there as well to add some practicality, so it cannot be accused of all style over substance.

First impressions are that this is a striking looking campervan on the outside – black with silver trim and graphics and a set of 16in alloys. It certainly has a touch of bling about it. Perhaps it is not to everyone’s taste, but if you do like shiny stuff, there’s plenty more of that inside;

polished wood, curved corners, gleaming handles and premium fabrics. Remember, though, that black might not be the best colour for a campervan if you’re heading off to hotter climes...

Like Mobilvetta’s motorhomes, also imported into the UK by Marquis, this is a high-end model, with interiors that reflect the coachbuilt models. There’s definitely a nautical influence at play inside.

For me, it also evokes a sort of Art Deco style reminiscent of the golden age of rail travel. Either way, it’s pretty fancy, but in a more classical way than some of the modern interior design stylings we’re seeing in many ’vans these days.

For a fiver short of £80,000, the specification list is impressive. As standard you’ll find a Truma Combi 4 heating system, a 200W solar panel, 16in alloy wheels and a Thule awning to name but a few.

You also don’t have to contend

with a long list of optional extras that can leave you wondering how that “reasonably priced campervan” is now going to set you back the best part of £100,000. What you see here, and what you pay, is exactly what you get.

KITCHEN CREATIVITY

The Admiral has one of the most popular fixed bed layouts of many continental campervans – two single beds at the back that can be converted into a double, a central kitchen and washroom, and a front half-dinette lounge incorporating the driver and passenger seats.

It’s all done very well, but where this ’van really stands out is with its innovative features.

The kitchen is pretty compact, but to address that issue, the stone-effect sink, mixer tap and chopping board are all hidden away under a sliding worktop, and can be easily revealed when needed without losing work

surface space. It’s a great approach to maximising kitchen space in such a compact area.

There’s also a slide-out larder underneath, which makes up in part for the limited amount of kitchen drawer space. This slide-out unit is great for storing your food, but it wouldn’t be large enough for pots and pans, nor would the cutlery drawer under the oven.

Apart from the innovative sink, the galley is a fairly standard side kitchen layout, with an overhead cupboard, a spice rack and a good-sized fridge.

Alongside that nifty hidden kitchen sink is the cooker – the hob has two gas burners and is separate to the grill and oven. Uncommon in continental campervans but always popular among UK buyers, this provides you with alternative cooking options, but is the main reason for the limited kitchen storage available.

The 84-litre compressor fridge, which also has a small freezer compartment, sits at the bed end of the kitchen above a small wardrobe. It’s a perfectly good size for two – with enough space inside for several days’ worth of fresh food and being set higher means you don’t have to kneel on the floor to look for your meal ingredients.

Beneath the kitchen’s top locker there’s a mains socket, which is handy to have, but I can’t help thinking it would have been better located above the worktop at the other end of the kitchen.

As mentioned previously, the kitchen is compact, and that’s especially apparent in the passageway between the kitchen and the washroom opposite. The gap is just 45cm at its narrowest point, which can make accessing the cooker – and particularly the oven – quite awkward, especially if you are on the bigger side yourself.

This is certainly not unique to the Mobilvetta and if you find it a major problem, then perhaps consider a different layout.

LOUNGING AROUND

The front dinette/lounge is a really bright place during the day. This is thanks in no small part to the Heki rooflight and the large panoramic Skyview overcab window, as well as the double-glazed side window and the sliding door.

On a sunny day, the space is flooded with light, but, if it gets too hot, the windows can be opened, with flyscreens keeping unwanted bugs out.

If you really need to maximise ventilation, the flyscreen on the side door is a very welcome feature, allowing you to open it fully without fear of mozzies or midges joining in the party.

At night, all the windows have blinds for privacy and the ►



ADVANTAGES

- Slide-out worktop revealing 'hidden' kitchen sink
- Folding dining table creates more room
- Swing-wall shower
- Oven and grill in kitchen

DISADVANTAGES

- Narrow gap between kitchen and washroom
- Position of kitchen main socket
- Limited kitchen storage
- Only available in black



Sliding the worktop reveals the sink, plus this surface can still be used for food prep or your drainer



Although you'll likely keep the singles, the rear bedroom can be made into a massive double

illumination comes from ambient LED lighting. The cab also has pleated blinds.

That Truma heating has two vents in the lounge, which should be plenty enough to keep this part of the 'van cosy when the temperature drops. It's the 4kW system, rather than the 6kW unit, but that should be OK in this size of campervan.

The lounge is known as a half-dinette and comprises a couple of forward-facing seats in the rear with luxurious two-tone grey leather-effect upholstery. These are fitted with seatbelts and double up as travel seats if you are carrying passengers. Then, both cab seats swivel to face into the campervan's living area, allowing four people to sit around the table. A swing-out extension increases the size of the dining table so, if you are sitting on one of the swivelled cab seats, you'll have plenty of legroom and space on the table to tuck into your meal.

Another nice design feature is that the dining table can be folded in half to create a more comfortable seating area for rear passengers when travelling. Plus, it has a handy drinks holder built in, too.

The folding table also makes it easier for taller people to get in and out from behind the table.

Here in the lounge, there are mains, USB, 12V and TV aerial sockets, along with a discreet underfloor cubbyhole, a mini drawer and another overhead locker. In fact, despite the limitations in the kitchen area, overall, storage is actually fairly plentiful throughout the 'van.

WASHED UP

Immediately behind the dinette is the modern washroom, where there's a Thetford cassette toilet, a washbasin, a large mirror and plenty of storage space for your travel essentials, including a cupboard, a towel rail and toothbrush holder.

On first glance you might be wondering where the shower is – well, you simply open the swing partition and it reveals itself. A very clever use of the limited space.

Outside, the T-handle for emptying the 75-litre grey waste water tank is easy to access and simple to operate, so there's no need for any faffing around underneath the campervan, searching for the drain tap before setting off for your next destination.

For off-grid camping, the roof-mounted 200W solar panel should help keep your 12V supply from the leisure battery topped up.

SLEEP ON IT

The main benefits of a fixed bed campervan are the convenience of having your bed ready to go without a complicated set-up process. The other key reason to buy this type of layout is the storage it offers at the back of the 'van.

The rear barn doors give access from the outside to the bedroom, where you'll find the fixed beds and storage area. There are two floor levels in the back – that upper level can be removed completely if you don't need it or if you want more room to carry taller items.

There are lashing points fitted on the floor to stop items moving around while driving, and some small but handy storage pockets in both back doors.

The lockers under the offside rear bed can be removed completely and left at home if you don't need them, or you need the extra space for bulky sports gear or an Ikea trip. It only takes a few seconds to put them into position or take them out.

The two comfortable single beds run lengthways. Both are 72cm wide, with one 1.80m long and the other 1.90m (approximately 5ft 10in and 6ft 2in for those of us who still think and measure in old money).

The memory foam mattresses sit on a sprung base for added sleeping comfort. The singles can easily be converted into a large double bed, measuring 1.90m at its longest by 1.80m wide. To create the double, simply add the supports across the gap, hook the centre panels onto the base of each single bed and lay the spare mattress sections on top.

The Heki rooflight adds natural light in the bedroom during the day. This is complemented with the two side windows and the pair of small windows on the back doors, all of which have blinds.

There are dimmable striplights in here, which create a great ambience, while spotlights on both sides create a more direct task light for reading and more.

And, if you like to drift off to sleep with a musical accompaniment, or perhaps a podcast or audio book, there are speakers in the bedroom, too, linked to the cab radio.

Six decent-sized overhead lockers in the bedroom, three on each side, provide plenty of storage for clothing and there's a half-height wardrobe with a slide-out hanging rail below the fridge.

The gas locker is also at the back under the bed, with room for two cylinders. Another feature that will come in handy in warm weather is the outdoor shower at the rear, perfect for cooling down on a hot day or for washing down muddy boots or bikes.

DRIVING FORCE

If the Admiral part of the name is inspired by nautical influences, the 6.3 refers to the van's length – the Admiral is built on a 6.36m-long Fiat Ducato panel van with an automatic gearbox and 140hp engine.

It's absolutely packed with the latest tech designed to make driving more convenient and stress-free, including a coolbox for your travel ➤



A compact space for the washroom...



... the basin wall swings round to create a shower

THE **MMM** VERDICT

This is a high-end campervan that lives up to its high-ranking nautical name and enjoys some innovative features. It's not ideal for the bigger-built buyer – the kitchen is rather narrow – but the Winter Pack makes all-year round camping a realistic proposition. Its classy interior and black and silver exterior will definitely appeal to those of you who like a little touch of sparkle.

snacks and drinks built into the dashboard, USB sockets and cab air-conditioning.

There's also a whole host of driver assistance features, such as cruise control, a rear view camera, stability control and heated electrically operated wing mirrors.

The gross weight is 3,500kg, so you can drive it on a standard (car/ category B) licence, but the payload is only 376kg, so you will need to be conscious of what you are loading into the 'van.

Lincolnshire is a charming county for a test drive, but it's a far cry from the Amalfi Coast, and you might think driving around one of the flattest counties in the land wouldn't pose many problems. It's not exactly renowned for mountain passes or spectacular cliff-top roads.

However, it might not have the varied terrain, but it does have its own challenges. The small villages, with their narrow roads and vehicles seemingly appearing from nowhere, can be tricky to negotiate and on the open road there are plenty of sharp bends to deal with.

To keep that nautical theme going, the Admiral navigated it all with ease. You might describe it as plain sailing! **MMM**

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FACTS AND FIGURES



PRICE

From (and as tested): £79,995



BASICS

Berths: 2

Travel seats: 4

Warranty: Two years chassis and habitation, 10 years water ingress

Type Approval: NCC approved



DIMENSIONS

Length: 6.36m (20ft 10in)

Width: 2.05m (6ft 9in)

Height: 2.65m (8ft 8in)

Gross vehicle weight: 3,500kg

Payload: 376kg



BASE VEHICLE

Type: Fiat Ducato L4 H2 extra-long panel van

Engine: 2.3-litre, 140hp, Euro 6E engine with eight-speed automatic gearbox



KITCHEN

Cooker: Can two-burner gas hob and oven/grill

Fridge: Thetford 84-litre fridge with freezer compartment



BEDS

Rear singles: nearside 1.80m x 0.72m (5ft 11in x 2ft 4in), offside 1.90m x 0.72m (6ft 3in x 2ft 4in)



ESSENTIALS

Fresh water: 85 litres (inboard)

Waste water: 75 litres (underslung, insulated)

Space/water heating: Truma Combi 4 diesel blown-air

Gas: 2 x 6kg

Leisure battery: 100Ah

OPTIONS

No factory options available for this model

THE ALTERNATIVES

Adria Twin Supreme 640 SLB £75,950

Bürstner Eliseo C 642 Active £70,690

Dreamer Select D68 Saphir £69,100

Hymer Yellowstone £74,240

Knaus BoxLife 630 ME Platinum

Selection £77,446

Swift Carrera 194 £76,995

Westfalia Columbus 640 E £71,011

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