

nless you've been in motorhoming since the early noughties, the Elnagh brand may be unfamiliar to you. It's an Italian firm that has been building motorhomes for over 60 years and is now part of the huge Trigano Group.

Newly reintroduced to the UK this year, there is a range of four models. Being imported by Marquis, the layouts, interiors and equipment have been tailored just for us.

This one is the smallest model in the range at just over 6.50m long. Yet it still manages to offer four berths and four travel seats, with Isofix on the two in the rears. And while you might not be carrying children, there is a growing range of safety carriers for pets that work with Isofix points.

It's based on the Peugeot, which used to be an issue for motorhomers as it wasn't available with an automatic, but now you can specify

one. Essentially there are now few differences between the Sevel (including Fiat and Citroën, too) vans of this size, and many people prefer

the front look of the Peugeott.

It's the 140hp engine, which should be more than capable of powering this compact motorhome with ease.



You also get cab air-con, cruise control with speed limiter, ABS, ESP traction control and hill descent features as standard.

Outside you'll notice the framed windows, which are certainly not a feature you'd expect from a more entry-level brand, and that's also emphasised by the Truma Combi 6 E gas/electric heating fitted, too (often it's the more basic 4kW model or the 6kW that only works off gas).

It's a fairly compact lounge, with a large fixed-leg table that will allow four to dine. That downside is that the rear seat passengers might be quite confined on the road.

The interior feels both modern and homely thanks to two-tone part-leather seats in cream and blue as well as clever use of ambient lighting (note the panel at the end of the seat and illumination around the kitchen area).

The kitchen has a two-burner hob with large round sink adjacent, but there's also an oven/grill underneath. The tall fridge is useful enough for a family, though, at 137 litres with a freezer compartment at the top.

Opposite this, the washroom is practical with a toilet as you go in and then the basin contained within the separate shower. The wooden duckboard is there when it's in basin





mode and, when you want to shower, lift this out and fold over the screen panels. The cupboard above the toilet should do for storage of essentials while a smart metal rack could be used for temporary storage and it has hooks for hand towels, etc. Note the toilet roll holder is in a convenient location by the door.

At the back, while the rear lounge is quite compact, it is a good space for relaxing or dining. The table, another fixed leg affair, folds in half for access to the seats.

There is some storage under the seats, though you will need to remove a few cushions for easier access. But note the small dresser



unit between the fridge and lounge. Here's where the TV points are.

As for the sleeping arrangements, there's a single bed that drops down in the front lounge, with a double that drops down at the rear, leaving a further single bed made up from the lounge seats below.

There's a small locker under the rear lounge seats, running across the motorhome. It can be accessed from a door on each side and, while not huge, is certainly big enough for a decent set of outdoor furniture and maybe a small bbg. This is where the infill cushion and ladders are for the beds. There's also a light and mains socket.

What's also handy is that this motorhome is 3,500kg as standard, which means it can be driven on a standard car licence and has a decent 590kg payload at this level.

There are brand-new models available at dealers right now, with a range of pre-registered motorhomes available for a limited time.

AT A GLANCE

Price from: £67,995

Berths: 4 Length: 6.59m Width: 2.35m Height: 2.85m

Gross vehicle weight: 3,500kg

Payload: 590kg