

# Citroen C1

By Jim Mc Cauley

Finished in white with a red fabric sunroof, the chunky Citroen C1 looks like a mouthwatering treat plucked from the window of a patisserie. With no launch information, background detail is scarce on the car but a lively 1.2 litre petrol engine produces 82 bhp and in the compact 4-seater body weighing only 865 Kg, gives the car sharp performance, covering the 0-60 mph dash in under 11

seconds with the potential to cross into three figures in top speed. The net outcome is a car that is nippy and easy to place in town traffic but strangely lacks stop/start technology although its CO2 emissions are under the magical 100 gms/km at 99 gms/km.

On the open road, the engine revs intrude into the cabin and the power unit lacks the refinement of the latest Vauxhall 3-cylinder engines. Nevertheless, there is an encouraging enthusiasm from the engine adding to the spirit of the car.

A smooth changing 5-speed manual gearbox adds to the appeal of the new C1 as does then light steering and relatively spacious cabin.

However rear seat room for two occupants remains snug, particularly for headroom while a compact boot is all that can be expected in a neat package of just under 3.5 metres in length.

The surprise of the car is its availability with five doors albeit with hinged rear windows as opposed to the fully functional electrical assistance on the front. However, for those in need of fresh air, the test vehicle came in 'Airscape Flair' trim with a full length fabric sunroof.

Despite the Citroen preference for centrally mounted instrumentation and varied digital displays in its larger vehicles, the C1 maintains an analogue speedometer with a central information panel and a rev counter bar graph to one side and a gear change indicator to the other.

A robotic-type body coloured mask envelops the infotainment and air conditioning controls in the central console and adds modernity to the cabin. A touch screen with easy to follow menu and



Bluetooth connectivity provides excellent output while controls are duplicated on the steering wheel spokes, and separate sockets permit auxiliary input from personal music devices.

Safety provision includes Electronic Stability Control with supporting electronic packages and a full suite of six airbags, part of a package that may help to advance the car's EuroNCAP rating of the three stars of the outgoing model.



Access to the boot is over a high sill, but the parcel shelf is designed to fold into the glass hatchback panel and give clear access. The two separate rear seat backs can be folded to extend load space and increase the capacity of the 196 litre boot.

On the economy front, the car has an official combined fuel consumption of 65.7 mpg while a CO2 emissions of just 99 gms/km puts it in Band A for zero road tax.

The trim level of the test vehicle provides a rev counter, reversing camera, leather trimmed steering wheel and 15-inch wheels over and above the standard specification, while it also receives upholstery and trim detailing upgrades.

The test vehicle is listed at £11,785 with flat paint adding £250 and the sun roof adding £100. The model is in Group 11E for insurance purposes and for business users has a BIK rating of 12 per cent.