



Review of the Citroën C3 Aircross



By Fraser Lucas

LOOKS

In a slight readjustment of market aim, Citroën has altered the round and friendly-looking C3 Aircross into something larger and a little more square, and I mean that

literally. The old car's rounded features give way to sharper, deeper lines that attempt at something more mature and serious. However, it still has that quirky vibe any self-respecting Citroën should possess.

HANDLING AND PERFORMANCE

The first question when driving a new Citroën is how comfy is it? The brand built its name on the word, and I'm happy to say this one passes the test. It's very gentle both in terms of riding around and driving it. There's a little lean, but the trade-off is, through the help of hydraulic cushions, an exceptional ride quality. Engines for sale are a 1.2 petrol with 99 BHP, a 134 BHP mild hybrid version and a 111 BHP electric option with 188 miles of range. The base engine may struggle with the bulk, but the rest keep it from being too sluggish.

PRACTICALITY

The increase in size over the last car is most noticeable inside. You now get the option of seven seats, which, admittedly, will take away any boot space, but it does allow greater flexibility. On top of that, there's plenty of room everywhere else and a nicely designed cabin. It's both functional and airy with some wonderfully soft seating that further feeds into that Citroën comfort factor.

COST

Prices start at £20,605 for the petrol C3 Aircross and can go up to £26,065. The electric E-C3 Aircross will cost from £23,095 to £25,095. Compared to the competition, it fares well in keeping itself on the cheaper end of the spectrum. In addition, you have electric wing mirrors, a rear-view camera and cruise control on board all cars.

VERDICT

The sense of more can be felt if you have ever had the previous C3 Aircross. There's more space, more softness, more drivetrains and value. As a well-meaning and frugal mini family bus, this ticks most of the boxes. Importantly, it also ticks all the typical Citroën boxes too. There's no drop in focusing on the refinement side as well as the off-the-cuff design choices. It earns the chevron badge while carving itself out as a little different from the pack.