

# PETROL OR DIESEL...

There is now a new contender in the light commercial van market – a car derived van with extraordinary character – one which puts it in a class of its own.

Not only is it robust and full-bodied – a tough and very economical workhorse which travels well in all conditions, but also, because of its clean, crisp good looks and saloon-car comfort and performance, its the sort of vehicle anyone would be happy to drive around in after closing time.

And when you take everything into account – price, economy, performance and comfort – as well as payload and volume – you just can't fault the new Visa vans from Citroën.

In short they're both right little corks.

Van Rouge and Van Blanc – each are available in either petrol or diesel.

But no matter whether you opt for the petrol version or the diesel, you'll find the benefits are equally rewarding.

The high-spirited 1124cc petrol engine version delivers 47 hp through its 4-speed gearbox, runs like a dream on 2-star and achieves a very healthy 78 mph top speed and an around-town consumption of 36 mpg. And so modestly priced too, – only £3,538 excluding V.A.T.!

The even more frugal diesel achieves a remarkable 46 mpg in town, or over 500 miles between refills at a constant 56 mph. The top speed is 83 mph from its 60 hp, 1769cc diesel power unit and 4-speed gearbox. At just £4,165 excluding V.A.T. it's one of the cheapest diesel vans on the market.

## WE'VE GONE TO GREAT LENGTHS...

13' 1" to be precise, with a fully usable cargo box length of 5' 5" and a rear door width of up to 3' 9½".

Which means there's more than enough room for quite a few odd-shaped objects that a lot of other vans simply couldn't cope with. A few likely ones are shown here with one little question for you to answer – would they all fit in the old vans that you've been used to.

We rather doubt it, especially when you compare the total load-carrying capabilities of certain products available from other vanyards!

The Citroën Visa van has a payload of over half a ton – 585 kgs to be precise or 1290 lbs. The Fiesta and Metro vans have a payload of a mere 375 and 405 kgs respectively; the Fiorino a payload of 520 kgs; the Renault 4F6, 470 kgs. Even the traditionally considered 'larger' vans like the Escort 35 and Maestro 500 are no match for the Visa when it comes to payload:

Which only goes to prove, as all van buffs know, that the greater the weight, the better the van.

(And where others may carry marginally more, look closely at the difference in both specification and performance).

And don't worry about loading the Van Rouge and Van Blanc up to the neck. Redesigned specifically for the role as a utility vehicle, the Visa van benefits from a number of significant advantages over its rivals. With a long 9" wheelbase which has been extended by a full 11" over its saloon counterpart, and a redesigned and up-rated rear suspension system, incorporating space-saving independent trailing arms, coil springs and an anti-roll bar, you'll lose nothing in terms of space and payload – not to mention added stability and improved handling.

Being much more than just a three-door hatchback with the rear windows filled in, the Visa van benefits in other ways too. Servo-assisted braking with a load sensitive limiter minimises rear brake locking and provides reassuring stopping power even when fully laden. An individually tailored well-ratio'd 4-speed gearbox makes both petrol and diesel models ideal for town driving and still gives exceptional fuel economy. Front wheel drive and all independent suspension ensures sure-footed

