

Photography by Kent Mears

# Oh so French

*The CX 25 continues Citroen's distinctly Gallic and slightly eccentric approach to luxury motoring.*

by David McKay

**L**ET ME DECLARE my bias right away. I have been an admirer of Citroen ever since my first sighting as a school boy when a friend's parents turned up one weekend in the "Traction Avant" model. The year was 1934 and the car had a streamlined integral all-steel body, no running boards, torsion bar suspension, four independently suspended wheels, hydraulic brakes and front-wheel drive.

I have many fond memories of Citroen — the pale green "Big Six" in the 1950 Bathurst race; the unveiling of the DS19 at the Paris Salon in 1955; the D Super driven by Lucien Bianchi and Jean Claude Ogier that almost took out the 1968 London to Sydney Marathon (but for a runaway Mini that took out the Citroen at a control); the Ogier-driven 2.1-litre DS that won the 1970 Ampol

Trial; the Maserati four-cam-six engined SM I drove in France.

It was no surprise when in Stuttgart with Daimler-Benz in the mid-1970s Citroen came up over dinner. I was asked which car had impressed me most during the past 25 years of road testing and I replied Citroen. Yes, of course, said the DB director, "but of the ordinary cars which one?" Praise indeed.

My latest encounter with a Citroen was when I had the chance to drive a CX 25 electronically injected automatic on a longish country run. Being an automatic the CX was no fire cracker around town. But if stirred along manually, it developed into a worthy traffic carver.

Of course, its forté is highway touring. I don't know of another car which gives a better impression of flying. It is so silent, the seats so comfortable and

roomy that you expect a hostess to waft by with a little something before she serves dinner.

The interior of the CX reflects the luxury one expects from Citroen. The cloth trim in the model I drove is the standard fitment and leather is available as an option at \$1000.

I gave the CX a fairly storming run down the south coast of NSW and up into the highlands using the automatic box like a manual till the tyres were squealing in protest. Under this handling the car's fuel consumption was 14 litres per 100 kilometres.

There were only two minor points of contention: The wiper blade intrudes into the front seat passenger's line of vision, and the instrumentation looks fussy and old fashioned — particularly in a car otherwise so sleekly designed.

## CITROEN CX25 PALLAS IE 2.5-litre, three-speed auto

### ENGINE

Location	Front, longitudinally mounted			
Cylinders/cooling	Four, in-line/water cooled			
Bore x Stroke	93.0 x 92.0 mm			
Capacity	2500 cm <sup>3</sup>			
Induction	Electronic fuel injection			
Compression Ratio	8.75 to 1			
Fuel Pump	Electric			
Valve Gear	Cog-belt drive/in single OHC			
Claimed Power	103 kW at 5000 rpm			
Claimed Torque	210 Nm at 4000 rpm			
Maximum Recommended Engine Speed	6000 rpm			
Specific Power Output	41.2 kW/litre			

### TRANSMISSION

Type	Three-speed automatic			
Driving Wheels	Front			

### Gearbox ratios

Gear	Ratio	1000 rpm	km/h	Max Speed	At (rpm)
First	2.478	14.5	87	6000	
Second	1.478	24.3	146	6000	
Third	1.000	35.9	194	5400	

Final-Drive Ratio	3.14 to 1
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### SUSPENSION

Front	Independent, hydropneumatic self-levelling
Rear	Independent, hydropneumatic self-levelling
Wheels	Alloy
Tyres	185 RA XVS Michelin

### BRAKES

Front	ventilated discs
Rear	discs

### STEERING

Type	rack and pinion
Turns, Lock to Lock	2.5
Turning Circle	11.5 metres

### DIMENSIONS AND WEIGHT

Wheelbase	2845 mm
Front Track	1514 mm
Rear Track	1360 mm
Overall Length	4657 mm
Overall Width	1770 mm
Overall Height	1360 mm
Ground Clearance	155 mm
Kerb Weight	1370 kg
Weight to Power	13.3 kg/kW

### CAPACITIES AND EQUIPMENT

Fuel Tank	68.0 litres
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Cooling System	12.3 litres
Engine Sump	5.3 litres
Battery	12V 60AH

### CHECKLIST

Alloy Wheels	Yes
Adjustable Steering	No
Air-conditioning	Yes
Central door locking	Yes
Clock	(digital led) Yes
Intermittent Wipers	Yes
Petrol-filler lock	Yes
Power Steering	Yes
Power Windows	Yes
Radio	Yes
Tape Player	Yes
Remote outside mirror adjustment	(two, manual) Yes
Tachometer	Yes

### FUEL CONSUMPTION

European City/Highway	12.2/9.2 litres/100 km
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### ACCELERATION (claimed)

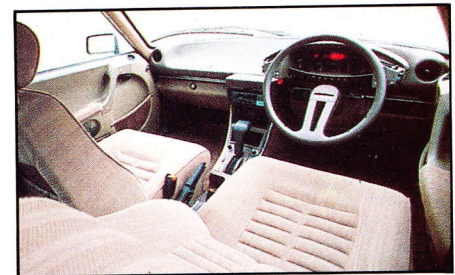
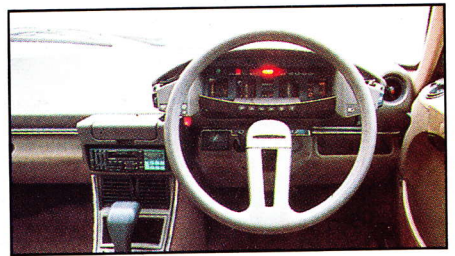
0-100 km/h	11.7 seconds
Standing 400 Metres	18.2 seconds

**LIST PRICE** ..... \$34,950

**PRICE AS TESTED** ..... \$35,400

Includes options: Spoiler, black window trim and door handles ..... \$450





The Citroën certainly stands out, a rare beauty among our every day conveyances. For anyone wanting a very special car and who's prepared to learn her very French ways, I'd recommend the CX 25.

### The return of the chevron

CITROËN is one of a number of European marques which slid into limbo in Australia as a result of bartered import quotas and stringent emission controls. But the Government's new policy on vehicle imports combined with the adoption by several European countries of emission control laws similar to Australia has meant it has once again become economically viable to import these cars.

According to Sydney Citroën dealer Ian Robinson the French car maker had been unwilling to produce an engine

specially modified for Australian design rules. But now that the Swiss and Swedes required similar emission controls, Citroën was making the necessary modifications. As a result the CX 25 is available in Australia — though in very limited numbers.

In addition to the CX 25 Pallas IE automatic a few performance GTi models are also being imported. Although the first to arrive were pre-sold, there should be more of these exciting new cars by around August.

The GTi sports a five speed manual transmission and while it has the same power and torque figures as the EI, it has a claimed top speed of a little more than 200 km/h, can go from 0 to 100 km/h in 9.2 seconds and do the standing 400 metres in 16.6 seconds. It also has beefed up suspension with stiffer shock ab-

sorbers and anti-roll bars.

When the GTi does arrive, it will be priced around \$36,500.

### Individual expression

WHILE CITROËN's unique design makes the cars quite distinctive, our test CX had a few touches added to set it apart even from its brothers. The spoiler at the rear was added as were the black window trim and the black door handles. Normally these are chrome plated stainless steel. All these touches add about \$450 to the list price. The only option available on the CX apart from leather trim is metallic paint (\$450).

The car sound system for the CX has been added in Australia. The top-of-the-range Alpine with a four speaker system was chosen and is included in the price. □

