



CITROËN



LT-21-XD

#192

**Citroën
BX 16 TRS
(1984)**

Universal Hobbies

Period: 1982-1993

Built: 2,333,240

Engine: 1.6-liter 4-cylinder

Power: 92 PS

Top speed: 176 km/h

Price: fl. 26,515 / £ 6,100

Predecessor:

Citroën GSA

Successor:

Citroën ZX / Xantia

Date acquisition:

03/08/2016



Approx. first plate Approx. last plate

JG-05-BG HR-DT-98



Aerodynamic efficiency was a prime concern among automotive engineers in the early 1980s, with cars such as the Audi 100 C3, Ford Sierra and Volvo 760 breaking new ground in optimizing airflow around the car. But Citroën was no novice to aerodynamic prowess, as Autocar attests in its 25/09/1982 issue in which the BX was first presented: "Since the DS of 1956, Citroën have committed themselves for the majority of their cars to unconventional shapes which aim unashamedly for aerodynamic efficiency". The BX was no exception. As the Autocar article explains: "The front [air] intake is very low, beneath the 'nose' of the bumper moulding, allowing a plunging snout (...) Other good details include the deliberate absence of conventional roof gutters, flat trim for the windscreen surround to give a near flush fit to the glass, part-shrouding at the rear [wheel], the rear hatch with its small built-in spoiler, all helped by Citroën's aerodynamic trump card, constant height, constantly level suspension thanks to self-levelling". At its launch, the car also stood out for its weight, "reduced by what is probably the largest use of non-metallic body parts so far seen in a full-scale mass production car. (...) There is little unusual today in self-coloured EPDM polypropylene bumpers and PVC-sprayed interiors to wheel arches, but the amount of plastics used elsewhere is unusual. The bonnet is a one-piece pressing in a composite polyester glass-fibre (...), whilst most remarkable of all, the tailgate frame is a form of injection moulding using high temperatures and high mechanical pressure for the final rapid forming". The car had been designed with help of Marcello Gandini at Bertone and based off his Tundra Concept that Volvo decided not to turn into a production car.

On the inside it was a typical Citroën: "The controls are, as usual, closer to and around the single-spoke steering wheel" and unconventional instruments included "a bar-graph rev counter and the typical-Citroën "rolling cylinder speedometer display".

Thanks to the self-levelling hydropneumatic suspension, riding in a BX was quite an experience; my classmate's parents had a red BX with registration PG-70-HN in which I often travelled to my swimming lessons. I recall how the car would readjust its ride height upon restarting the engine after having been parked. The huge single wiper blade also seemed quite unusual to me at the time.

This fairly simple model by Universal Hobbies is the initial top-of-the-range version with the typical "polycarbonate glass window" in the rear quarter. Rivals included the Renault 18, Datsun Stanza, Peugeot 305, Audi 80, Ford Sierra and Opel Ascona (test 03/09/1983).



The BX sits in between the GS and Xantia in Citroën's lineage of mid-size vehicles. Each was equipped with Citroën's hallmark hydropneumatic suspension



Rivals Renault 18 and Opel Ascona were less eccentric in engineering and design compared to the BX.