



CITROËN



GX-JF-13

#298

**Citroën
Xantia 1.8i SX
(1993)**

**Norev
154205**

Period: 1993-2001

Built: 1,216,734

Engine: 1.8-liter 4-cylinder

Power: 101 PS

Top speed: 187 km/h

Price: fl. 42,500

Predecessor:

Citroën BX

Successor:

Citroën Xantia

Date acquisition:

17/10/2019



Approx. first plate Approx. last plate

GF-RZ-83 **09-JD-KT**



Pointy nose and high bootline create family resemblance between Xantia and XM.

It was in 1993, at 10 years old, that I got my first car magazine subscription, and I recall “first drives” of new cars such as the Fiat Punto, Ford Mondeo and this Citroën Xantia to be among the prominent features. The Xantia faced the difficult task of replacing the very popular BX. Compared to the BX, the Xantia was a bit more conventional in style, yet in concept it was not all that different. It retained the five-door hatchback setup, albeit with a three-box “notchback” silhouette with short trunk lid that subtly broke with a long tradition of Citroëns on which the sloping rear window reached to the very end of the side profile. The Xantia also retained Citroën’s hydro-pneumatic suspension setup. In a time when more and more rivals got firmer setups in a bid to appeal to sportier drivers, it made the Xantia the near-default choice for those looking for driving comfort rather than high cornering speeds in their family car. Sumptuous and very soft seats further accentuated the Xantia’s comfort credentials.

In my personal view, the Xantia is a well-resolved design. The rising beltline that visually unites the pointy nose and high bootline give the car a pleasing aesthetic and are a subtle nod to the larger and quirrier XM. The narrow

rectangular headlamps and small grille exude a sense of simple sophistication, while the wide rear light units with smoky glass for the upper lamps – very on trend in the early 1990s – gave the car a contemporary and modern feel. Despite having all the right ingredients to be a true Citroën in the mould of the GS and BX, the Xantia did not quite match its predecessors in terms of sales volume. While the GS and BX each sold over two million units, Xantia production ceased after 1,216,734 units.

This Norev model car shows an early Xantia from before the 1998 restyling, which brought a slightly larger grille opening and did away with the black bumper surrounds and replaced them with full-colour ones. The neat chrome lining around the body was retained. The model car – spec’d here in a popular colour Mauritius Blue – does not specify engine or trim levels, but – judging from the plastic wheel covers – it is a car in entry-level X or mid-tier SX trim. The Xantia was also available as “Break” station car from late 1994. Top-of-the-range Activa cars had a V6-engine and state-of-the art chassis technology with active chassis management to eliminate body roll all but entirely.



Xantia introduced a “notchback” body style



The Xantia is part of a long lineage of eccentrically styled Citroën family cars.