

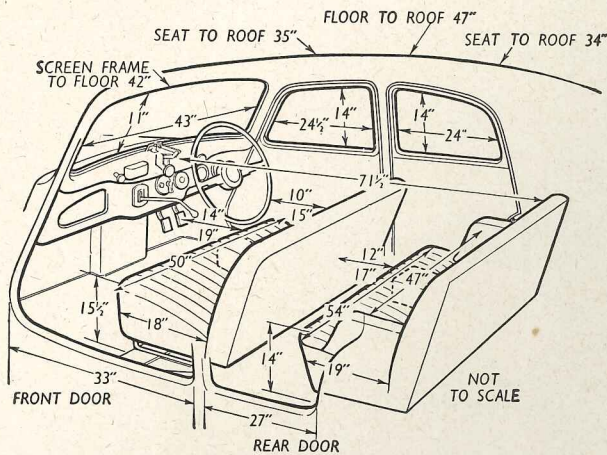
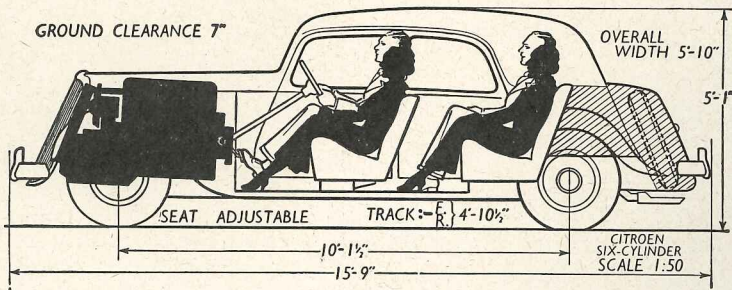
The Motor Road Test No. 10/54

Make: Citroen

Type: Six-cylinder

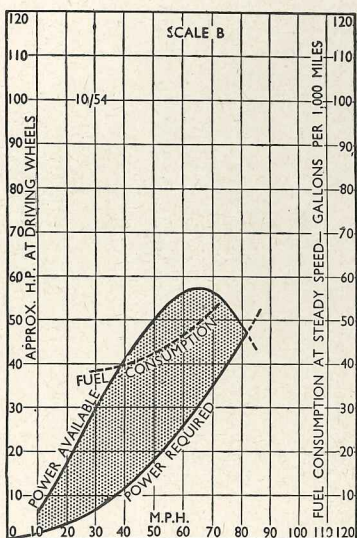
Makers: Citroen Cars Ltd., Trading Estate, Slough, Bucks

Test Data



WEIGHT

Unladen kerb weight 26½ cwt.
 Front/rear weight distribution .. 62/38
 Weight laden as tested 30 cwt.



Drag at 10 m.p.h. 40 lb.
Drag at 60 m.p.h. 163 lb.
Specific fuel consumption when cruising at 80% of maximum speed (i.e., 64.9 m.p.h.) on level road, based on power delivered to front wheels 0.85 pints/b.h.p./hr.

CONDITIONS: Dry with strong wind. Smooth tarred road surface. Premium grade pump fuel.

INSTRUMENTS

Speedometer at 30 m.p.h. 9% fast
 Speedometer at 60 m.p.h. 5% fast
 Distance recorder 2% fast

MAXIMUM SPEEDS

Flying Quarter Mile
 Mean of four opposite runs 81.1 m.p.h.
 Best time equals 85.7 m.p.h.

Speed in Gears

Max. speed in 2nd gear 60 m.p.h.
 Max. speed in 1st gear 27 m.p.h.

FUEL CONSUMPTION

26.0 m.p.g. at constant 30 m.p.h.
 25.0 m.p.g. at constant 40 m.p.h.
 23.5 m.p.g. at constant 50 m.p.h.
 21.5 m.p.g. at constant 60 m.p.h.
 19.0 m.p.g. at constant 70 m.p.h.
 Overall consumption (driven moderately hard) for 495.8 miles, 26.6 gallons=18.6 m.p.g.
 Overall consumption (driven very hard) for 824.2 miles, 49 gallons=16.8 m.p.g.

ACCELERATION TIMES Through Gears

0-30 m.p.h.	6.6 sec.
0-40 m.p.h.	9.9 sec.
0-50 m.p.h.	14.5 sec.
0-60 m.p.h.	21.2 sec.
0-70 m.p.h.	31.6 sec.
Standing Quarter Mile	22.1 sec.

ACCELERATION TIMES on Two Upper Ratios

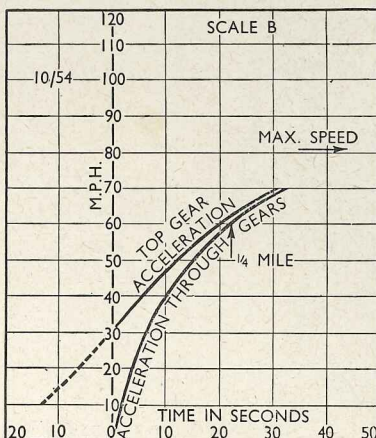
	Top	2nd
10-30 m.p.h.	13.0 sec.	7.6 sec.
20-40 m.p.h.	11.6 sec.	6.8 sec.
30-50 m.p.h.	12.2 sec.	8.3 sec.
40-60 m.p.h.	14.3 sec.	—
50-70 m.p.h.	18.8 sec.	—

HILL CLIMBING (at steady speeds)

Max. top gear speed on 1 in 20 70 m.p.h.
 Max. top gear speed on 1 in 15 64 m.p.h.
 Max. top gear speed on 1 in 10 45 m.p.h.
 Max. gradient on top gear 1 in 9.5 (Tapley 235 lb./ton)
 Max. gradient on 2nd gear 1 in 5.5 (Tapley 400 lb./ton)
 Max. gradient on 1st gear 1 in 3.9 (Tapley 545 lb./ton)

BRAKES at 30 m.p.h.

0.92 g retardation (=33 ft. stopping distance) with 120 lb. pedal pressure.
 0.86 g retardation (=35 ft. stopping distance) with 100 lb. pedal pressure.
 0.77 g retardation (=39 ft. stopping distance) with 75 lb. pedal pressure.
 0.50 g retardation (=60 ft. stopping distance) with 50 lb. pedal pressure.
 0.23 g retardation (=131 ft. stopping distance) with 25 lb. pedal pressure.



Maintenance

Sump: 12 pints, S.A.E. 20. **Gearbox & Differential:** 4½ pints, S.A.E. 90, extreme pressure. **Steering gear:** Shell Retinax A. **Radiator:** 21 pints (1 drain tap, 1 drain plug). **Chassis Lubrication:** By grease gun every 1,000 miles to 8 points. **Ignition timing:** 8° initial advance. **Spark Plug gap:** .016-.020 in. **Contact Breaker gap:** .016. **Valve timing:** I.O. 3° B.T.D.C. I.C. 45° A.B.D.C. E.O. 45° B.B.D.C. E.C. 11° A.T.D.C. **Tappet clearances:** (Hot); Inlet .006 in. Exhaust .008 in. **Front wheel toe-out:** 0 to ¼". **Camber angle:** 1°. **Castor angle:** 0. **Tyre pressures:** Front 20 lb. Rear 23 lb. **Brake fluid:** Lockheed. **Battery:** 12 volt, 57 amp-hr. **Lamp Bulbs:** Headlamps, double-filament, 36/36 watt; Sidelamps 6 watt.; Tail lamps 6 watt; Stop-lamp 18 watt; Rear No. plate lamp 3 watt (2 bulbs).

The CITROEN Six

Increased Refinement shown by a Roomy and Fast Anglo-French Car

In Brief

Price £952 (plus purchase tax £397 15s. 10d.) equals £1,349 15s. 10d.
 Capacity 2,866 c.c.
 Unladen kerb weight ... 26½ cwt.
 Fuel consumption... 16.8 to 18.6 m.p.g. (driven hard)
 Maximum speed 81.1 m.p.h.
 Maximum speed on 1 in 20 gradient... .. 70 m.p.h.
 Maximum top gear gradient 1 in 10.4
 Acceleration:
 10-30 m.p.h. in top ... 13.0 secs.
 0-50 m.p.h. through gears 14.5 secs.
 Gearing: 20 m.p.h. in top at 1,000 r.p.m.; 76 m.p.h. at 2,500 ft. per min. piston speed.

ALTHOUGH built up from bare body pressings in England, and incorporating a large proportion of entirely British components, the Citroen Six is French in conception and in many of its mechanical parts. Sampling recently an example of this model, which has not been the subject of any major design change announcements since it was last the subject of a Road Test Report 4½ years ago, we found ourselves inverting a familiar French quotation and saying "Plus c'est la meme chose, plus ca change." Ostensibly almost the same as its predecessors, this latest Citroen Six is in fact a very much more refined and more versatile car.

Powered by a 3-litre 6-cylinder engine, and able to seat six passengers, this largest Citroen model is a big car with quite high performance on the road. It stands on its own because, whereas most cars currently in production are essentially post-war designs, the Citroen Six is the result of about 20 years of detailed development work applied to a design which was boldly new long before the war.

Adherence to a general layout concerning

CHARACTERISTIC.—The six-cylinder Citroen makes no concession to ultra-modern styling, and preserves its traditional appearance while remaining essentially good-looking.

which little can now remain unknown has brought both advantages and disadvantages. There should be a very high standard of reliability, there is certainly roominess of a kind which is not altogether common, and there is a remarkable absence of departure from an even keel during vigorous cornering or braking.

On the other hand, the traditional form of bodywork limits maximum speed to some extent, riding comfort does not come up to the highest 1954 level, and standards of silence also lag slightly behind current practice.

Externally, the principal change which has been made since we last tested a Citroen Six is the provision of a much enlarged luggage locker, with a lift-up lid and internal illumination from the number-plate lamp. Inside the car, a new and better-looking arrangement of the instruments and controls on the polished wood fascia panel is immediately observed.

It is in driving the Citroen Six or riding in it, however, that subtle yet significant changes become apparent. Formerly, for example, there were grounds for criticism in respect of noise from the all-indirect gearbox, but this fault was not evident on the new test car which came to us at an indicated mileage of 5,000.



From the owner-driver's point of view the 6-cylinder Citroen possesses a number of admirable characteristics and several which are tiresome. On the credit side there is good engine accessibility, and a floating oil level indicator which cuts out the messy part of checking the sump. The combination of opening windscreen (which provides ventilation but not, unfortunately, enough travel for use in fog) and sunshine roof will please many motorists, and the general finish throughout the car is of a high order. The headlamps produce a beam equal to maximum speed at night and the well-known fingertip control which combines dip switch, horn and illumination control is a feature not bettered by any other manufacturer.

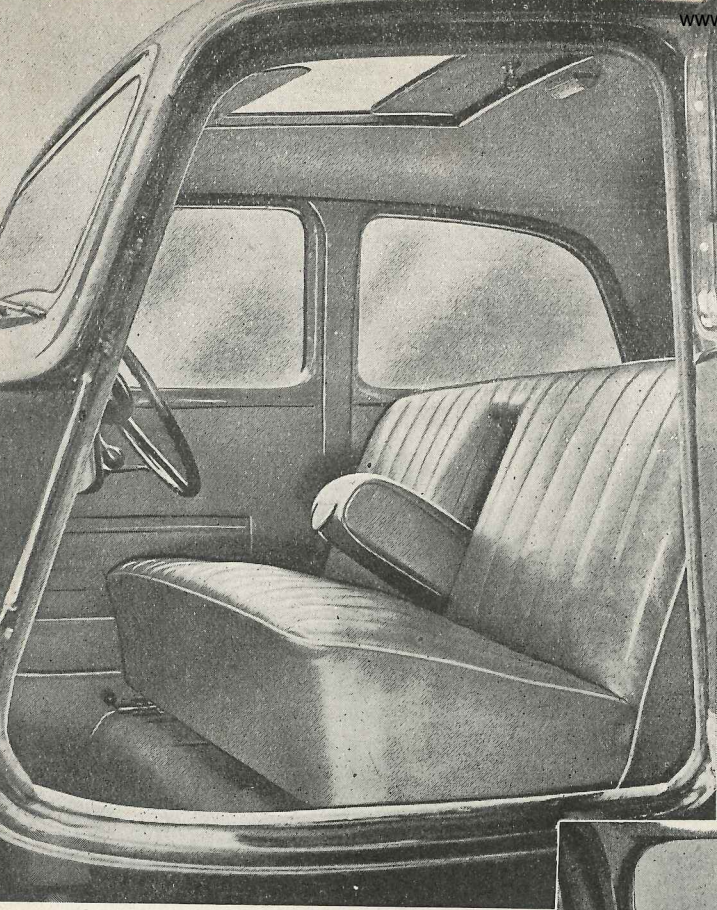
Less satisfactory is the heater which takes the form of an air pipe running from the radiator block into the car and, although adequate in temperate zones, cannot be said to be equal to the worst that



*1000 cm² 1300
520
720*

OPENING screen and sunshine roof are a combination seldom found these days on a production car. Separate headlamps are another feature which many motorists still admire.

The Citroen Six



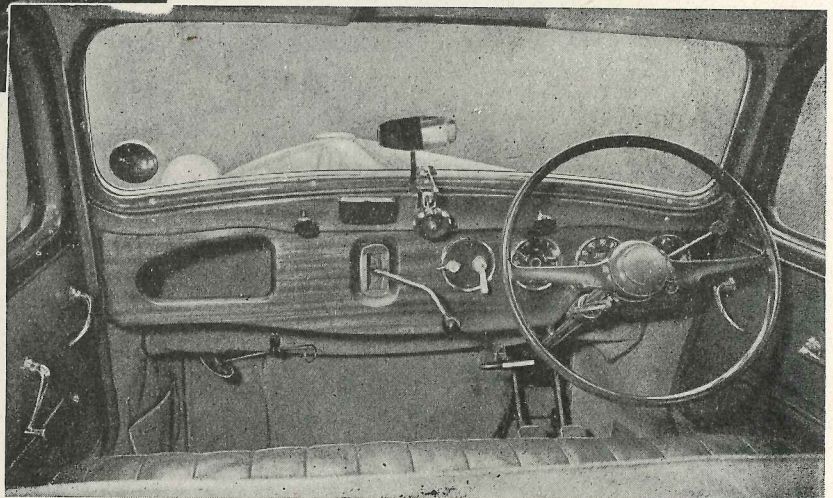
FRONT-WHEEL DRIVE means an absolutely flat floor for driver and passengers. The gear lever, protruding through the fascia panel, offers no obstruction. Despite a low roofline the seating position is pleasantly upright.

to the central position. Once the car is rolling at 10 m.p.h. or more, however, the steering becomes quite acceptably easy, rather firmer than is fashionable but also rather quicker in response.

Stable on the straight, this car can be swung rapidly along winding roads with exceptionally little fuss of any kind. Front-wheel drive does not disclose any snags, although handling qualities are appreciably influenced by throttle opening, the castor action and under-steer characteristic which are evident when accelerating diminishing quite noticeably if the accelerator pedal is released. We drove many miles on icy surfaces during this test, and the only effect of reaching the limiting speed on a slippery corner was a tendency for the front of the car to run wide. One point noted when driving on roads coated with snow and ice was momentary tugs at the steering if one front wheel spun suddenly on a patch of ice, but this was not in fact at all disconcerting. Passengers

winter weather can produce in Europe. Nor is there any provision for a much-needed demister, which is unforgivable on a comparatively expensive vehicle. The mirror is badly sited in that it causes a blind spot, and if the window winder is left in one position it is possible to remove the skin from the driver's right hand while gripping the wheel. Armrests are provided front and rear, which is desirable on so fast-cornering a vehicle, but the front one could be better sited.

A simple and yet fundamental merit of the Citroen Six is a driving position providing physical and mental comfort, the bench seat being upright and well shaped, the view forwards over a long but low bonnet excellent, and the controls generally very well placed. Upwards vision is none too good, however, except when the sliding roof panel is open, and rather blind rear quarter panels do not facilitate reversing in confined spaces. Familiarity with the car minimizes but does not



FORWARD VISIBILITY is good for all but the very tall. The lighting of the instruments at night is clear and unobtrusive and the standard of finish, in general, is high. A flap which controls the warm-air intake can be seen below the cubbyhole. The mirror gives a good view rearward but is inclined to impede forward vision. New instruments are a great improvement.

eliminate the nuisance of an abnormally large-radius turning circle, the result to some extent of front-wheel drive being used on a long-wheelbase car.

This same combination of front-wheel drive and a long wheelbase also provides, of course, for a completely flat floor inside the car, a floor the height of which above road level is barely more than the ground clearance. Also, for greater space than is nowadays usual between the front and rear seats, without sacrifice of the advantages of inter-axle seating. Long wheelbase, wide track, and low build are, of course, the basic ingredients for stability on the road, and the Citroen Six is indeed an exceptionally stable and controllable car.

At low speeds the steering remains distinctly heavy, and when the car is being

THE ABSENCE of a propeller shaft enables a low floor line to be used and passengers step down into the car. A footrest is provided and the armrest folds away.

backed the normal castor action becomes reversed so that the wheel has to be pulled back

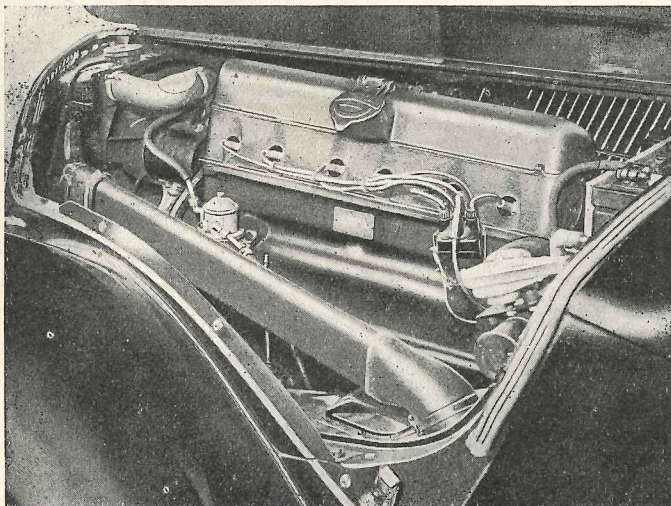
could ride for surprising distances without ever suspecting that wet roads had frozen to ice, there being no swaying to disturb them even at quite fast cruising speeds.

Torsion bar springs are used at both front and rear of this car, springs which were unusually flexible when this design was introduced but are nowadays regarded as inclining towards firmness. The moderately firm springs in themselves should suit many people's tastes, but unfortunate shock-absorber settings seemed to be in use on the test model which did not provide sufficient control over persistent small-amplitude bouncing of the car on its springs: no doubt this is a matter which will soon be rectified. Apart from this unwanted motion, the riding is pleasantly flat, and low unsprung weight on the undriven rear axle allows rear-seat comfort to be at least equal to that enjoyed in the front of the car. Legroom and headroom in the rear compartment are very ample, so that a special footrest is provided for rear-seat passengers.



Contd.

ACCESSIBILITY is good. The petrol pump can be seen just behind the metal tube which carries warm air from the radiator block into the car when desired. Just behind the petrol pump is a floating dipstick. Distributor, wind-screen wiper motor and battery may all be reached with the minimum trouble.

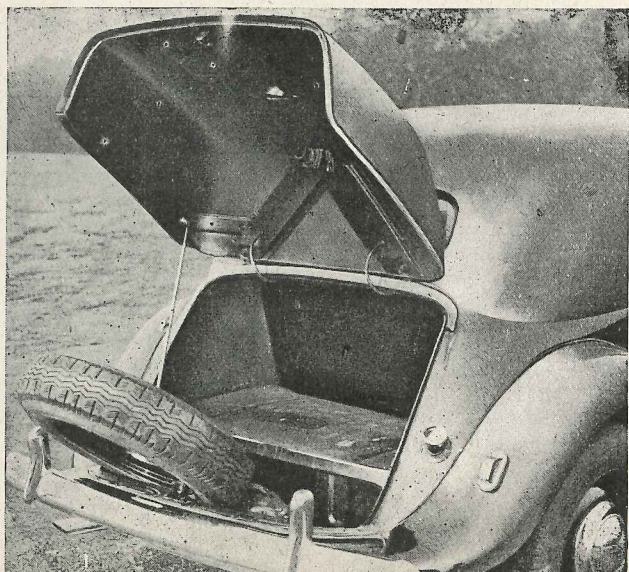
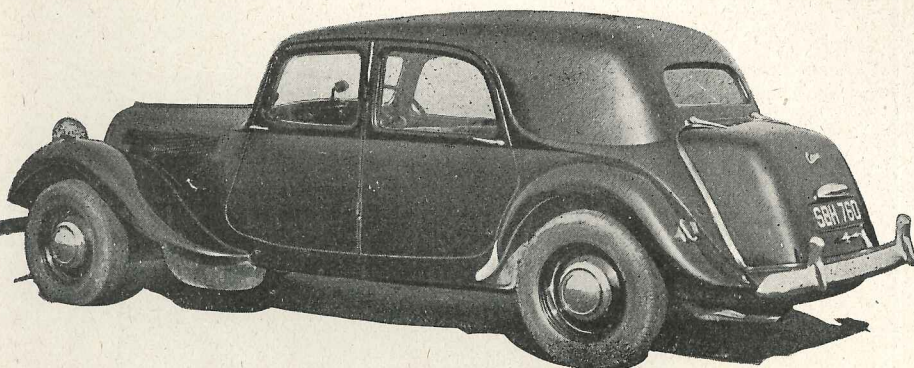


During the frosty weather which formed much of our test period, the six-cylinder engine was by no means a first-touch starter after overnight parking in the open air, but once it fired it behaved very well indeed. Operation of the starter produced sound effects reminiscent of a peal of bells, but in contrast the engine idled so quietly and smoothly as sometimes to arouse false suspicions that it had stalled. Flexibility at low speeds is up to the standard expected with six cylinders, and the engine also runs quite freely up to fairly high r.p.m. when high performance is wanted.

The three-speed gearbox has unfortunately never been the most endearing feature of front-wheel-driven Citroën models. In this instance, second is a very useful ratio providing reasonably quiet and very potent acceleration between 5 and

50 m.p.h., and the unusual fascia-mounted gear lever is quite convenient, but the synchromesh system was none too powerful and clutch-controlled locking of the gearchange mechanism seems to prevent smooth feel being obtained.

As has been said already, the car subjected to this test was very much quieter than the model driven four years ago. Improved standards of workmanship probably account for the fact that transmission noise has now been largely suppressed, and silencing has been very effectively applied to the carburetter air intake and also to the exhaust system. What remains, it appears, is mainly tyre noise, this being more than usually evident at cruising speeds up to 55 m.p.h., but seeming to fade away in the 60-70 m.p.h. speed range which is customarily used on clear roads.



ONE of the few alterations in the appearance of the Citroën during recent years is the adoption of a larger boot lid which improves luggage accommodation without sacrificing the accessibility of the spare wheel.

Mechanical Specification

Engine

Cylinders ...	...	...	...	6
Bore ...	...	...	...	78 mm.
Stroke ...	...	...	...	100 mm.
Cubic capacity ...	...	...	...	2,867 c.c.
Piston area ...	...	...	...	44.42 sq. in.
Valves ...	...	...	...	Pushrod o.h.v.
Compression ratio ...	...	...	...	6.5/1
Max. power ...	...	...	...	76 b.h.p.
at ...	...	...	...	3,800 r.p.m.
Piston speed at max. b.h.p. ...	...	...	...	2,493 ft. per min.
Carburettors ...	...	...	...	Solex downdraught
Ignition ...	...	...	...	Lucas coil
Sparkling plugs ...	...	...	...	K.L.G. FA 50
Fuel pump ...	...	...	...	AC Mechanical
Oil filter ...	...	...	...	Gauze on pump

Transmission

Clutch ...	...	...	...	Single dry plate
Top gear (s/m) ...	...	...	...	3.87
2nd gear (s/m) ...	...	...	...	5.62
1st gear ...	...	...	...	13.24
Propeller shaft ...	...	...	...	Nil (front-wheel drive)
Final drive ...	...	...	...	Spiral bevel

Chassis

Brakes ...	Lockheed hydraulic, 2 LS Front
Brake drum diameter ...	12 in.
Friction lining area ...	162 sq. in.
Suspension:	
Front ...	Torsion bars and wishbones
Rear ...	Torsion bars and dead axle
Shock absorbers ...	Telescopic
Tyres ...	Michelin 185—400

Steering

Steering gear ...	...	...	Rack and pinion
Turning circle: Right ...	...	...	46 feet
Left ...	...	...	42 feet
Turns of steering wheel, lock to lock ...	...	...	2

Performance factors (at laden weight as tested):
 Piston area, sq. in. per ton ... 29.6
 Brake lining area, sq. in. per ton ... 108
 Specific displacement, litres per ton mile 2,865

Fully described in *The Motor*, September 9, 1948.

Coachwork and Equipment

Bumper height with car unladen:

Front... ..	(max.) 16 in., (min.) 12½ in.
Rear	(max.) 18½ in., (min.) 15 in.

Starting handle Yes

Battery mounting On scuttle

Jack Harvey Frost screw type

Jacking points Under axles

Standard tool kit: Tyre pump, grease gun, wheelbrace, adjustable spanner, screwdriver, pliers, plug box spanner and tommy-bar, tool roll and holdall.

Exterior lights: Two headlamps, two side lamps, two stop/tail lamps, number-plate lamp.

Direction indicators ... Semaphore type, self-cancelling

Windscreen wipers ... Lucas two-bladed, electric

Sun Visors Two

Instruments: Speedometer (with trip), fuel contents gauge, ammeter, electric clock, manual ignition control.

Warning lights Oil pressure

Locks:

With ignition key Ignition; o/s front door; luggage boot

With other keys Nil

Glove lockers One on fascia panel

Map pockets... .. Two on front doors; one on scuttle side, one behind front squab.

Parcel shelves One behind rear seat squab

Ashtrays One on fascia; one behind front squab

Cigar lighters Nil

Interior lights One in centre of roof

Interior heater Fresh-air type (without demisters or fan)

Car radio Optional

Upholstery material Leather and plastic leathercloth.

Carpets Pile carpet

Exterior colours standardized: Green, red, grey and black.

Alternative body style: Fixed-head saloon, £940 plus purchase tax £392 15s. 10d., equals £1,332 15s. 10d.