

Geneva Motor Show
(March 1970)

Citroën presented SM

Great surprise and admiration of visitors and journalists found themselves in the presence of this extraordinary car, so original as to impress the many peculiarities.

In it was nothing banal



The bodywork was designed by Robert Opron with the most advanced aerodynamics dictates applied to vehicles. The drop profile was present when you look

beside you from above. The rear fenders were streamlined. The glass surfaces were very large and the crystals were rounded. The front enclosed behind a glass window, two groups of three lights each, which remained automatically in position perpendicular to the ground in all driving conditions and load, while the two headlights of depth were directional and therefore controlled by the steering. The mechanism was realized by means of a hydraulic system amortized. The big front hood was aluminum. The front track was wider than the rear 20 cm and the bottom was faired to help optimize aerodynamics. The air intakes of the ventilation of the mechanical and braking bysystem, were placed under the front bumper and the front license plate was protected from the central portion of the front window.

SM is an acronym that distinguishes this particular coupe

"S" is the initial project of the sport on which Citroën was undergoing his design studies of the sports model derived from legendary DS.

"M" is the first letter instead of an Italian brand famous all over the world for its fantastic car high performance and very classy. It is that time of the Maserati Citroën acquired to obtain a powerful engine that would complete the amazing technology together which is the SM.

The engine

It was designed in a short time by the Engineer Giulio Alfieri, author of the great engines of the "mark of the trident", which brilliantly answered the requests for Citroën. A six-cylinder engine, all-aluminum and with four camshafts in the head. The fiscal power should not exceed 15hp to avoid being penalized by the tax system in France. Its encumbrance would enable mounting in place of the engine of the DS and the power would not have to reach particularly high values ensure remarkable smoothness of operation and adequate traction because, although in fact the fastest front wheel drive era, would have been a grand tourer and not a sports car.



The structure - It was in automatic control with the possibility of height adjustment and the adjustment of the damping power in function of the load.

The braking system - It was equipped with disc brakes (front output of the differential to help reduce the weight of the unsprung masses) with markers of wear and high pressure booster *whose response times were particularly reduced. The braking performance was proportional to the load on each of the axes.*

But the power steering "DIRAVI" was a "real news" ...

The particular position of the steering wheel with his crown slightly oval, was adjustable both in depth and in height. The only breed improved the visibility of the instrumentation and the behavior in case of impact. Its shape is so current that could accommodate the airbag without any problems. The command was very light at low speeds and it hardened progressively with increasing speed. It ***was also equipped with a self-centering system and automatic return to the central position even wheeled stoppes. Was insensitive to the roughness of the road as a result of the particular axle geometry where*** the steering axis of the wheels coincide with the center of the tire on the ground. The SM drove (and still drives now) as if he had the stick of an airplane instead of the steering wheel and had ***only one full rotation to go from maximum steering right at the maximum steering left.***



The interior was very well kept and still have an ultra-modern design



The seats were adjustable in height, the windows had the electric drive, the intermittent wiper was adjusted and the air conditioning was very efficient. Even the headrests were special, in fact were adjustable in both height and longitudinally. A car is well designed modern even now, even though they are now more than forty years since its introduction, with its exclusivity, which was the result of pure engineering creativity, unlike the current trends where the laws of the market lead to a certain conformity of production.

A flying carpet that soared to 228 kph in maximum souplesse

In the '70s Citroën was the producer of "generalist" more "specialist" of his time

Every Citroën was a different car, interesting, curious, especially exclusive. Think of the 2CV, Dyane to, all'Ami6, the Mehari, the DS, the GS, the GS birotore and finally, the CX and, between them, the SM who has represented the epitome of technology, style and performance since famous brands of French production as Talbot, Delahaye and Facel Vega disappeared.



Having a SM in the 70s was a privilege reserved for a few

It' the car of entrepreneurs, professionals, artists, sportsmen and true lovers of technology applied to the car. The SM was contained in quality until then seemingly irreconcilable as the elegance and sportiness, safety and speed, comfort and high performance, front-wheel drive and high power, comfort and driving the large mass, aerodynamics and spaciousness, luxury and modernity, the handling and the large size...



The SM - A set of technical solutions and driving pleasure have made it one of the most extraordinary car of its time. Brilliantly successful synthesis of the avant-garde spirit of Citroën and fascinates even now as then.

Pietro Ciccone