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## 1988 Citroen AX

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Lot sold	<b>USD 68 682 - 91 576</b> EUR 60 000 - 80 000 (listed)	Drive	LHD
Year of manufacture	1988	Condition	Original condition
Country VAT	FR	Location	
Lot number	16	Exterior colour	White
		Car type	Coupé

### Description

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The best of the 4 "Factory" cars

- Unique model, ex. Jean-Pierre Jarier
- In the same hands for 24 years
- Ready to hit the track

During the 1980s, touring car championships were hugely popular in Europe. The German DTM, the British BTCC and the French Superproduction gave manufacturers, supported by their dealers, the opportunity to showcase their innovative technologies.

The AX Turbo Superproduction program was launched in 1987, one year only after the presentation of the small car at the Paris Motor Show. The choice was daring but judicious: Citroën engineers dreamed of seeing a car half the size of the Audi 200 Quattro, Peugeot 505, Porsche 911 bi-turbo and Renault 21 Turbo 4x4 on the top step of the podium! Under the aegis of Citroën Sport, design is delegated to renowned Danielson tuner while finances are provided by dealers. The car is much closer to a prototype than a production AX (only the tailgate is an original Citroën part), the result is striking and the performance impressive.

For the 1987 season, year of accelerated development and fine-tuning, the first two Superproductions develop 330hp then 380hp with the 1360cc and are entrusted to former F1 driver Jean-Pierre Jarier and rally driver Carole Vergnaud. The model that interests us today is the 1988 model, developed especially for Jean-Pierre Jarier. Unique, our AX is equipped with the 1600cc 16-valve turbocharged engine with a second camshaft, producing 480 hp! Whether it's the engine or its cooling, road handling or electronic management, everything is improved, not to mention the overall

reliability thanks to techniques derived from Formula 1, including water injection, integral electronic management, sodium-treated valves, and aluminum distribution. But the most spectacular modification to this version concerns the rear suspension, consisting of two wide diagonal arms anchored to the center of the chassis, which limits tire wear and ensures better grip despite the short wheelbase of the beast.

Its current owner bought it from the Crédit Agricole de Bourges bank in 1996, along with the Danielson stock. As an experienced driver with a participation at the 1969 Targa Florio and numerous races with the Carburol team at the wheel of a Lola T298 in the 1980s, he is determined to get the car back on the road. 10 years later and with the help of the Force Motorsport tuner and a few others, the car was restarted, keeping its original configuration and its electronic injection and water supply units. The mechanics were disassembled and overhauled while the bodywork, scraped and cleaned in places, was preserved to keep its originality (only the front bonnet missing at the time was rebuilt and the rev counter and pressure gauge are missing).

There is no doubt that this factory car is the highest performance model of the four Citroën AX Superproduction cars produced. Factory car, prestigious track record, stunning performance and unique model, the AX Turbo 1.6 Superproduction only lacks a historic championship capable of putting it back on the track to see its value explode. On this last point, there is no doubt that it should not take too long ...

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