

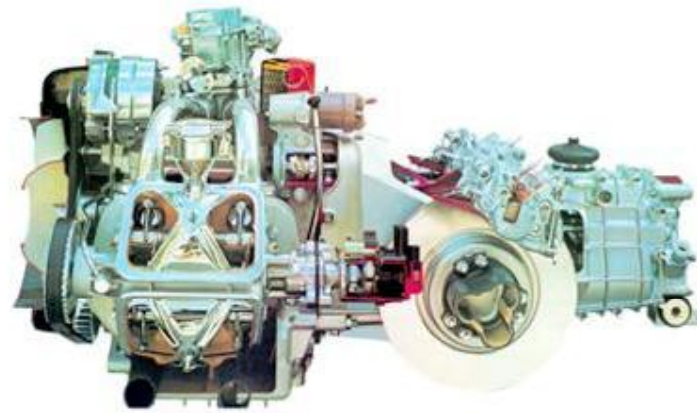
1299

An X denoted the sporty end of the GS range, so it is natural that the 1299 engine, should be seen first in the GS X3, launched in September 1978. In fact this was the only GS to feature this engine, as the GSA was just around the corner. The increase in capacity of 79 cc did not increase the maximum power output, though it was delivered at 5500 rather than 5750 rpm but it did offer more torque throughout the rev range.

Although it was further developed into the 1981 ECO (for economy) unit, the capacity never grew beyond 1.3 litres, apparently because of concerns about cooling.

The ECO engine was also fitted with electronic ignition and a larger air filter. Under the skin, the carburettor has different settings and subtle changes to both cam timing and cam follower design.

The pace of change slackened thereafter, with the only notable evolution being an increase in the service interval from 7500 km to 10,000 km in July 1984. However, this seems to have been a marketing-inspired “upgrade”, as no



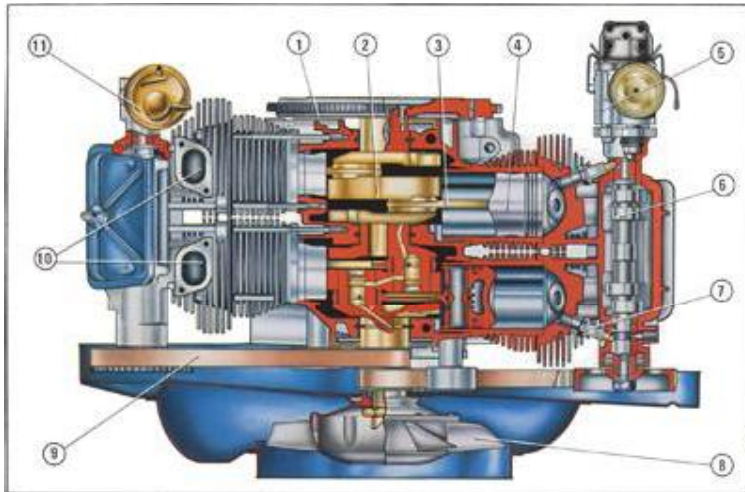
discernible engineering changes were made.

1301

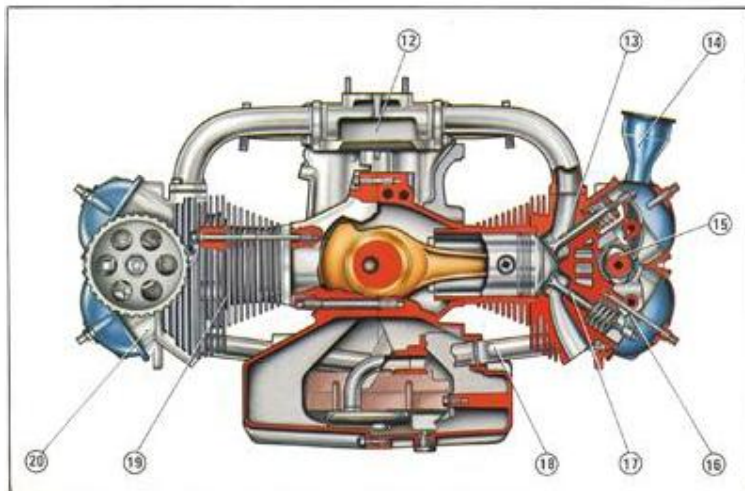
In Italy, at the time when the GSA was launched, cars had to have an engine in excess of 1.3 litres to be allowed on the Autostrada. Citroën therefore offered the GSA with a stated engine capacity of 1301 cc.

Most remarkably, it seems that they really did produce special engines for the Italian market. Certainly there is as specific reference in the parts book to a set of pistons and barrels unique to that country.

(95 577 605 for the suspicious amongst us). Had the situation been reversed, would the Italians have created a special product for a niche market in France? One suspects the difference would have been limited to the boot badge.



- | | |
|---------------------------|------------------|
| 1 - Volant moteur | 4 - Flywheel |
| 2 - vilebrequin | 5 - Distributeur |
| 3 - Bielle | 6 - Cam |
| 4 - Piston | 7 - Spark-plug |
| 5 - Allumeur | 8 - Fan |
| 6 - Came | 9 - Toothed belt |
| 7 - Bougie | 10 - Inlet ports |
| 8 - Ventilateur | 11 - Fuel pump |
| 9 - Courroie crantée | |
| 10 - Orifices d'admission | |
| 11 - Pompe à essence | |



Other vehicles powered by the GS Engine

Manufacture of the GSA ceased in 1986. though

BFG motorbike

Named after the founders of the company (Louis **B**occardo, Dominique **F**avario & Thierry **G**range), the BFG was a touring motorcycle, built around the Citroën flat 4 engine, in 1299 cm³ guise, at la Ravoire, near Chambéry, in SE France.

Broadly standard in specification, the power unit featured cast alloy rocker covers in place of the pressed steel originals, to improve the aesthetics. Other changes include replacement of the mechanical fuel pump with an electric unit in the tank, electronic ignition and of course the twin exhausts one would expect on a two wheeler. Output power was a claimed 70 BHP at 5500 rpm (DIN), though where the additional 5 horsepower came from is not entirely clear. With a dry weight of 262 Kg, it was never going to win any prizes on the drag strip, though at least it offered reasonable cruising economy of 58 mpg at 56 mph & 46 mpg at 75 mph (for comparison, the figures are 48 & 35.3 mpg for the equivalent saloon).

Production ran to some 400 units between the start of 1982 and the closure of the enterprise in December 1983. The following year, production

restarted, this time in Saint Quentin under the name MBK, but manufacture ceased after a further 150 odd units left the gates. It is believed that a further dozen or so bikes were built up from spares.

Specials & Prototypes

One simply has to mention the gorgeous Camargue, built by Bertone around a 1971 GS. This was first displayed at the Salon de Geneve in March 1972 & subsequently appeared at 2 or 3 shows in France, but though it is still believed to exist, it has not been seen in public for many years.

A year later, Yves Dubernard of Heuliez presented his vision of a "GS Buggy", a futuristic 2 door / 2 seater with doors that collapsed into the sills, BMW Z1 style, albeit 14 years earlier. My sincere thanks to Andrew Cox for much of the text and some of the images. Thanks also to Paul at [Citroen Concours of America](#); Attila Kalmanzhelyi and Vladimir Vassilev.

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