



A FULLY RESTORED ICON

Citroën SM

The Citroën SM was first launched as a collaboration between Citroën & Maserati, produced from 1970-1975.

The SM was designed by Robert Opron, one of the most revered car designers of modern times, and the SM's clean futurism-inspired lines were acknowledged as perhaps his finest piece of work.

Thornley Kelham has three cars in need of complete restoration, available at a fixed price and to your colour specification. The first example has already found a new owner and restoration is underway in our workshops. Orders for SM2 and SM3 are available subject to contract, and delivery is expected in fifteen to eighteen months' time from receipt of initial deposit. SM1 was agreed at a price of £185,000, with SM2 and SM3 pricing available on application.

This is a unique opportunity to own an SM restored to our standards and individually specified to your requirements.

Please note: all images in this brochure depict an SM previously restored by Thornley Kelham. Final choice of paint and interior colours on the cars now on offer is entirely up to you.

ABOUT THORNLEY KELHAM

Founded in 2008, Thornley Kelham Ltd is a specialist in concours restoration, maintenance, rally preparation and support of iconic vintage and classic cars. From its Cotswold headquarters, the team of 35 manage, restore and prepare examples of sporting greats for global concours and motorsport events from a state of the art 32,000 sq/ft facility.

With in-house bodywork, paint, engine building and engineering shops, Thornley Kelham is widely regarded for the quality of its restorations of historically significant, sometimes unique vehicles across a variety of leading marques. It's prize-winning restorations have been seen at concours events including Pebble Beach, the 'Royal Concours' at Hampton Court Palace, Chantilly and Salon Prive', while a dedicated motorsport team supports clients at rally events world-wide including the Mille Miglia, Tour Auto and Targa Florio.

In recent years Thornley Kelham has also become known for its modified restorations involving various upgrades and improvements, pioneered through its Lancia Aurelia B20GT Outlaw – see www.fuorilegge.co.uk





ABOUT THE CITROËN SM

Citroën purchased Maserati in 1968 with the intention of harnessing Maserati's high-performance engine technology to produce a true Grand Tourer car, combining sophisticated Citroën suspension with a Maserati V6. The result was the Citroën SM, first shown at the Geneva Motor Show in March 1970.

When Citroën first set about creating a new French national flagship, it was with the very clear view of reliving the glorious pre-war *grandes routières* built by Bugatti, Delage and Talbot-Lago. Beyond that, the bosses at the most innovative of French companies were also well aware that there was a vacuum at the top of the market left by the departure of Facel Vega.

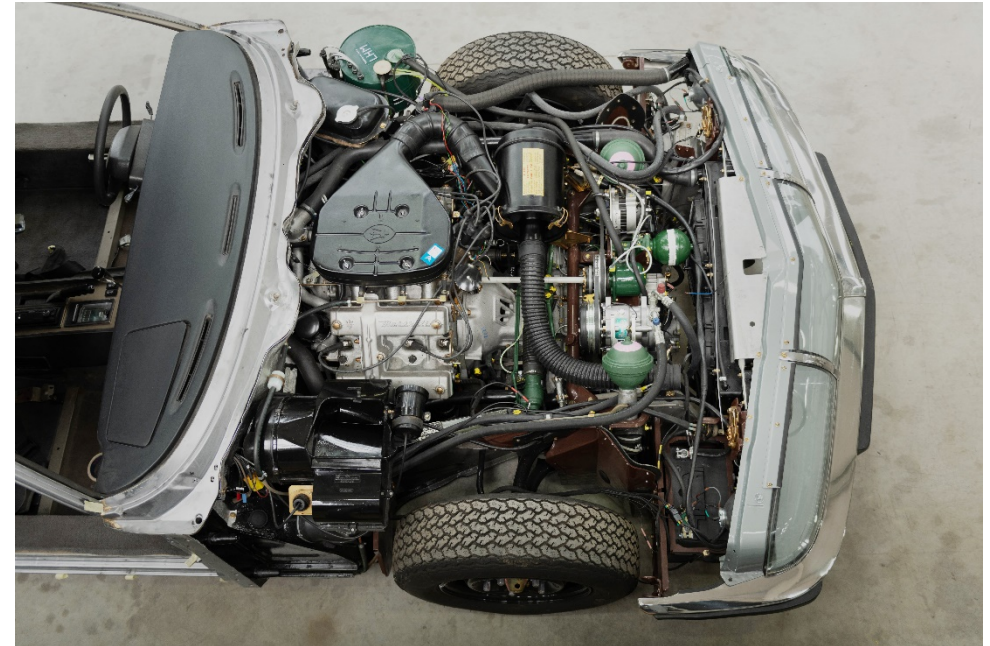
HISTORY OF THE CITROËN SM

- On 11 March 1970, the Citroën SM was shown for the first time at the Geneva Motor Show. Its name derives from the project S designation, and the M stands for Maserati. Soon this elegant sports car became popularly known as Sa Majesté.
- In 1970, it was the fastest front-wheel-drive car in the world, with a factory-quoted top speed of 220 km/h (137 mph), and independent tests achieving as much as 235 km/h (146 mph). It was an example of the car as a symbol of optimism and progressive technology, similar to the SM's contemporary, the Concorde aircraft.
- The real departure from the DS to the SM was the engine. The DS always cried out for a six-cylinder engine which never happened. For the SM, Citroën asked its new subsidiary Maserati to develop a new V6. Based on the Maserati Indy's V8, Maserati developed a quad-cam aluminium 90° V6. In 3.0-litre and 220hp form it served Maserati's mid-engined sports car, the Merak. For the SM its capacity was initially reduced to 2670cc in order to fit in a lower tax category in France. The result was 170 horsepower and 170 lb/ft of torque. Later, power was raised to 178hp by the adoption of fuel injection. A 3.0-litre engine with 180hp was used only for the SM equipped with 3-speed automatic transmission.
- One of the main innovations was the steering. The SM's variable assist powered system was known as 'DIRAVI' and was a speed sensitive set-up which was distinguished not only by its super high gearing of two turns lock to lock, but also by its hydraulically assisted self-centring. The system's party trick was that it would always pull the wheel back to the centre, engine running or not – not that you'd want to do that on a regular basis.



WHAT MADE THE CITROËN SM SO SPECIAL

- Powered by an aluminium 2.7 litre (later 3.0 litre) 90 degree Maserati V6
- Incorporating the world's first variable power assisted steering system
- Self-levelling suspension and headlights which turned with the steering
- Self-levelling braking system to prevent 'pitching'
- All-round disc brakes
- Aerodynamic "teardrop" shape with wider front track than rear



THE RESTORATION

All three Citroen SM models will be completely stripped down to bare metal and water blasted before any necessary metal work is carried out, after which the shell and chassis will be sealed and painted, followed by a preparation and paint process for the body involving up to sixteen stages including primers, top coats and lacquer.

Our teams have many decades of experience and skill preparing and painting cars for international concours events, and each SM will be professionally prepared and finished to those standards.

Each engine will be completely rebuilt, as will engine bay ancillaries, brakes, suspension and running gear.

Your car will also be finished to your exact specification and can be updated from standard as you require, including the addition of modern conveniences such as Bluetooth connectivity.

This is a unique opportunity to own one of these beautiful, ground-breaking icons, restored and finished to Thornley Kelham's renowned concours standards.



GALLERY



OVERVIEW

Project SM1
SOLD – £185,000

VIN: SC 2436

Built: June 1973

Engine: 2.7L Maserati

Transmission: Manual

Factory exterior colour: AC085 Beige Tholonet

Factory interior colour: Black leather

Mileage: approx 54,000

Project SM2
Price: POA

VIN: SC 1721

Built: February 1973

Engine: 2.7L Maserati

Transmission: Manual

Factory exterior colour: AC085 Beige Tholonet

Factory interior colour: Black leather

Mileage: approx 66,000

Project SM3
Price: POA

VIN: SC 2271

Built: June 1973

Engine: 2.7L Maserati

Transmission: Manual

Factory exterior colour: AC085 Beige Tholonet

Factory interior colour: Beige Velours

Mileage: approx 48,000

CONTACT US

If you would like to receive further information on this opportunity, or to arrange a visit to our workshops, please call Pim van de Riet on 01285 869791 or email pim@thornleykelham.com

For more general information about our company and our work, please visit:

thornleykelham.com

We look forward to hearing from you.