

Citoroen Ds

R.M. Clarke

Citroën DS Malcolm Bobbitt,2016-07-15 An in-depth look at Citroen's idiosyncratic DS, for sixty years a design icon and one of the world's most controversial, radical, idiosyncratic and technically advanced motorcars. This popular book has now been re-issued in revised and updated paperback form.

Citroen DS Malcolm Bobbit,1999-06-04 Citroen stunned the automotive world when the DS series was introduced in 1955. Daringly futuristic and amazingly sophisticated mechanically, it made most cars on the road at the time obsolete. John Pressnell recounts the full story of the design, development, and production of these unique cars, and offers specifications plus a wide selection of archive and contemporary photos.

Citroën DS Lance Cole,2021-08-31 Launched in 1955 yet looking like a sci-fi design proposal for a future then undreamed of, Flaminio Bertoni's ellipsoid sculpture with wheels that was the Citroën DS stunned the world. There was a near riot at the 1955 Paris Motor Show launch of the car, orders flooded in for this, the new 'big Citroën' (a Voiture a Grande Diffusion or VGD) as the car that replaced the legendary Traction Avant range. The term 'DS' stems from two Citroën parts of nomenclature - the type of engine used as the 11D, (D) and the special hemispherical design of the cylinder head as 'Culasse Special' (S): DS out of 'Deesse' or Goddess, was a more popular myth of ' DS' origination, but an erroneous one. But it was not just the car's aerodynamically advanced body shape (Cd. 0.37) that framed the genius of the DS: hydro pneumatic self-levelling suspension, advanced plastics and synthetics for the construction of the roof and dashboard/fascia, and amazing road holding and cabin comfort were some of this car's highlights. Only the lack of an advanced new engine was deemed a missed opportunity. In fact Citroën had created a new engine for the car but lacked the resources to produce it in time for 1955. DS was a major moment in the history of car design, one so advanced that it would take other auto manufacturers years to embrace. Yet DS in its 'aero' design was the precursor to today's low drag cars of curved form. Manufactured worldwide, used by presidents, leaders, diplomats, farmers and many types of people, the DS redefined Citroën, its engineering and design language, and its brand, for decades to come. Prone to rust, not the safest car in the world, and always lacking a smoother powerplant, the DS still became an icon of car design. Reshaped with a new nose and faired-in headlamps in 1967, DS remained in production until 1975. Across its life DS spawned an estate car variant as the 'Safari', a range of limousines, two-door convertibles, and even coach-built coupes and rally specials. This car was a product design that became an article of social science - it was that famous and it defined a European design movement upon a global stage then packed with 'me too' copyist designs. The DS or 'Goddess' as it was tagged, was a tear-drop shaped act of French confidence in a world of the regurgitation of the known. Some argue that DS and its effect has never been surpassed. This new value-for-money book provides innovative access to the design, history, and modeling of the revolutionary DS - one of the true 'greats' of motoring history and, a contemporary classic car of huge popularity.

Citroen DS Malcolm Bobbit,2005 The most radical of Citroen's idiosyncratic offerings, the DS was sensational when it was introduced in 1955. Twenty years and 1.45 million cars later it was still technically advanced to most other cars. Revolutionary in driving characteristics and comfort, it remains one of the most innovative cars of all time.

Citroen DS Geoffrey Webber,Mark Gordon,2019-07-15 The Citroën DS was selected by motoring experts and the public as the most beautiful classic car of the twentieth century. French designer Flaminio Bertoni's 'Goddess' is considered a work of art, a sculpture on wheels. Some even called it the Sydney Opera House of motoring. Released in October 1955 in Paris, France, the first DS19 to arrive in Australia stunned onlookers at the Sydney Royal Easter Show in 1956. Its most notable innovation was the suspension, allowing the car to go 'up and down'. But there were many more outstanding features that made it such a seductive car. Many DS models came to this country from 1956 to 1975. As Citroën celebrates a hundred years since its launch, it is fitting to record the untold stories of the importers, distributors, owners, mechanics, racing drivers, restorers, artists and many more behind the story of the DS in Australia. With over 750 photographs, 120 original illustrations and exhaustive research, the authors have given voice to a definitive history of the Citroën DS in this country, capturing the essence of this stunning design and engineering marvel.

Original Citroen DS John Reynolds,Jan De Lange,Rein Van Der Zee,2006-11-15 The Citroen DS launched in 1955 and continued for 20 years. It remains highly collectible and desirable for enthusiasts of European auto. As with all of our Original titles, this book aims to guide collectors, restorers, and enthusiasts through the various production changes between model years to make sure their restoration or prospective purchase is correct, original, and legitimate. With thorough text and detailed photography, every part of the car is cataloged.

Original Critoen DS John Reynolds,Jan de Lange,1996 This is a full-colour restoration guide to all models of the Citroen, the cult French space age car, from 1955 to 1975. The book includes saloons, estates and cabriolets.

Original Citroen DS John Reynolds,2019-01-29 The Citroen DS was launched in 1955 and continued for 20 years. It remains highly collectible and desirable for enthusiasts of European auto. As with all of our Original titles, this book aims to guide collectors, restorers, and enthusiasts through the various production changes between model years to make sure their restoration or prospective purchase is correct, original, and legitimate. With thorough text and detailed photography, every part of the car is cataloged.

Citroen DS & ID All Models (except SM) 1966 to 1975 Rudy A. Heilig,Paul Heilig,2008-04-15 The Citroen D-series Buyers Guide aims to guide collectors, restorers, and enthusiasts through the various production changes and problem areas between model years to make sure their restoration or prospective purchase is correct, original, and legitimate. The guide will be an essential reference tool to be used when buying, selling, repairing or restoring the various D-models manufactured between 1966 and 1975. One hundred color photos, useful appendices and expert advice mean this book could save you 1000's.

The Goddess--La Déesse Christian Sumi,2020-04 A celebration of the beloved Citroën DS, icon of screen, street and style, through drawings, photos and ephemera From the moment of its debut in 1955, the Citroën DS was a sensation and a magnet for movie stars, designers, philosophers and politicians alike. No other automobile was able to combine form and technology so coherently and seemingly effortlessly. Radical in its implementation and revolutionary in terms of comfort and safety, the DS is one of the most innovative design icons of the 20th century. In collaboration with Lars Müller Publishers, the Swiss architect Christian Sumi published the new edition of AS in DS(Alison Smithson in DS) in 2001. In this new book, he examines the characteristics of this classic vehicle, such as the body, the chassis or the legendary hydraulics, which he documents in carefully arranged picture series and with drawings by Flaminio Bertoni and the Citroën design team. Using image essays from advertising campaigns for the Citroën DS, Sumi critically examines its reception and iconization, along with theories that discuss the phenomenon in both a contemporary and philosophical context.

André Lefebvre, and the Cars He Created at Voisin and Citroën Gijsbert-Paul Berk,2011-11-01 Together with his colleagues at Citroën, Andre Lefebvre created the Traction Avant (1934), the TUB (1939) – Citroën's first front wheel drive utility van that was succeeded by the H and HY vans (1947) – the Deux Chevaux (1948), and, last but not least, the DS (1955). From 1923 to 1931 Lefebvre also designed several highly original and outstanding competition cars and record-breaking automobiles for Voisin. He even drove some these cars in races and record attempts. It is obvious that during his 16 years with Gabriel Voisin he was very much influenced by the ideas of this illustrious aviation pioneer and car manufacturer. The experience gained during that period gave him the self-confidence to persuade his successive bosses at Citroën that his unorthodox approach to automobile design was what the company needed; first he convinced André Citroën, later Pierre Michelin, then Pierre-Jules Boulanger, and finally Robert Puiseux and Pierre Bercot. His oeuvre for Citroën alone earns him a place of honour among the great automobile designers of the past century. The fact that most present-day cars still carry the DNA of his design philosophy makes him stand out above other automotive pioneers and innovators. That is why it is amazing that so little is known about this fascinating and brilliant engineer. This book was written in order to remedy that, and to pay tribute to André Lefebvre: the passionate pioneer who left car enthusiasts around the world such an important heritage.

Citroen DS & ID R.M. Clarke,1994-04-11 A compliment to the earlier Road Test book and does not repeat any of the articles. The DS was a completely new concept in car design and construction. A high-pressure hydraulic system lay at its heart and was radically different from anything else on sale. The simpler ID was introduced to lure customers away from more conventional cars. At the end of production the styling was still fresh and unusual, and the suspension, a revelation to drivers, is probably only bettered by the modern Citroens. This is a book of contemporary road and comparison tests, specification and technical data, model introductions, long term reports; rebuild advice and a historical overview. Models covered include: DS19, ID19, ID Safari, Wagon, Connaught GT, DW, DS21, Pallas, Safari Confort 21, 3DS, DS20, DS21 Pallas Efi 139.

Citroën DS James Nicholls,2024-05-15 A highly readable and informative illustrated guide to a car known as The Goddess. Will appeal to Citroën and classic car enthusiasts.

Citroen DS & ID 1955-1975 R.M. Clarke,1988-12-12 In the 20 years of production there were innumerable combinations of the saloon, estate and Drophead with a wide choice of engine, gearbox and finish. 1966 brought the cessation of the CKD production at Slough, the cars then being imported direct from France. A major body change occurred in 1967 when the headlights were faired in with plastic covers, and in 1969 the fuel injected DS21 was launched. In Britain the end of the D came officially in April 1975. This is a book on contemporary road and comparison tests, specification and technical data, model introductions, buying guide and historical overview. Models covered include: DS19, ID19, ID19 de Luxe, Connaught ID, Wagon, Safari, GT, DW, DSM, ID Super, Pallas M, DS21 Pallas, ID20 Berline Confort, D19 Special, DS23 Pallas Efi.

Citroen DS - ID - Safari Road Test Book UNIQUE MOTOR BOOKS.,2020-01-07 A roadtest compilation on the Citroen ID, Citroen DS and Citroen Safari by Unique Motor Books.

Goddess Charles Vyse,2016-01-08 This book is a Workshop Guide for the Citroen DS. It covers Restoration, detailed hands-on information regarding Repair, Maintenance, Hydraulic Theory and a Guide to buying a used Citroen DS. All based on 40 years of owning and maintaining my own car.

Citrodn DS Daniel Denis,2012-12-01 This is a sumptuous photographic record of the Citroën DS in all its myriad forms. Launched as a futuristic vision in 1955, the DS family of cars continued in production for just over 20 years, evolving through two distinct styling phases, three key bodyshell types (saloon, estate and cabriolet), numerous specification changes and various powertrain developments, as well as some fascinating spin-off versions – and every detail is recorded in over 500 colour photographs in this lavish and elegantly presented book.

Citroen DS & ID Rudy A. Heilig,2019-04-02 Buying a classic car is an expensive business, and mistakes can prove costly financially and in terms of time, effort and stress. Wouldn't it be great if you could take an expert with you? With the aid of this book's step-by-step guidance from a marque specialist, you can! The Citroen DS & ID Buyer’s Guide aims to guide collectors, restorers, and enthusiasts through the various production changes and problem areas between model years to make sure their restoration or prospective purchase is correct, original, and legitimate. The guide will be an essential reference tool when buying, selling, repairing or restoring the various D-models manufactured between 1966 and 1975. This books unique points system will help you to place a car’s value in relation to its condition, while extensive photographs illustrate the problems to look out for. This is an important investment - one hundred colour photos, useful appendices and expert advice mean this book could save you thousands.

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Citroen DS Giles Sparrow,Andrea Sparrow,David Sparrow,1994-01-01

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