

Citroen

Lance Cole

Citroen Lance Cole, 2014-03-31 In this new view of the Citroen story, automotive/aviation writer and design specialist Lance Cole investigates not just the details of the cars of Citroen, but the aeronautical and cultural origins that lay behind Citroen's form and function. The book digs deep into the ethos of Automobiles Citroen to create a narrative on one of the greatest car manufacturers in history. Using interviews, translations, archive documents and specially-commissioned photographs, the Citroen journey is cast in a fresh perspective. It explains in detail the influences upon Citroen design: Voisin, Lefebvre, Bertoni, Boulanger, Mages, Opron and recent Citroen designers such as Coco, Blakeslee and Soubirou. As well as all the men of the great period of 1920s-1970s expansion, it also cites less well-known names of Citroen's French engineering, design, and influence such as Cayla, Gerin, Giret, Harmand, Dargent and others, to give a full picture of Citroen heritage. The book provides in-depth analysis of all major Citroen models with an engineering and design focus and profiles key individuals and cars up to the present day and Citroen's 'DS'-branded resurgence. It features many newly commissioned photographs, rare archive drawings and interviews with Citroen owners. Researched amongst leading Citroen experts and restorers, Lance Cole provides a fresh perspective on the Citroen car manufacturer, its design language and the legacy of its extraordinary engineering which will be of great interest to all Citroen and motoring enthusiasts.

Superbly illustrated with 329 colour photographs, many newly commissioned along with rare archive drawings.

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.

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, 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.

Citroën 2CV Malcolm Bobbitt, 2019-07-15 Illustrated with a unique collection of high quality photographs and written by an authority on Citroën cars, this concise book tells you all you need to know about the famous 2CV.

Citroën Cars, 1945-1964 Malcolm Bobbitt, 2013-09-29 Few car manufacturers have made such an impact on society as that demonstrated by Citroën. Bearing the famous Double Chevron insignia that has been synonymous with the marque since 1919, Citroën's Traction Avant revolutionized automobile technology when it was introduced in 1934. Not only did the revolutionary design feature front-wheel drive, it incorporated all-round hydraulic braking, torsion bar suspension and chassis-less construction. Renowned

for innovative engineering, Citroën also addressed the need for an inexpensive means of transportation during post-war austerity. With its unbelievable level of frugality, their 2CV sold in huge numbers despite its fragile looks. With minimal power derived from a two-cylinder air-cooled engine, the 2CV had the ability to cope with the roughest terrain, courtesy of the most enduring suspension. Citroën innovation really came under the spotlight in 1955 when the extraordinary DS was launched. Adventurous use of technology meant that hydraulics assisted gear selection, steering and braking as well as providing a means of suspension that nearly six decades later is still superior to anything else. In addition to building cars, Citroën also made a wide range of commercial vehicles, including the H van, which was as Gallic as baguettes and Gauloise cigarettes. Less appreciated by many is Citroën's significant contribution to Britain's motor industry, when it assembled cars at Slough over a period of 40-years.

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.

André Citroën John Reynolds,1996

Citroën 2CV Mark Paxton,2007-05-30 Given the small cost of this book, you would be foolish to spend thousands on an example of Citroën's classic and iconic 2CV without taking it's expert advice

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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.

The Black Journey Georges-Marie Haardt, Louis Audouin-Dubreuil, 1927

SM: Citroen's Maserati-Engined Supercar Brian Long, Philippe Claverol, 2006 This is the fascinating story of how the Citroen SM came into being, with company politics and Maserati's involvement covered in detail. The text and pictures then follow the car's progress from its world premier at the 1970 Geneva Show until the final production models were built in July 1975. With 200 mainly color photos, full coverage of production models and a buyers guide this book is the complete Citroen SM resource.

Citroën 2CV John Reynolds, 2009-08 The Citroën 2CV is a cultural icon that formed as essential a part of the French way of life as Beaujolais or Camembert. The pure logic of its engineering and the integrity of its design won it a legion of fans around the world, not least in the UK. Its lifespan covered well over half a century, making it one of the longest-running motoring success stories of all time. Eventually, almost seven million of its various versions and derivatives were built, and today, years after its manufacture ceased, it is still as popular as ever.

Citroen Traction Avant Jon Pressnell, 2006-01-21 Citroen's Traction Avant was the world's most advanced family car at its launch in 1934, and in

the course of its 23-year life it became a national emblem for the French. Not only did it popularize front-wheel drive and chassis-less monocoque construction, but it also combined for the first time on one car such modern features as an overhead-valve engine, all-round torsion-bar suspension, hydraulic brakes and rack-and-pinion steering. At the same time it can lay claim to being one of the most beautiful motor cars ever produced, its graceful lines being the work of talented artist and sculptor Flaminio Bertoni. Lavishly illustrated and clearly presented, this book is the indispensable companion for all fans of this most legendary of motor cars.

The Citroen Jonathan Wood, 2008-03-04 Perhaps the most charismatic of French marques, Citroen was established in 1919 by the brilliant, mercurial Andre Citroen. In 1934 Citroen introduced the Traction Avant model, which became one of the most famous designs in automobile history. In 1948, on a similar theme, the idiosyncratic, two-cylinder 2CV appeared, a much-loved model with a distinctive roll-back roof; it was built until 1990. Then there were the elegant, futuristic DS, the luxurious Maserati-engined SM and the acclaimed XM. This edition brings the story up to date with the popular Xsara saloon, the Picasso compact multi-purpose vehicle and the commodious and comfortable C5. About the author Jonathan Wood is a founder member of the staff of Classic Cars, the magazine which gave its name to the movement. He has written some 35 books and has a particular interest in French cars. Other titles for Shire by this author are: The Bean Austin Seven The

Volkswagen Beetle The Bullnose Morris Classic Cars
The Model T Ford The Rolls-Royce

Eighty Years of Citroën in the United Kingdom, 1923-2003 John Reynolds, 2003 Now that Citroen cars are selling at the rate of over 100,000 vehicles per year in the United Kingdom and that there are presently more than a million examples currently registered as running on the British roads, Automobiles Citroens has become, once again, a major mainstream marque in this country. Yet few of these recent converts to Citroen ownership may be aware that this current situation echoes the success enjoyed by the marque in the 1920s when the Double Chevron marque was easily the most popular among imported Continental cars. So much so, in fact, that in 1926 its founder, Andre Citroen, established a factory at Slough to build his cars in right-hand-drive form for the British and Commonwealth market. Thus the company is actually one of the oldest names in the British motor industry, an institution older than the BBC and the second longest-established of all foreign and imported makes with a history in Great Britain that can be traced back to 1923 and beyond. In tracing the story of Citroen in the United Kingdom between 1920 and 1980, *Eighty Years of Citroen in the United Kingdom* reviews the history of Citroen Cars Ltd.-which is the predecessor of the present trading company Citroen UK Ltd.- and recalls the right-hand-drive vehicles built at the Slough Works between 1926 and 1966, and all those models subsequently imported from France between 1966 and 1980. Pre-war, Post-war and even wartime production is fully catalogued and illustrated by

over 250 archive press and publicity pictures together with contemporary advertising material, and also by a new series of specially commissioned full-colour photos showing some of the very best surviving historic cars. The complete span of right-hand-drive vehicles featured includes the conventional rear-wheel-drive cars of the Andre Citroen era 1919-1934, the Traction Avant of 1935-1975 as well as the Citroen-Maserati SM of 1970-1975 and the later GS/GSA, CX and BX models.

Contents and Illustrations The book contains twelve chapters and is divided into three sections, dealing with the Andre Citroen Era (1909-1935), the Michelin Era (1935-1974) when the parent company Automobiles Citroen was owned by the French tyre manufacturers, and the PSA Peugeot-Citroen Era, covering the years from 1974 until the present day. It features 216 historic black and white press photos showing Citroen cars, buildings and advertising material, the majority previously unpublished, plus 170 colour photographs shot by leading automobile photographers such as Neill Bruce, Paul Debois and Andrew Morland.

The Book Now that Citroen cars are selling at the rate of over 100,000 vehicles per year in the United Kingdom and that there are presently more than 1 million examples currently registered as running on the British roads, it is clear that the Double Chevron marque has re-established itself as a mainstream motoring brand-name in the UK. Yet few of these recent converts to Citroen ownership will be aware that this current situation echoes the success enjoyed by the French company as long ago as the 1920s when

its products were easily the most numerous and popular among imported Continental cars in Great Britain. So much so, in fact, that in 1926 its founder, Andre Citroen, established a factory at Slough to build his cars in right-hand-drive form for the British and Commonwealth market. Thus the company is actually one of the oldest names in the British motor industry, being the second longest-established of all foreign and imported makes in Great Britain. This book - the only officially authorised and endorsed history of Citroen in the United Kingdom - traces the history of Citroen Cars Ltd (the predecessor of the present trading company Citroen UK Ltd) between 1923 and 2003 and catalogues the right-hand-drive vehicles built at the Slough Works between 1926 and 1966, together with all those models subsequently imported from France until 2003. Pre-war, post-war and wartime production is fully listed and lavishly illustrated by over 250 historic press and publicity pictures from the Citroen archives, together with numerous examples of contemporary advertising material, and also by a series of stunning full-colour photos showing some of the best surviving cars, either restored or in their original state. Its informative but entertaining text of over 80,000 words reviews the complete span of right-hand-drive vehicles sold in the UK, including the conventional rear-wheel-drive cars of the Andre Citroen era 1919-1934, the Traction Avant of 1934-1956, the Kegresse, the 2CV of 1949-1990, the DS and ID series of 1955-1975 as well as the Citroen-Maserati SM of 1970-1975 and the later GS/GSA, CX and BX models. A final

chapter discusses the familiar right-hand-drive Citroens seen on the British roads today, from the XM, Xantia and Xsara right up to the latest C2, C3 and C5 models. It also features an appendix providing a full index of proper names together with extensive data covering production, sales and chassis numbers, never previously published. The Audience The book will appeal to all Citroen owners and enthusiasts world wide, together with a more general readership interested in the development of popular motoring and the motor industry in the United Kingdom. A major part of its attractions will lie in the very high quality of design, reproduction and printing it offers for a relatively modest price, perhaps unequalled by any previous book on Citroen matters published in any language.

How to Restore Citroen 2CV Lindsay

Porter, 2005-03-26 All the information needed to rebuild your 2CV in step-by-step detail, supported by over 1500, mainly colour illustrations. Covers body, trim and mechanical restoration, and gives advice on what to look for when buying a car or van, and originality guidance (colour schemes and production changes).--Publisher description.

Sixty Years of the Citroën 2CV John

Reynolds, 1997 Twelve years in design and development and 41 years in manufacture, the Citroen 2CV is one of the longest-running motoring success stories. Almost seven million of its various versions were built and this text chronicles the conception, life and death of the French people's car.

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.

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.

Citroen Book Review: Unveiling the Magic of Language

In an electronic digital era where connections and knowledge reign supreme, the enchanting power of language has are more apparent than ever. Its capability to stir emotions, provoke thought, and instigate transformation is actually remarkable. This extraordinary book, aptly titled "**Citroen**," published by a highly acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound effect on our existence. Throughout this critique, we will delve to the book is central themes, evaluate its unique writing style, and assess its overall influence on its readership.

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Doctoral Candidates Attribute to their Persistence. Abstract: The purpose of this phenomenological inquiry was to examine persistence factors associated with the successful completion of a doctoral degree in ... Factors doctoral candidates attribute to their persistence International Journal of Doctoral Studies Volume 7, 2012 Hearing their Voices: Factors Doctoral Candidates Attribute to their Persistence Lucinda S. Theoretical Implications: Persistence in a Doctoral Degree by A Rockinson-Szapkiw – Hearing their voices: Factors doctoral candidates attribute to their persistence. ... A mixed research investigation of factors related to time to the doctorate ... Factors Affecting PhD Student Success - PMC by SN

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