

# Citroen Traction Avant

Ubaldo Nifosi

*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.

**Citroen Traction Avant Gold Portfolio, 1934-57** R. M. Clarke, 1990-08 Eighty more pages and over 1 more illustrations than the regular Brooklands books. The expanded coverage features even more articles by the top automotive journalists from the world's leading automotive publications. Excellent values for every enthusiast.

**Citroen Traction Avant 1934-1957** R.M. Clarke, 2008-08-15 This is the first title in our new Limited Edition Premier series. The Citroen Traction Avant was very much ahead of its time when the first examples were shown at the 1934 Paris Salon. With the Traction Avant, Citroen broke with tradition for it had unitary construction, front-wheel-drive, independent front suspension and

an advanced OHV wetliner engine. Twenty-three years later, when the last examples left the production line in Paris, most of its pioneering advances had been widely adopted by other manufacturers. Not only was the Citroen technically advanced, it also looked quite different from most of its contemporaries, yet it was still a family saloon and affordable by the man on the street.

**Brooklands Gold Portfolios CITROEN.,197?**

**Citroen Traction Avant Motor** Ernie Ruben,2019-12-07 120 pages with 20 lines you can use as a journal or a notebook .8.25 by 6 inches.

Citroen Traction Avant Ernie Ruben,2019-11-14 120 pages with 20 lines you can use as a journal or a notebook .8.25 by 6 inches.

*Citroën traction* Dominique Bellière,Éric Massiet du Biest,2003 Traction-Avant de Citroën est plus qu'une automobile, c'est un mythe. Aucune voiture française n'a soulevé autant d'intérêt et de passions depuis sa naissance. Révolutionnaire, elle a bénéficié d'une technologie audacieuse qui est devenue une référence. Avec plus de vingt années de production, sa silhouette familière est indissociable de l'histoire contemporaine de la France depuis des décennies. Après les heures de gloire de sa maturité, nombreuses sont les Traction qui ont repris du service grâce à l'engouement de milliers de passionnés dans le monde entier. À près de 70 ans, la Traction est un véhicule de collection vivant, apprécié et convoité. Cet ouvrage présente un autre regard sur son utilisation depuis ses origines.

**Traction passion** Jon Pressnell, 2006 Présentée en 1934, la Traction Avant Citroën doit être considérée comme une des grandes révolutions automobiles du XXe siècle. Hâtivement mise au point, et commercialisée trop vite, celle qui devait défrayer la chronique comme aucune autre automobile de son époque entraîna l'impétueux André Citroën et son usine à leur propre perte. Pourtant plus de soixante-dix ans après, elle continue à étonner et à fasciner. En vingt-trois ans de carrière, la Traction Avant ne se contentera pas de façonner l'identité de Citroën comme constructeur original et innovant. Elle deviendra aussi un emblème national puissant, ainsi qu'une inspiration inépuisable pour de nombreux ingénieurs automobiles. Fruit d'une longue recherche minutieuse, ce présent ouvrage nous retrace par le détail toute la longue et complexe carrière de la Traction Avant, tant sur le point de vue technique que commercial et historique.

*Traction Avant* James Taylor, 1994

Citroën Traction avant 7-11-15 Ubaldo Nifosi, 2015

Citroën traction avant , 1972

Traction avant Citroën Olivier de Serres, 1994-03-01

**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 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.

Citroën Traction Avant für Anfänger und Fortgeschrittene Daniel Eberli, 2018

**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.

*Citroën Traction Avant* Ubaldo Nifosi, 2019 Citroën Traction Avant - Un fenomeno mondiale, tratta la storia della produzione e della distribuzione di questa mitica vettura non solo in Francia ma anche fuori dai confini nazionali. L'opera ripercorre le tappe principali di questa storia dalla genesi del progetto, concepito nel 1934, fino alla sua conclusione nel 1957. I ventitré capitoli del libro, per un totale di 208 pagine, descrivono dettagliatamente le caratteristiche fondamentali di tutti i modelli prodotti nello stabilimento parigino di Quai de Javel, e quelle delle versioni assemblate presso gli altri sei stabilimenti impiantati in Europa o nelle innumerevoli filiali sparse in tutto il mondo. Il racconto è corredato da diversi schemi e tavole esplicative, nonché da circa 250 fotografie, sia a colori che in bianco e nero, in quanto rigorosamente d'epoca. Il libro



termina con un inedito richiamo a vetture di altre marche esplicitamente derivate dalla Traction Avant, ed una interessante analisi sulle sue dirette concorrenti.

**Les Citroën à traction avant 11 & 15 CV** Roger Guerber,2004-10-01

Citroën Traction Avant. Una scultura in movimento Ubaldo Nifosi,2021

*Forward Drive* Jim Motavalli,2014-10-14 This comprehensive account of the past, present and future of the automobile examines the key trends, key technologies and key players involved in the race to develop clean, environmentally friendly vehicles that are affordable and that do not compromise on safety or design. Undertaking a rigorous interrogation of our global dependency on oil, the author demonstrates just how unwise and unnecessary this is in light of current developments such as the fuel cell revolution and the increasing viability of hybrid cars, which use both petrol and electricity - innovations that could signal a new era of clean, sustainable energy. The arguments put forward draw on support from an eclectic range of sources - including industry insiders, scientists, economists and environmentalists - to make for an enlightening read.

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