

# **Gt By Citroen**

**R.M. Clarke**

Citroen CX ,2012-01-01 The CX was introduced in 1974 to replace the aged, but much loved DS. It was well received and was voted European Car of the Year in 1975. Styled by Robert Opron, it was the French President's vehicle of choice. The estate was introduced soon after the saloon and proved very popular due to its huge load area and carrying capacity. All models are reported and contain 80 fascinating articles.

**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.

*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.

*Cars ,*

*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** 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.

**André Citroën** John Reynolds,1996

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.

**Akushisu** ,2009

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 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 ...

*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** 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.

*The Complete Book of the World Rally Championship* Henry Hope-Frost, John Davenport, 2004 For 30 years some of the most talented and bravest drivers have battled across the continents of the world to claim what is arguably motorsport's toughest prize: the World Rally Championship. Now a multi-million dollar, global technology battle and terrestrial television phenomenon played out over the frozen wastes of Finland, the dusty plains of Australia and the sun-kissed mountain roads of Corsica, the WRC has reached its 30th birthday. This book celebrates that important milestone and paints an exhaustively detailed picture of the people and personalities who have shaped this great sport. *The Complete Book of the World Rally Champions* provides a biographical account of the 65 men who have won at least one World Championship Rally since 1973. The biographies are compiled by the sport's leading writers and historians and complemented by stunning photography. The book includes a detailed and accurate statistical career record of each driver, plus highlights of all the significant cars.

**Maserati** Marc Sonnery, 2013-01-01 The least documented era of Maserati's history, the Citroën period of ownership, is also the most misunderstood. Thanks to unprecedented access to Maserati in Modena and Citroën in Paris, this book contains a wealth of new and previously unpublished material. The era started with immense promise as the venerable Modenese firm, previously in dire

financial straits, was modernized and reorganized, the clearest evidence being the replacement of obsolete models using old fashioned technology, firstly with the cutting-edge Bora, the most advanced and accomplished of all the first generation mid-engined cars, then with the Khamsin, the most sophisticated and competent front-engined car of the seventies, and lastly with the Merak, which afforded excellent handling and a beautiful shape to a whole new group of Maserati buyers. All these models are described here in detail, in addition to the Citroën SM, which prompted the French manufacturer to buy Maserati when seeking an engine for its flagship Grand Tourisme. Also covered are the stillborn Quattroporte II, the Bora Gp 4 racers, the Khamsin Spyder and the little known yet fascinating Ligier Maserati JS2 road and racing cars. Further insight into this period of Maserati history describes the engines themselves, including the special V8 which had been intended for the Quattroporte II after the initial V6, and the Citroën SM which was eventually fitted with this prototype engine. This is the definitive book on Maserati's years under Citroën ownership, an era dominated by the energy crisis, the introduction of speed limits, the quadrupling of fuel prices and political and social unrest, all of which formed a virtual tsunami which Maserati could not repel, leading to its closing and sale to de Tomaso with Italian government help.

**Citroën 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 bodysell 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.

*Citroën "BX 19" GT -TRS -4x4 -TZi-GTi 4x4 - GTi 16 S-Sport Berline- Break - Evasion ,1994*

Citroen John Reynolds,2004 Citroen has always been a pioneering car manufacturer, with a long line of original, advanced designs and a tradition of engineering excellence and innovation. In over 80 years of production, Citroen has produced no fewer than 28 distinct families of vehicles, many achieving cult status with enthusiasts of the marque. Told with great expertise and panache, here is the full post-war story of Citroen cars, encompassing such favorites as the radical Traction Avant, iconic DS and cheeky 2CV. This installment of the popular Enthusiast Color Series introduces today's customs to the casual enthusiast. It features supply ideas and detailed information for the dedicated customizer, and shows a wide variety of customs and custom techniques, as well as what influenced the builders. The author examines 15 cars in full-color, detailed photographs.

**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.

Whispering the Secrets of Language: An Emotional Quest through **Gt By Citroen**

In a digitally-driven world wherever monitors reign great and quick conversation drowns out the subtleties of language, the profound strategies and mental nuances hidden within phrases often go unheard. Yet, nestled within the pages of **Gt By Citroen** a interesting literary value blinking with fresh feelings, lies an extraordinary quest waiting to be undertaken. Published by an experienced wordsmith, this charming opus invites readers on an introspective journey, gently unraveling the veiled truths and profound influence resonating within the very material of every word. Within the psychological depths of the poignant review, we shall embark upon a genuine exploration of the book is core styles, dissect its charming publishing fashion, and succumb to the powerful resonance it evokes serious within the recesses of readers hearts.

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