Citroen Traction Avant

A must-have for lovers of Lost Places photography Unique: Each model shown is additionally assigned by year of manufacture and brand The first illustrated book about nostalgic car finds, covering large parts of Europe as well as the USA

From the late 1930s through the mid-1980s, it was truly the Cadillac of Cadillacs—the car of choice for the titans of American business, government and the entertainment industry. The stately long-wheelbase Cadillac Fleetwood Seventy-Five Eight-Passenger Sedan and Imperial Limousine occupied an exalted niche at the very pinnacle of the automotive pecking order in the U.S. and abroad. Whatever the destination—embassy, corporate head office, hotel, airport or Hollywood red carpet—when one arrived in a Cadillac Fleetwood Seventy-Five, one had truly arrived! Introduced in 1937, Cadillac ' s new Series 75 included 11 Fleetwood body styles ranging from coupes and convertibles to a seven-passenger touring sedan. In 1938, the restyled Series 75 got what was destined to become its signature body style —a severely formal long-wheelbase sedan and companion limousine. Cadillac Fleetwood Seventy-Five business sedans and limousines quickly won favor with commercial livery operators and funeral directors, challenging rival Packard ' s long domination of this small but prestigious market. By 1941 the Fleetwood Seventy-Five name was reserved exclusively for General Motors Corporation ' s flagship car—the long-wheelbase formal sedan and companion limousine with glass division.

Citro ë n Cars 1945-1964 covers primarily the post-war history of one of the most important marques in the annals of motoring including Citro ë n's significant contribution to Britain's motor industry, through its 40 year history of car assembly at Slough.

A celebration of the beloved Citro ë n DS, icon of screen, street and style, through drawings, photos and ephemera From the moment of its debut in 1955, the Citro ë n 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 M ü ller 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 Citro ë n design team. Using image essays from advertising campaigns for the Citro ë n DS, Sumi critically examines its reception and iconization, along with theories that discuss the phenomenon in both a contemporary and philosophical context.

120 Pages with 20 Lines You Can Use As a Journal Or a Notebook . 8. 25 by 6 Inches

The Nostalgic Beauty of Abandoned Cars

Citroen Traction Avant 1934-57

Design Icon

The Man and the Motor Cars

Traction Avant Citro ë n

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.

This will be a much-expanded version of a title originally published by Sutton in 1996, remade into a larger format with 120,000 words (50% more than before) and 220 photos (three times as many as before).

"This is a diary of car-movement recording the evolving sensibility of a passenger in a car to the post-industrial landscape."--Page 1.

"Half-silly, half-serious and full of human interest."--The Wall Street Journal Get ready for a wild ride with this classic and fun World War II adventure about a boy who helps invent a car the Nazis would love to get their hands on! Thirteen-year-old Angelo knows that his father's job is in jeopardy. Only one thing can save it: inventing a car the world has never seen before. On vacation in the French countryside, Angelo gets an idea. So far, cars have only been made for the rich. Someone should create a car for everyday working people. Angelo thinks he'ss up to the challenge! After a lot of failures, and some rather painful cras his friend Camille and some other villagers, builds a prototype that just might work. But testing it won't be easy—especially when war is declared and he finds out the Nazis are planning to steal his design! This funny adventure will have you speeding through the pages. So buckle up and enjoy the wild ride! "Kids will appreciate Angelo's confident, headlong enthusiasm and his hilarious mishaps driving across pocked fields, while adults will enjoy the new angle on both automotive and war history."--Kirkus Reviews "An unusual look at a much-studied historical period . . . Black-and-white chapter-heading illustrations are a char feel-good story about the French Resistance that might very well inspire more than a few designers and engineers.--School Library Journal "A captivating book for young people of all ages." —T.E. Carhart, bestselling author of The Piano Shop on the Left Bank "Charming." —The Guardian "A thoroughly engaging read." —The Spectator "Feel-good, funny, romping, filmic adventure." —The Sunday Times "A fantastic family read." —Mr Ripley's Enchanted Books "Refreshingly different and very engaging." —Reading Zone "A delightful book." —Historical Novel Society "Unusual and delightful." —Parents in Touch "I loved this c for middle grade readers but people of all ages will love it." —The Bookbag

As in Ds

101 Brockbank Cartoons

Cadillac Fleetwood Seventy-Five Series Limousines 1937-1987 Photo Archive

D-Day and the Battle for France

The Henry Ford of France

French Cinema in the 1980s

This handy reference book covers all Citroën's key models from the 1930s to the 1980s, including the Traction Avant, 2CV and DS. Background information on the cars' design, detailed technical specifications and production data are provided for each model.

? 18 ?????? 1934 ????, ????? ??? ??????? Citro?n 7?, ???????? ????????? ??????????? ? ??????????? ????????? Traction Avant, ????? «???????» ? «???????? ??????» (??? ??????????? ???????? ??????) – ????????. ?? ????????? ? ???????? ????????? ???????????? ???????????????? ??????????? ???????? ?????? ? ???????? ???????? ??????? ????? ??????? ???????? ???????????? ?????, ????????? ?? ??? ???????? ???????? Michelin ? ?????? – ????? ?????????????? ???????.

Citroen Traction Avant 1934-1957Brooklands Books Limited

Draws on archival and secondary sources to explore the life and accomplishments of France's premier automaker, including his development of mass consumer markets and volume-production techniques

Citroen Cars

Citroen Traction Avant Motor

Citroen Traction Avant 1934-1957

Investigations on the Legendary Citroën DS

Brooklands Gold Portfolios

Available again after a long absence, this book tells the story of the most radical of Citroën's idiosyncratic offerings: the DS. The car was sensational when it was introduced in 1955; twenty years and 1.45 million cars later it was still technically advanced in relation to most other cars. Revolutionary in driving characteristics and comfort, it remains one of the most innovative cars of all time. In this book, Malcolm Bobbitt, a well-known motoring author and DS owner, gives an in-depth guide to the Citroën DS - its history, design, and specifications, as well as valuable advice for buyers and owners. This long overdue revised edition contains much new and updated information.

French cultural expert Phil Powrie claims that although French film in the 1980s lacked New Wave invention, gritty police thrillers and nostalgic costume dramas brought French cinema to a wider audience. This landmark study of French film offers a set of critical essays on the crisis of masculinity in contemporary French culture and its interrelationship with nostalgia, in the wake of 1970's feminism. 16 photos.

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.

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

The Complete Story

French Design Classic

The Classic Citroens, 1935-1975

The Goddess--La Déesse

The Definitive History 1963 To 1971

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.

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 traditon 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.

120 pages with 20 lines you can use as a journal or a notebook .8.25 by 6 inches.

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, Lefebrve, 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.

Citroen Cars 1934 To 1986

The Ultimate Classic Car Book

The Race to Build the Clean Car of the Future

Revised and updated edition

Rajo Jack's Drive to Integrate Auto Racing

Citroen DS

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.

Indissociable de l'histoire de la marque Citroën, la Traction-Avant, née il y a plus de quatre-vingts ans, a ouvert la voie à l'automobile moderne grâce à ses nombreuses innovations technologiques. Durant ses trente années de production, elle a été, dans toutes ses déclinaisons, la voiture de plusieurs générations de Français : "petite voiture" révolutionnaire des années 1930, icône de la Résistance, voiture officielle de la Ve République, et enfin voiture familiale rustique, mais charmante, des années 1950. Le livre aborde chronologiquement les différents modèles qui se sont succédés durant toute la période de production de la voiture 1934-1957). Chaque modèle est présenté par une courte notice, puis par de très belles photographies vues générales et de détail largement légendées.

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.

Russell Brockbank (1913-1979) was best known for his motoring, motor racing and aviation cartoons. His work was published in numerous magazines and journals, including Motor, Punch and Lilliput, and collections of his work appeared in several books, such as The Penguin Brockbank (1963), Brockbank's Grand Prix (1973) and The Best of Brockbank (1975). His association with Punch lasted over 30 years, and he was Art Editor from 1949 to 1960. He provided a weekly cartoon to Motor for over 20 years, often featuring his character 'Major Upset'. Brockbank's cartoons were characterized by a high degree of draftsmanship and he often went to great lengths to ensure that the cars and aircraft in his cartoons were as true-to-life as possible. They are also deliciously funny, so much so that many rate his as one of the top cartoonists from any genre. This book, using material provided by his daughter, would feature 100 of his best cartoons in an inexpensive, landscape-format paperback.

Citroen Traction Avant Gold Portfolio, 1934-57

Nostalgia and the Crisis of Masculinity

The Tin Snail

A Pictorial History

La Traction Avant Citroën sous l'uniforme

André Lefebvre, and the Cars He Created at Voisin and Citroën

The French automobile pioneer and entrepreneur Andre Citroen is one of the neglected founding figures of the industry. Although his name remains a familiar household word, his colourful personality and spectacular achievements are now largely unrecognized. This illustrated biography reviews Citroen's life and work and catalogues the cars he produced. It restores his reputation as one of the most progressive and imaginative characters in the history of the motor car.

The first in a series of five books which chronicle in definitive depth the history of the evergreen 911, from the earliest design studies to the water-cooled cars of today. This volume covers original design, the 901 prototype, the early 911s (including 912s) and the 2.2 litre cars.

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 automotive industry currently faces huge challenges. The fundamental technological paradigm it relies on, volume production, has become progressively more unprofitable in the face of increasingly segmented niche markets. At the same time it faces increasing regulatory and social pressures to improve both the sustainability of its products and methods of production. Building on a wealth of research, The automotive industry and the environment addresses those challenges and how they can be met in producing a sustainable and profitable industry for the future. The authors first discuss the development of the automotive industry and the problems it currently faces. They then consider the solutions the industry can adopt. The book reviews trends in more environmentally-friendly technologies such as the use of more sustainable fuel sources and new types of modular design with built-in recyclability. However, these technologies can only be fully exploited if methods of manufacture change. The book also describes models of decentralised production, particularly the micro factory retailing (MFR) model, which provide an alternative to volume production and promise to be both more sustainable and more profitable. The automotive industry and the environment provides both a cogent diagnosis of the environmental and other problems facing the industry and a blueprint for a better future. It will be widely welcomed by the industry, policy makers and all those concerned with sustainable transport. Addresses the challenges facing the automotive industry, from the increasing unprofitability of volume production to regulatory and social pressures to improve environmental and product sustainability Examines how the automotive industry can meet the current challenges in producing a sustainable and profitable industry for the future Reviews trends in more environmentally-friendly technologies such as the use of more sustainable fuel sources and new types of modular design with built-in recyclability

Citroen Traction Avant

Lost Wheels

The Automotive Industry and the Environment

André Citroën

Normandy '44

Porsche 911

When the final list for the Car of the Century competition was announced in November 1999, only one company had three finalists: Automobiles Citroen. All three models--the Traction Avant, the 2CV and the DS 19--were developed during the era when the company was owned by the Societe Michelin (Michelin Tire Company). All three were created by the engineer Andre Lefebvre and the stylist Flaminio Bertoni. This industry recognition highlighted the unique Citroen-Michelin affiliation, demonstrating anew how this relationship made the automaker the benchmark for progres design and creative engineering within both the international automotive community and the general motoring public. This work provides the first in-depth examination of the Citroen-Michelin era, focusing on the interrelationship between these firms in the development of the revolutionary Michelin X radial tire and its impact on Citroen's avant-garde automobiles. From its origins in 1919 under the watchful eye of Andre Citroen, a history of the automaker's early years is provided. Next, the author takes a detailed look at the cars of the golden age of Citroen: the Traction Avant, th 2CV, the DS/ID, the Ami-6 and Ami-8, the GS/GSA, the CX, and the Citroen-Maserati SM. The innovations, the unique designs, and the new standards of technical excellence that these cars offered are all fully covered, heavily illustrated with rare photographs of the classic automobiles.

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.

Née en 1934, la mythique voiture conçue par André Citroën va connaître, du fait des événements qui précipitent le monde dans la guerre cinq ans plus tard, une carrière militaire étonnamment riche. En septembre 1939, des milliers d'entre elles rejoignent nos armées durant la drôle de guerre, puis connaissent les affres du désastre. En juin 1940, la Traction change, bien malgré elle, de camp. Et les Allemands, qui en sont très friands, vont la conduire partout en Europe, du cercle polaire à la lointaine Russie. Mais, dès la fin de 1942, la Traction apparaît à nouveau sous nos d engagée cette fois victorieusement dans la campagne de Tunisie, avec d'étranges versions blindées. Puis c'est la libération de la France, l'épopée des maquis, les étoiles blanches et les trois lettres FFI. qui fleurissent sur les carrosseries. La "belle de Javel" devient alors l'un des symboles de la France renaissante avant de servir pour une quinzaine d'années encore sous les drapeaux.

The powers-that-be in auto racing in the 1920s, namely the American Automobile Association's Contest Board, prohibited everyone who wasn't a white male from the sport. Dewey Gaston, a black man who went by the name Rajo Jack, broke into the epicenter of racing in California, refusing to let the pervasive racism of his day stop him from competing against entire fields of white drivers. In The Brown Bullet, Bill Poehler uncovers the life of a long-forgotten trailblazer and the great lengths he took to even get on the track, and in the end, tells how Rajo Jack proved to a genera a black man could compete with some of the greatest white drivers of his era, wining some of the biggest races of the day.

An Eye on the Road

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With the Royal Army Medical Corps (R.A.M.C.) at the Front

Andre Citroen

Engineer, Explorer, Entrepreneur

A Nonsense of Direction

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 Citro ë n 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 Citro ë n' (a Voiture a Grande Diffusion or VGD) as the car that replaced the legendary Traction Avant range. The term 'DS' stems from two Citro ë n 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 Citro ë n 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 Citro ë n, 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.

The Brown Bullet

Citro ë n DS

Forward Drive

'Traction Avant' Citroen La "15" (6 cylindres).

Bulletins and Articles

SM: Citroen's Maserati-Engined Supercar