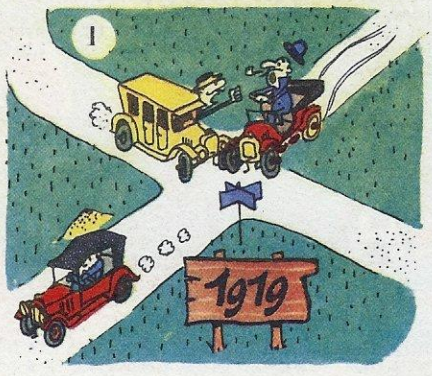
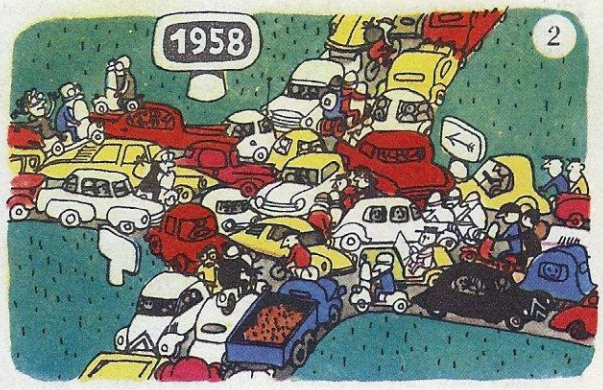
CITROEN

FOR THE YOUNGER GENERATION

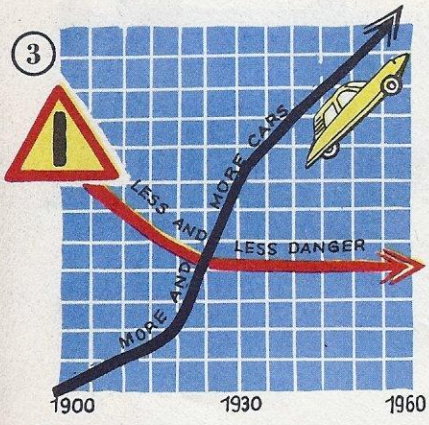
What are the most important attributes of a safe motor car? First it is the ability to avoid an accident (good brakes, good steering, good road holding) and then if the accident has been unavoidable, its ability to get out of it with the minimum damage. It is thanks to the progress of the manufacturers who daily consider the safety of the motor car that not only do we drive but also we shall be able to drive with even greater safety tomorrow. During the forty years that Citroen have mass produced vehicles, safety has been uppermost in their minds. The creators of the front wheel drive whose road holding has become legendary, are well placed to remind us of the fundamental principles of a safe car.



AFTER the first World War when mass production was first introduced there were about 100,000 motor cars on the roads (1). At the beginning of the last war there were very nearly 2,000,000.



And now as we well know by the traffic jams, there are about 4,5000,000 motor cars (2) and that is without counting some 12,000,000 bicycles, motor bicycles and other scooters.



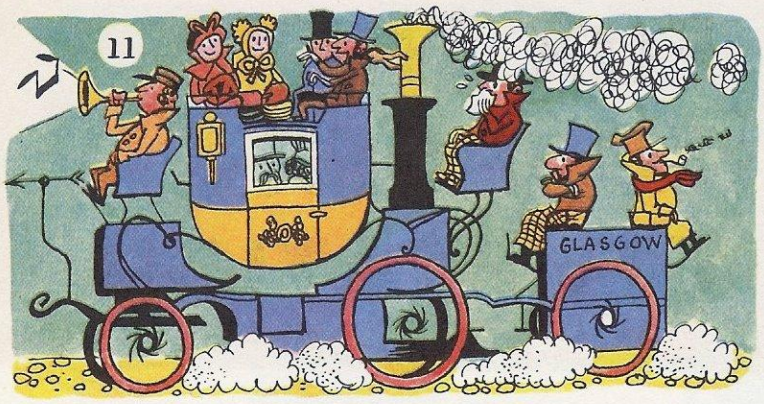
THOSE are the brutal facts, which explains why the number of accidents increases. Fortunately they do not increase as rapidly as the number of mechanical vehicles. As cars are becoming more and more numerous they are also becoming less and less dangerous in relation to the number of miles they cover (3).



IF so much progress has been made, it is because we know how to solve many of the problems. These problems are more complicated and more numerous than those in our arithmetic books and concern a lot of people apart from Motor Manufacturers. The makers of Glass, Head-Lights, Tyres, Windscreen Wipers and other accessories must keep on perfecting their products (4). The Ministry of Transport together with Local Authorities (5) must make roads more and more safe and ensure that they are maintained correctly and adequately posted. They must also tackle the serious problem of keeping traffic moving in congested areas. Driving instructors must perfect their tuition. Police must re-double their vigilance (7) and statisticians must classify and analyse accidents more minutely (8). The most important is for everybody who drives to become better drivers.



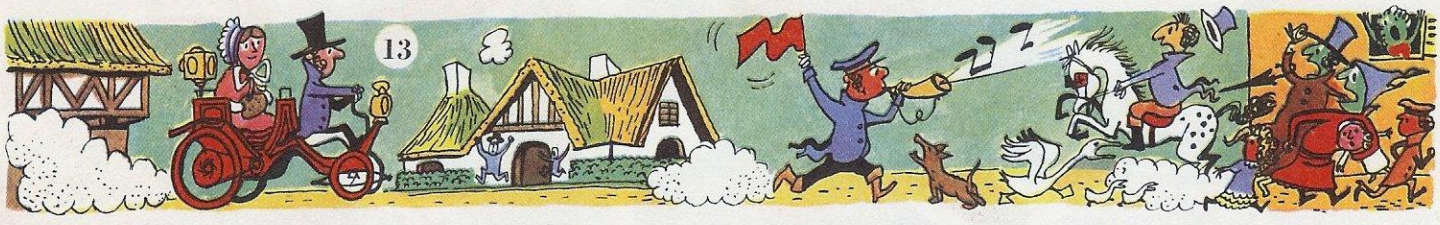
THERE have always been accidents. There have been famous ones in the past (9) and no doubt there will be more in the year 2,000 when we are making inter-planetary journeys (10). It goes without saying that unless we stay in bed we will never completely suppress all accidents. On the other hand if we are prepared to make an analysis of them and to progress still further mechanically, we must surely eventually reduce their number and at the same time diminish their gravity. We are bound to make progress, the history of safety teaches us so.



IT seems fairly certain that the first automobile accident happened in Scotland on the 29th July, 1834. A steam vehicle (11) which ran a public service between Glasgow and Paisley a distance of eight miles covered the journey in 30 or 40 minutes. This celebrated vehicle of Scott-Russell had 26 seats but it was very often overloaded.



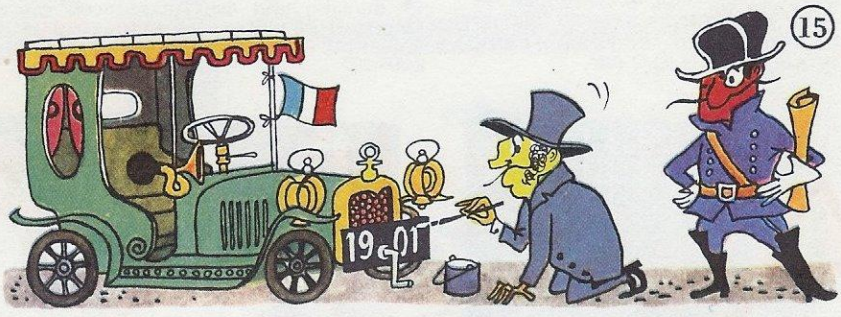
THE country people looked at it with a jaundiced eye and broke up the road to slow up its progress. One day a wheel broke, the bus collapsed and the boiler exploded. According to an old engraving everything was blown to pieces (12) and five people were killed.



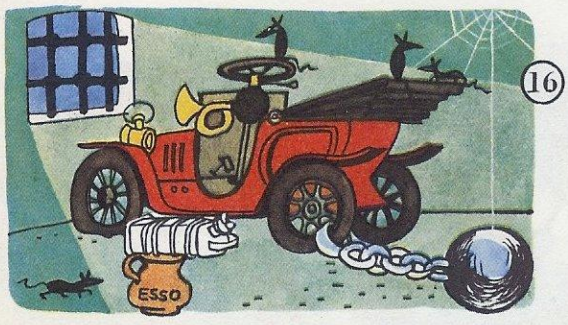
IN Great Britain laws called "Locomotive Acts" were promulgated which read "all locomotive vehicles must be preceded at a distance of sixty yards by a person carrying a red flag" to warn other road users to get out of the way. (13) One could not think of a better way to bring motoring to a standstill.



THE "Locomotive Acts" (14) were not abolished until 1897 and during those thirty years the car did not make much progress. In France during that time they introduced regulations authorising cars on the road and by looking forward gave impetus to the future of the car. They did not decry it but on the contrary contributed to its safety.



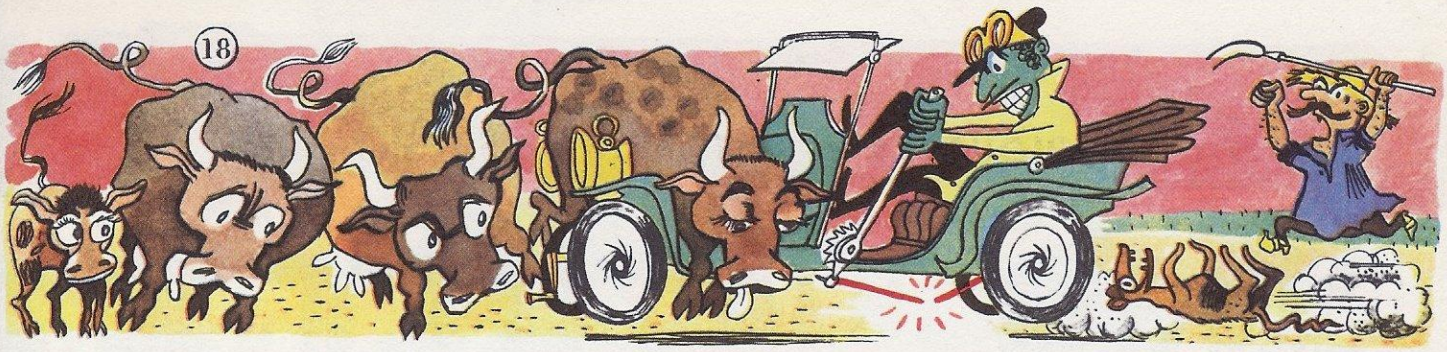
IN 1880 to go from one village to another one had to apply for a special permit and you were then given a certain itinerary. At the beginning of the century it was estimated that a car which ran at more than 20 miles an hour was a public danger. On the 10th September 1901 it was made compulsory for cars to carry on the front and the rear a large number in order to identify it as it passed. This was the first number plate (15).



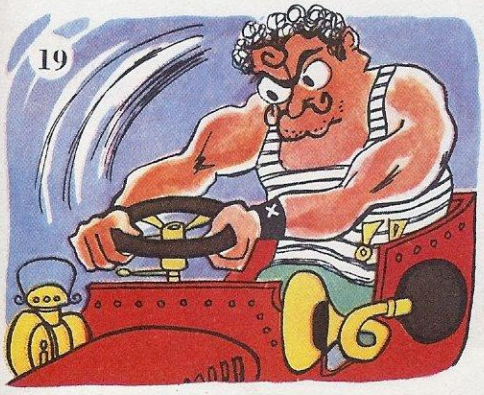
IT was also proposed to place busybodies at intervals of 30 yards to trap any offenders. Punishment was severe. The fines could be as much as £200 (to-days money), but the principal punishment was for speeding which was immediate imprisonment (16). And they had reason to be severe because the car was actually the most dangerous of all vehicles on the road.

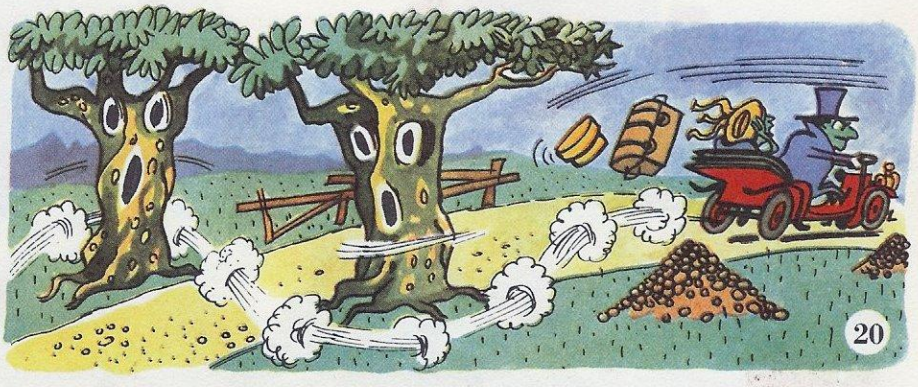


IN those wonderful times one did not trifle with a car. It was rare not to have 10 punctures in 60 miles (17). Often instead of a puncture the tyres blew out or came away from their rims and then the car would swerve about in all directions. What a long way to X Tyres with which Citroen D.S. and I.D. are equipped!



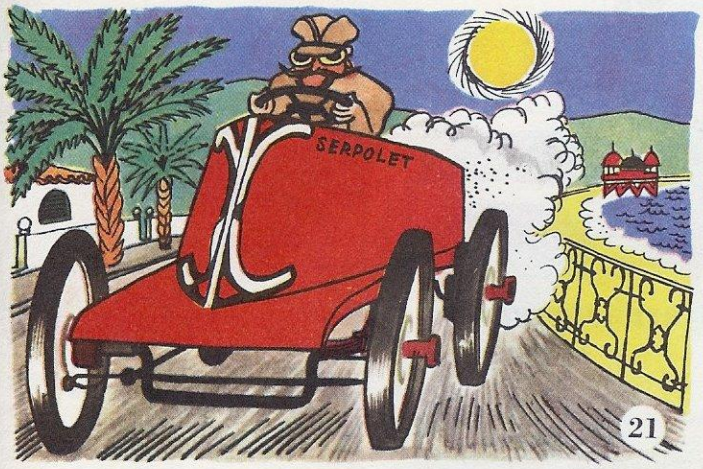
BRAKES only worked on the rear wheels and were operated by simple steel rods which sometimes vaguely responded and sometimes did not work at all (18). What a long way to the four wheeled brakes introduced by Citroen in 1925 and even further to the SERVO brakes and discs of the D.S.!

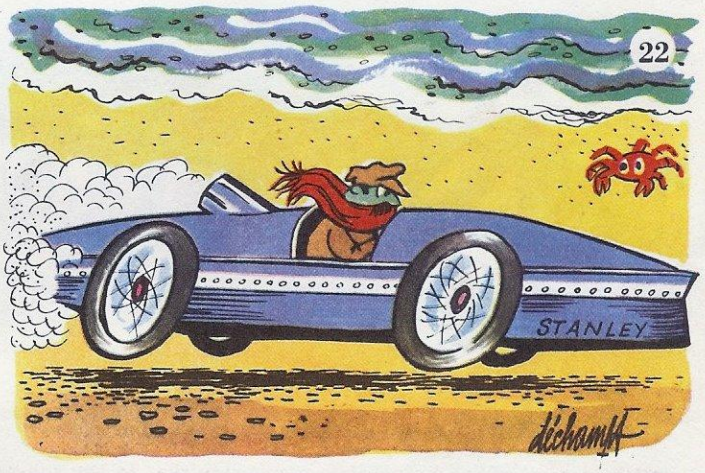




STEERING was also a problem. It needed muscle and coolness to correct immediately the various zigzags of the car (19). It was again a long way to the rack and pinion system introduced by Citroen as early as 1936 on their front wheel drive car and to the assisted steering mounted for the first time in 1955 on a D.S.

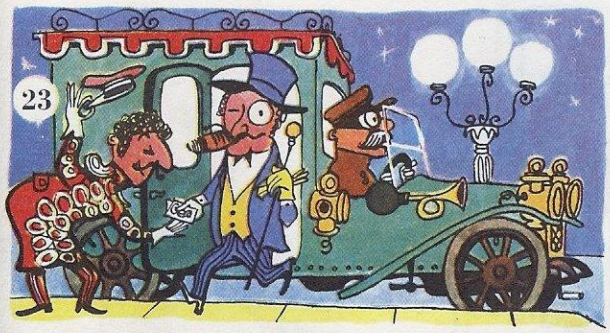
THUS with the cars of our grandparents it was the mechanical weaknesses that they feared (20) and not the incompetence of the driver. What good would it have been to be a good driver with an unreliable car. Driving permits and Highway Codes would have had no significance.





IN those heroic days the car was the sport of the wealthy. It was above all a dangerous sport because of bad brakes, bad steering and bad roads, but the cars, however, were equipped with formidable engines. The 350 h.p. steam car of Serpolet (21) was calculated to travel at 105 miles an hour. On the 21st February 1903 at Nice it won the Rothschild Cup finishing at a speed of 80 miles an hour, in front of Mercedes and Mors. Today the D.S. whose engine only develops 75 horse power, reaches that speed easily on a long journey and with such safety!

THE world speed record was beaten in 1906 at a meeting in Florida by Mariot in a Stanley car (22). This was the first time that a human being had reached the incredible speed of 120 miles an hour. What daring on a vehicle with so little safety.



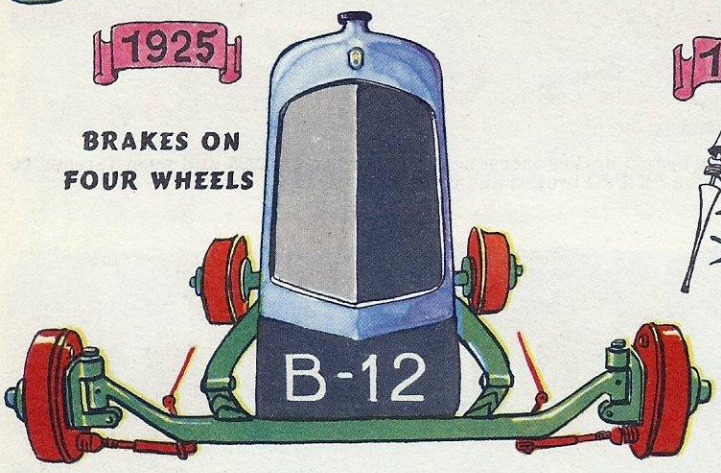


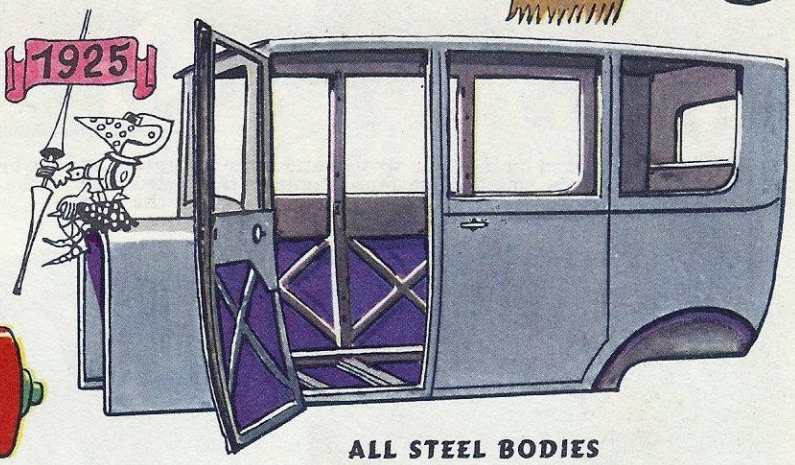
THE Paris to Madrid run on the 24th May 1903 is still tragically famous. It was stopped at Bordeaux because before this stage eight serious accidents had already occurred including six dead, one of whom was Marcel Renault. His brother Louis Renault, the well known manufacturer, with a light car maintained a speed of 60 miles per hour throughout the journey. That was over half a century ago!

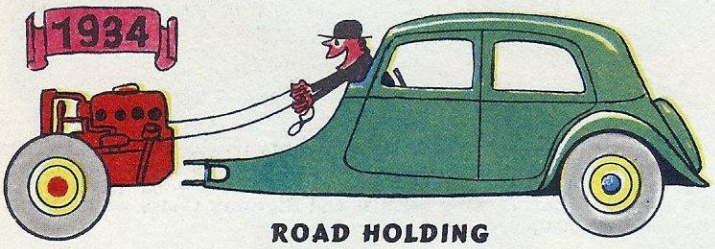
IT is to the daring of these pioneers who gave their time and their money to the car that we owe so much gratitude for their efforts in the realm of safety. Mechanically, cars have become safer and safer, they are no longer specially reserved for the rich (23), but have become the tools of our daily work and our leisure. (24)

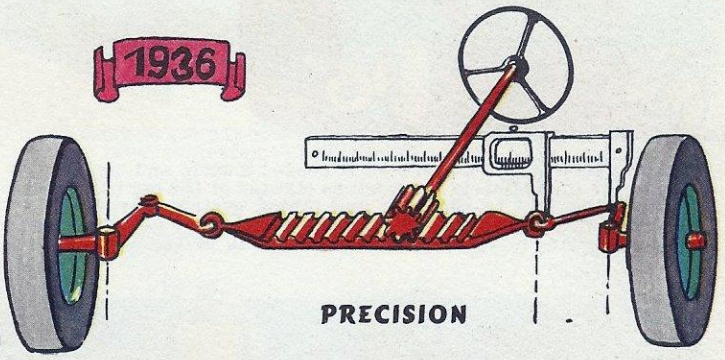
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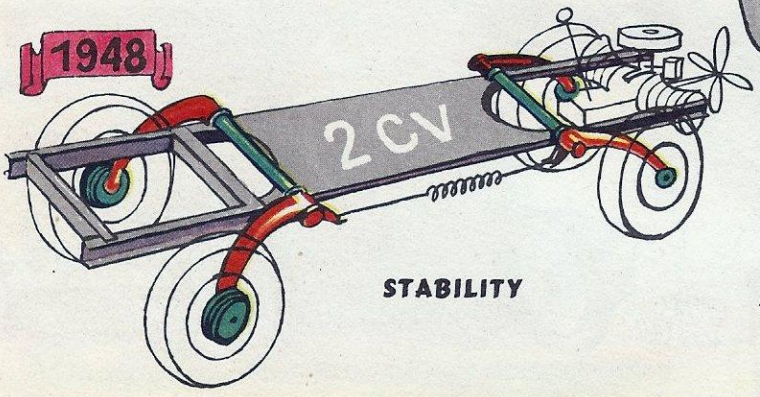
PIONEERS IN AUTOMOBILE SAFETY

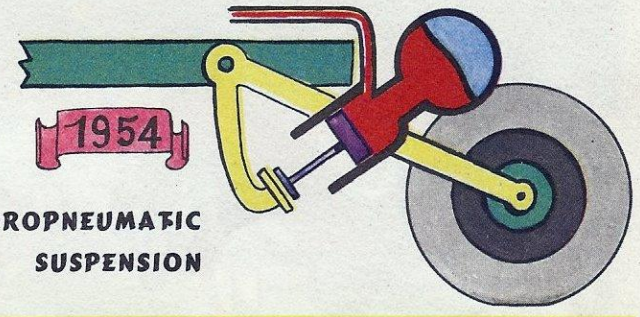








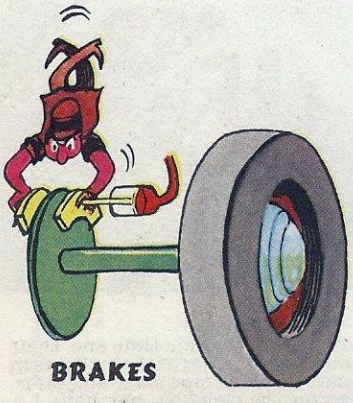


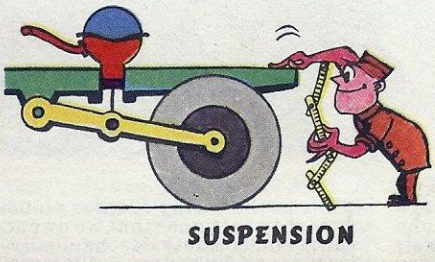


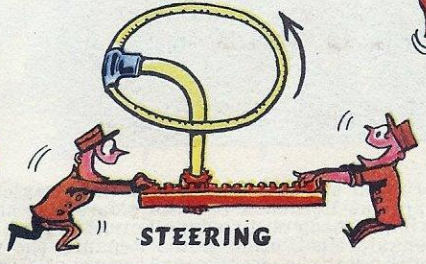
THE history of the Automobile teaches us that in the sphere of safety Citroen has for 40 years always lead the way and in nearly all cases the solutions adopted by Citroen have been followed by other manufacturers.
1925. Four-wheel brakes (B.12 model). All steel monocoque bodies.
1934. Front wheel drive with its legendary road holding.
1936. Rack and pinion steering.
1948. Suspension arms, the secret of stability.
1954. Rear hydropneumatic suspension with automatic height control.
1955. With the D.S., the general use of hydropneumatics—suspension, steering, brakes, clutch etc.

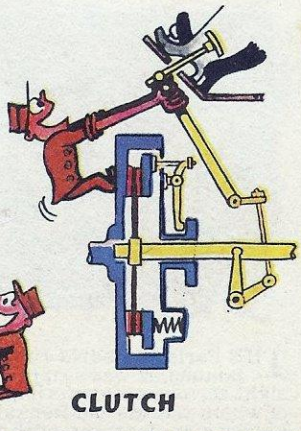
DS 19

"POWER"









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