THE "TWELVE"

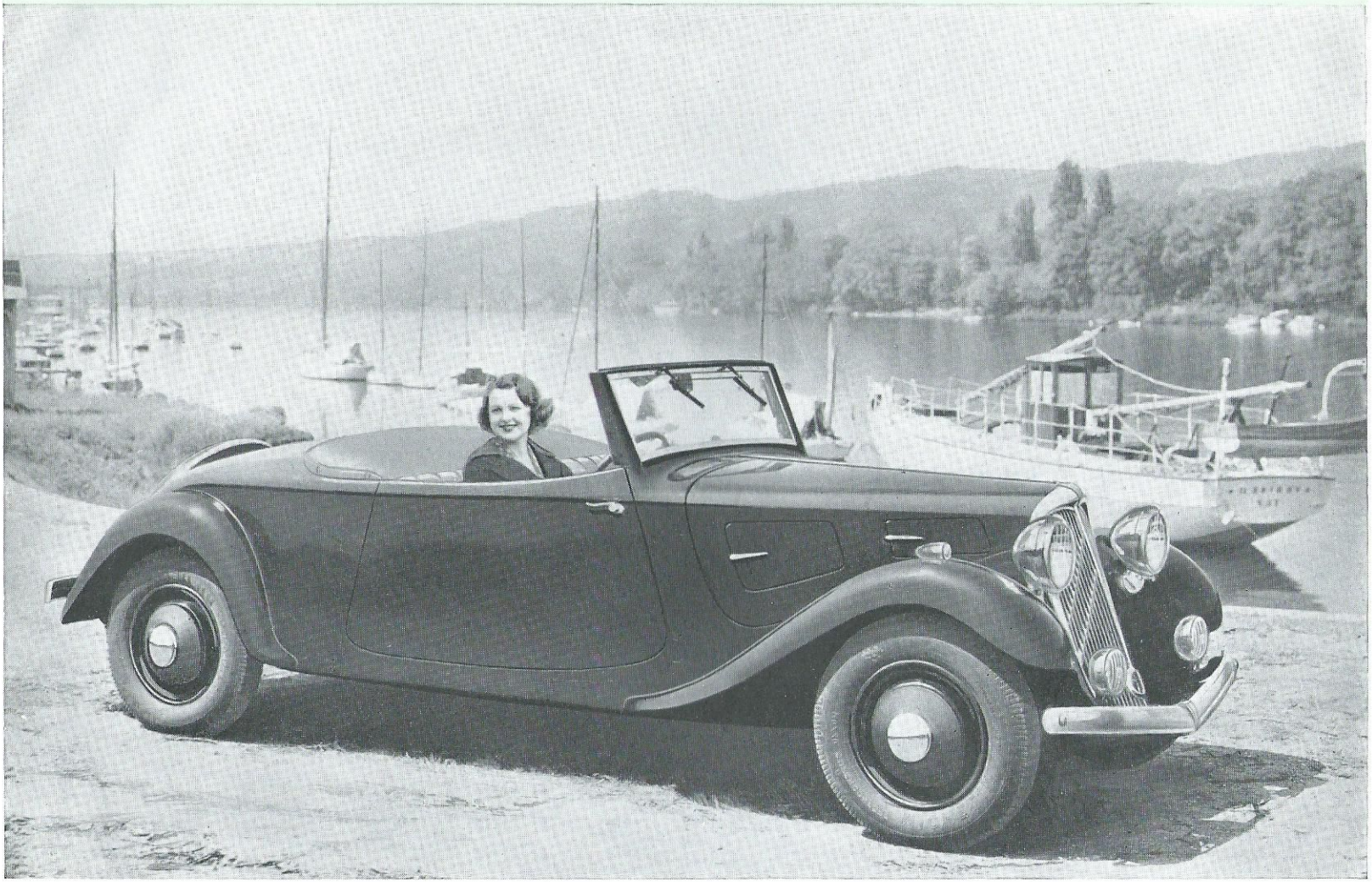
The Super Modern Car



1935

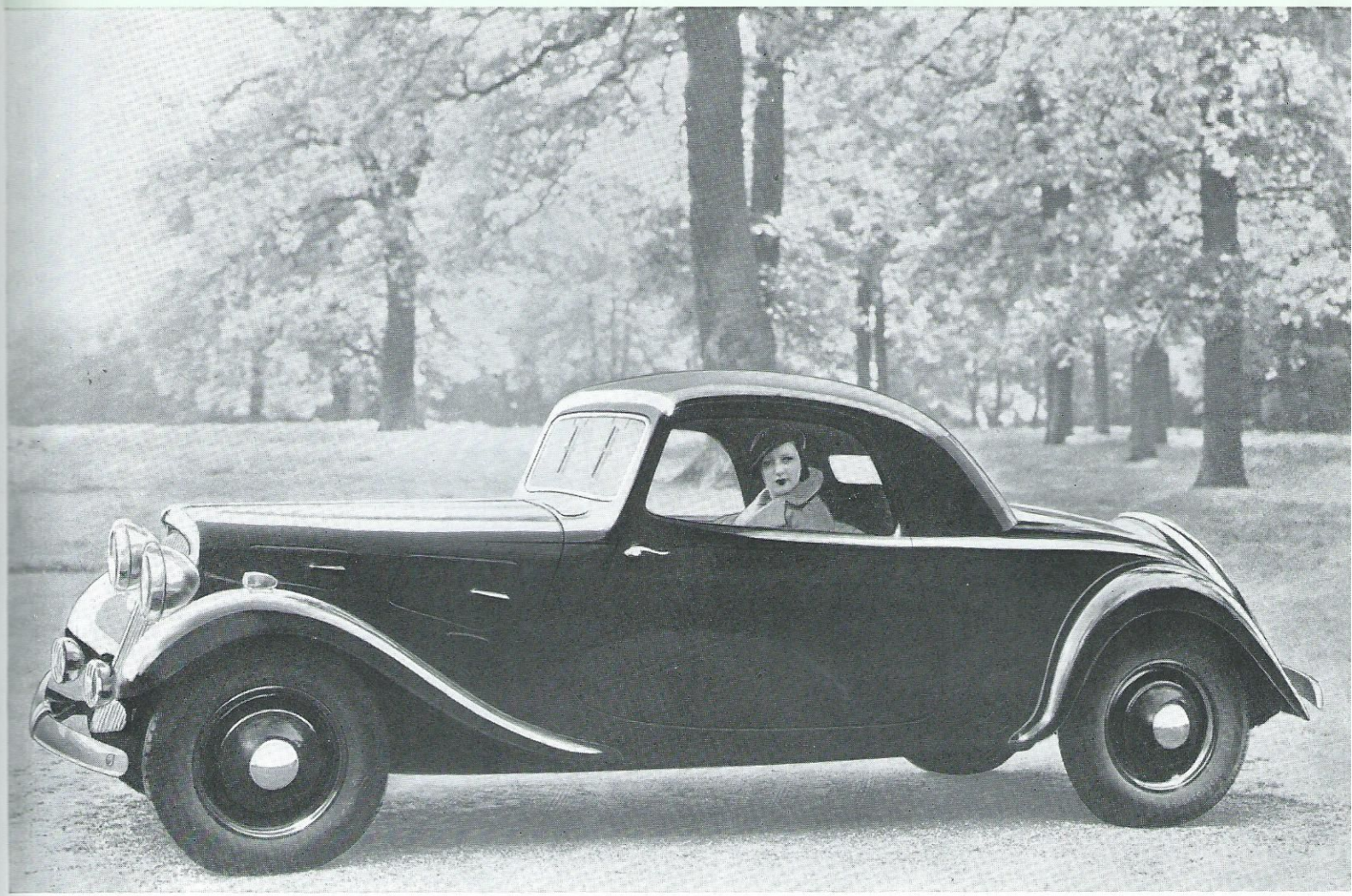
CITROËN

THE ROADSTER



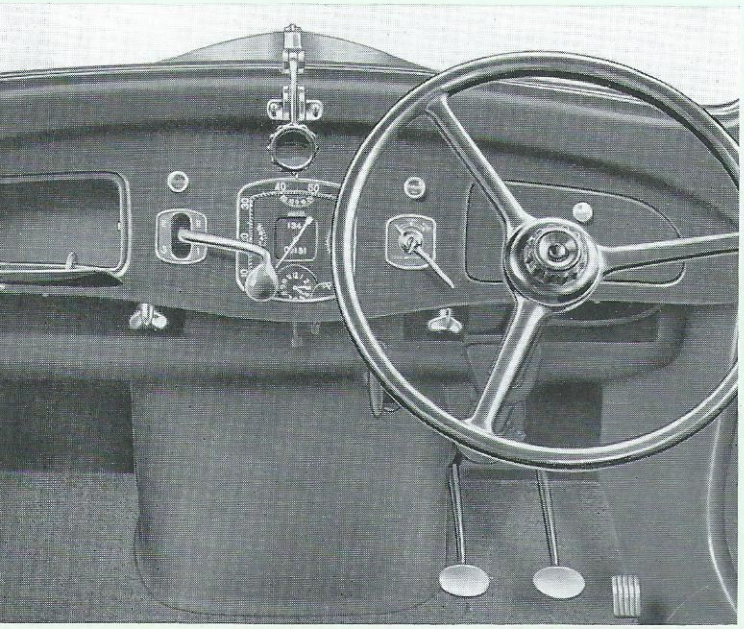
This attractive open model has "All-Steel Monoshell" coachwork. The wide front seat will hold three people and the dickey seat provides further accommodation and ample luggage space. The windscreen folds and the efficient all-weather hood disappears neatly inside the body.

FIXED HEAD COUPÉ



This modern coupé has "All-Steel Monoshell" coachwork with flowing aerodynamic lines. The front seats are separate and adjustable and accommodation is provided for two additional passengers on the occasional seats. A large luggage boot is provided in the rear

COACHWORK



DASH BOARD

The dash board has the instruments and controls attractively grouped on it and two receptacles are provided for gloves and small objects.

In the centre is an instrument panel of new design, which is well lit and easily readable ; it combines a speedometer with trip and total mileage, an ammeter, oil and petrol gauges and a clock. On the left of this is the change speed lever and on the right the ignition switch and lighting controls, whilst above it is the windscreen adjusting lever. The horn button and dipping controls are fitted to the centre of steering wheel. Below the dash-board can be seen the knobs for operating the dash ventilators and the hand brake lever.

FRONT SEATS

The front seats are separate and individually adjustable and the well-sprung upholstery makes them exceedingly comfortable. They are made to hinge forward to give easy access to the tool-box which is underneath. The absence of the conventional gear and brake levers leaves a clear floor, making it easy to move across the car or seat a third person on occasion.



VISIBILITY



The large screen and windows, combined with the low seating position, give exceptional visibility. The driver sits close to and has always a clear view of the road, whilst the front wings are not hidden from sight, enabling him to steer with ease and accuracy.

AERODYNAMIC LINES

In the Citroën "Twelve" a decisive step forward has been made in designing a body with an aerodynamic outline. Experience has shown that air eddies formed by the progress of the car offer the greatest resistance to its speed.

The "Monoshell" construction and Front Wheel Drive have enabled Citroën to produce a body having a perfect aerodynamic form, and what is of almost equal importance, a perfectly flat undershield, which reduces the total wind resistance considerably. The headroom and general roominess of the body are altogether exceptional.

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