



With its unique shape, the DS is still turning heads after 50 years

to hurry on at full throttle. Such innovation and style doesn't come cheap nowadays. Losson sells most of his cars for between 10,000€ and 15,000€ (£6,946 and £10,419). Search the second-hand market and you can find examples for 5,000€ (£3,473), although they're likely to need repair. Those tempted by the rare and beautiful cabriolet can expect to pay more than 50,000€ (£34,731). The cost could be seen as an investment as prices are gradually rising, especially for well-equipped later models and 1950s cars. However it pays to be careful—French mechanics have dubbed it the '*usine de gaz*', likened to a gasworks for the labyrinth of pipes, pumps and reservoirs under the bonnet.

Thanks to this, the DS can be a nightmare to repair. But as with all classic cars, those who have fallen in love are willing to overlook a few flaws and focus on the wider picture. The DS is regarded in France as part of the country's automotive heritage, alongside the 2CV, and for that reason it keeps a special place in people's hearts.

The 'Goddess' has celebrated her jubilee year in style. Well over 1,000 cherished cars paraded down the Champs-Élysées on Sunday 9 October. Collectors from all over Europe brought models from across the car's 1955 to 1975 lifespan for the weekend-long event at Saint-Quentin-en-Yvelines. In parallel, the Cité des Sciences et de l'Industrie in Paris hosts a 50th anniversary exhibition until the end of October.

With luck, the cars will all be back again in 50 years' time to allow more generations to pay homage to the 'Goddess'. 🐾



Phillippe Losson with his DS cabriolet which is worth more than £34,000