

# OUT & ABOUT

Great events for you and your classics



## ONE MORE CHANCE!

If you're looking at all the pictures from Paris and wished you were there, don't be disappointed – book a ticket to the next one. There's a similar run, albeit one that takes a different route, in July. You don't have to start in the dark on that one, either!

CHARLIE CALDERWOOD EVENTS EDITOR



Pictures of your classics from Chateau Impney's coffee meet



All the latest unmissable events to add to your diary for 2020



Next week: The star classics at Interclassics' Maastricht show

EVENT REPORT LA TRAVERSÉE DE PARIS. 12 JANUARY

# PARIS MAGNIFIQUE

Paris was awoken by Gallic rarities, raucous muscle cars and frenzied British roadsters in this, the 20th annual winter run across the city

**N**early 1000 historic vehicles drove through Paris on 12 January, celebrating the role that historic vehicles have in France in the 21st century.

This 20th edition of the Traversée de Paris made sure to travel through all 20 arrondissements of the French capital, passing Paris's major sights

along the way. Entrants stopped at some of the larger open spaces along the route, which formed a chain of dynamic mini car shows across the city. Classics parked up for 20 minutes then drove off, with another classic taking their place straight away.

The gatherings drew tourists from nearby landmarks in their droves,

ensuring that the run achieved its main purpose – to engage the public with France's rich automotive history. The run began in the dark at Château de Vincennes, but the slowly dawning light revealed classics of all shapes, sizes and types.

The French rarities were most striking, with a Peugeot 104 ZS2,

Simca Aronde and Renault 18 Turbo joining more familiar Gallic cars, such as the Citroën 2CV and Renault 4.

A total of 65 marques took part, with US muscle cars and British sports cars the next largest groups after the French contingent.

Charlie Calderwood  
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## 07:30 THE PANTHEON



Plenty of British sports cars took part in the run, with this MGB GT V8 a front-runner in the pack.



1980s classics were well represented at the event, but this E30 3 Series was one of only a few BMWs.

The run circled the Pantheon as the sun rose.



## 08:30 INVALIDES

An impromptu car meet on a roundabout in front of Les Invalides, complete with Jag XJR-S.



Modern classics, such as the Alfa Romeo GTV, were welcomed into the fold – despite the event traditionally focusing on cars over 30 years old.



Rolls-Royce Phantom V or VI was the only one of its kind on the run.



## 09:15 EIFFEL TOWER



Early start of the run was easier on some participants than others.

Paris reverberated to the rumble of crossplane V8s with American classics, including a 1967 Mustang and an Excaltibur – more popular than Italian or German cars.



## 10:00 PLACE DE LA CONCORDE

Cars came straight down the Champs-Élysées to meet at Place de la Concorde.

Simca Aronde (third from left) is rarely seen in the UK and was one of the first cars with a plastic dashboard.

## TOP 5 FRENCH GEMS FROM THE TRAVERSÉE



### DB (DEUTSCH-BONNET) LE MANS

Making use of Panhard's lively 60bhp 848cc air-cooled twin, DB built the Le Mans with the hope of getting a piece of the US sports car market, offering similar performance to entry-level Porsches and MGs, despite the much smaller engine. Just over 200 were made before Deutsch and Bonnet split and production soon stopped.



### PEUGEOT 204

Peugeot was clearly impressed by Sir Alec Issigonis' front-wheel drive cars, and made its own transmission-in-sump drivetrain for its first front-wheel-drive car, the 204. It was France's best-seller in the late 1960s, very much a Gallic answer to the Austin/Morris 1100, but the cars are now rare in France and virtually unseen anywhere else.



### RENAULT 18 TURBO

Top-specification versions of Renault's once-ubiquitous fleet market mid-size 18 saloon are now almost non-existent here in the UK, with fewer than ten remaining. They're not exactly a common sight in France either, and are basically a Renault Fuego Turbo in a saloon body, borrowing that car's suspension and much of its interior.



### RENAULT COLORALE

A cross between a truck and an estate intended to satisfy both France's rural population and those in its colonial empire, the Colorale was a flop for Renault, but was arguably an SUV before such things ever existed, with four-wheel-drive and seven seats optional. This is a five-door 'Prairie', but three doors and pick-up variants were also available.



### FACEL VEGA FACEL 6

Facel Vega was most famous for creating staggering-looking cars powered by powerful and simple American V8s, but while the smaller Facel 6 couldn't accommodate a V8, it was still a 'hybrid'. Using a BMC C-series engine from an Austin-Healey, the Facel 6 was widely praised, but just 32 were made before the company finally went bust.

## THE ONE I WANTED TO TAKE HOME

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**1979 PEUGEOT 104 ZS2**  
I could easily have picked ten cars that I would have happily taken back home through the Channel Tunnel with me, but this 104 ZS2 was particularly delightful because of how

rare it is. Nice 104s are scarce enough as it is, but as one of the limited run ZS2s, which was the sportiest 104 we ever got with a 92bhp version of the 1.3 XY engine, this car was truly special. I'm also in love with its black with red stripe, a relief from the browns, beiges and golds of most of its contemporaries. It's the proto-GTI that everyone forgets about and is exactly the sort of car I wanted to see in Paris.

