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limited edition 333 pcs.



From Trippel to Marathon

In 1953 the French company Societe Industrielle de l'Quest Parisien - shortened SIOP - advertised its type Marathon with the catchphrase "La voiture la plus modern du Monde". But "the world's most modern car" was not an own construction. It was the further development of the German car Trippel SK 10-TE 107.

As opposed to an engine of Zündapp, SIOP decided to install the engine of the French car Panhard Dyna X. Whereas fitting the 2-cylinder boxer engine in the front, as usual with the Panhard, the engine was located in the rear of the SK 10 conversion. Unfortunately this change in weight affected the handling of the car negatively and increased the risk of heat accumulation of the engine. Due to the engine conversion the rear end of the car body needed some minor modifications.

With a power of 42 hp and a top speed of 148 km/h the SIOP Marathon targeted

directly the then-current Porsche 356. Also visual similarities to the Porsche were fully intended. A prototype of the car premiered at the Brussels Motor Show in January 1953. In the same year in June a detailed presentation with the announcement of imminent delivery ensued in a well-known French automotive magazine. In October 1953 the final version, which was supposed to go into production, was on exhibition at the Paris Motor Show. The only 3.45-meter long subcompact was not only in France in demand also enquiries from the Netherlands and Austria came in. All beforehand advertising activities seemed to pay off.

But SIOP-owner Bernard Denis made a huge economic mistake. He focused on the production of the SIOP Marathon only and underestimated that the start-up time of production did not fully utilize his capacities. Within a very short time his reserve assets were used up and he was not able to pay his workers wages any longer. Even before

the start of production SIOP had to declare bankruptcy.

According to unconfirmed information not even 10 cars of the type Marathon were assembled.

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