

Les Jouets Scientifiques PEUGEOT by Jacques Pitrat

Two French car manufacturers, Citroën & Peugeot, sold constructional model cars of their own products for a number of years. Contrary to Meccano, Märklin, or Dux, their main goal was not profit, but to advertise their cars. 'Ah! si vous aviez une Peugeot' (Ah, if you had a Peugeot car) was printed along the flaps of Peugeot sets.

The first Peugeot set was for the 201, a car built by Peugeot from 1929 to 1937. It was made in different forms: saloon, family, etc, and the model is of the roadster (cabriolet), see Fig.5. The period of production of this toy probably included that of the real car. Perhaps Peugeot did not make the toy as it was not its normal activity; it could have been subcontracted to a toy manufacturer, to JEP for instance which had extensive experience of producing toy cars (although not car construction sets) or to Mécavion which sold aeroplane construction sets.

Several sets were sold for the 201, at least 3 for the Chassis (one, no doubt the first, unnumbered, and Nos.1 & 2), one for the Bodywork, and possibly one for the complete car.

My unnumbered Châssis set is in a box 51*37*4cm. The model is on the lid (Fig.1) but it is not shown accurately. For example it has a spare wheel, which was not included in the set. The model leaflet is missing but an example seen on Ebay headed 'Châssis 'Peugeot' 1 et 2', has instructions which are entirely applicable to my set. It is one folded sheet & the outer pages are shown right. The instructions (in French) continue on the inside pages.

The parts are clearly shown in the photo of the open box (Fig.3). In 3 cases two identical parts are stacked. Only the Spanner is missing; it is flat, red, with two different ends, one for each kind of Nut. Except for the brass Tie Rods used in the steering, and most of the N&B, the parts are steel. The rubber of the Wheels has become very hard, it looks like wood. Later, the Wheels were entirely metal (as in Figs.4 & 5).

The lid indicates that there are 110 parts plus 80 Nuts & Bolts. Including the missing Spanner there are only 43 parts in all on the insert and to account for the 110 it is necessary to include all the component parts of the assembled Springs (4 Strips & 1 N&B), the Wheels (Tyre, 2 Discs, & 4 N&B), the Engine, & the Fan. The 80 for the N&B seems correct, there remain 29 Bolts & 45 Nuts in the small parts box, & 6 of them may have disappeared with the years. More Nuts than Bolts is correct, some parts are threaded.

Some of the N&B have the MECCANO thread: Bolts are 20mm long with round heads, & 5mm long with cheese heads. The Nut is hexagonal, 7mm A/F & 3.2mm thick. The other thread is 3.0mm diameter: one type, used for the steering, is 13 mm long with a pan head; the other, used to fasten the two parts of the Wheel, is 5mm long with a cheese head. The Nut is again hexagonal, 5.2mm A/F & 3.2 mm thick. The 20mm Bolt is steel; all the other N&B are brass.

The Bodywork set allowed the Car to be completed. It is as in Fig.5 (the Chassis is slightly different, see later). The lids I've seen (Fig.6) have the real car top right, and one boy is saying to a friend: 'Pour devenir bon mécano fais-toi payer jouets Peugeot' (To become a good mechanic, ask for Peugeot toys). It is also mentioned that the set can be used with all the Châssis sets. The parts included the Hood, Fenders, Doors, Spare Wheel, Roof, Seats, etc. There were several colour combinations: yellow/green, blue/red, red/blue, red/cream, entirely red, & possibly others. The length of the finished car is 36 cm.

FIG.3

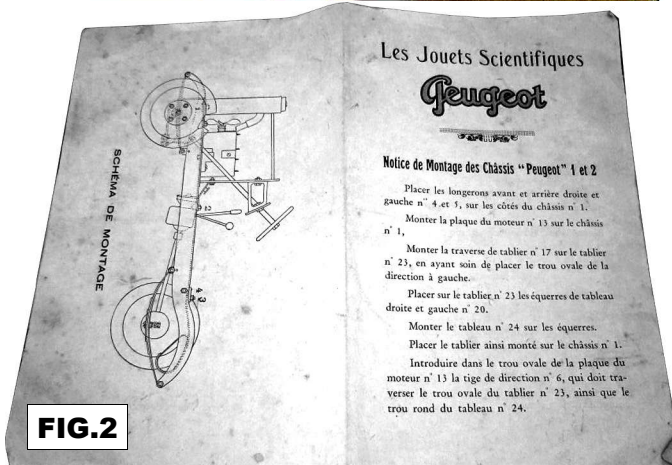
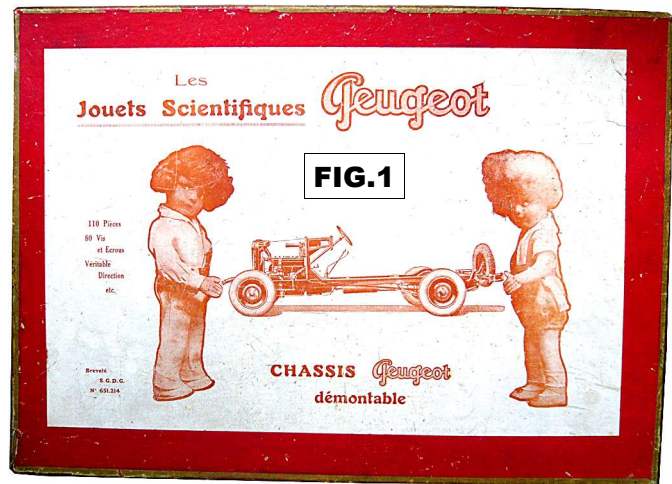
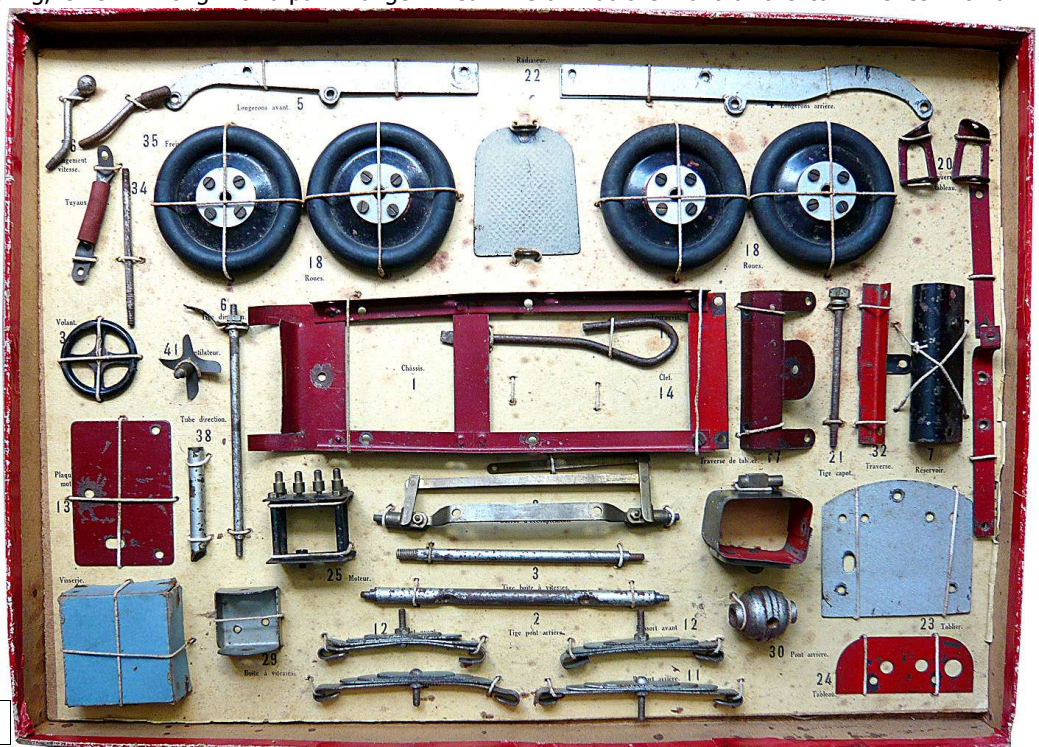


FIG.2

The lid of later Châssis boxes is similar in design to the Body lid but with the model chassis, as in Fig.1, in the top right corner, and still with the Spare Wheel. In an Ebay No.1 Châssis set the Radiator has 'Peugeot 201' on it in white within a shield outline, but otherwise it looks very similar to mine. It isn't known how the No.2 differs but the instructions don't distinguish between the two. One difference could be that the No.2 has the one-piece all-steel Wheels as in Fig.5.

A set was also produced for the Peugeot 301, a car built from 1932 to 1936. The chassis is shown in Fig.4, with the finished model in Fig.5. Again the name is on the Radiator. There is no longer a Differential Casing & the Rear Axle is no longer fixed. A Crank at the front of the car finishes with a

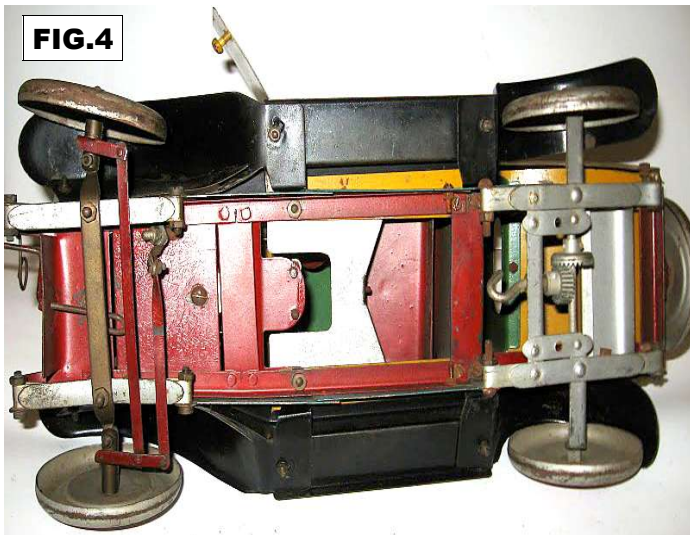


FIG.4

hook & another hook is part of the the Pinion which meshes with a Contrate Wheel on the Axle. A part, missing in this example, links both hooks. Thus turning the Crank 'drives' the Rear Wheels.

The 201 Chassis incorporates steering; Front & Rear Leaf Springs; opening Doors; Engine, Gearbox & Differential Casings; and imitation Brake & Gear Levers. The Rear Axle does not turn, it is bolted to the chassis. The Wheels run on a smaller diameter part of the axle with a threaded end and a Nut to retain the Wheel. By way of comparison the Meccano & Märklin chassis don't have the suspension or most of the other various 'goodies' but, a big plus, they are powered by a decent C/W Motor, and the larger MECCANO chassis has a working rear drum brake on the driven wheel (useful while the Motor was being wound). It does not seem that a clockwork or an electric motor was ever produced for the 201 or 301. With the Rear Axle bolted to the frame it would have been impossible with the 201 Chassis; it was perhaps possible, although not easy, to add one to the 301 version.

The parts of this system are well made, and the model gives a realistic representation of the 'Peugeot 201/301 cabriolet'.



FIG.5



FIG.6

The Other Jouets Scientifiques Peugeot Jacques also mentioned that there were at least 3 other constructional sets & sent details of the 'Garage Peugeot Démontable' below. N&B fasten its metal parts, with plastic parts for the glass sections of the roof. The box lid was similar to Fig.6 but with the Garage top right & the 201 model halfway out of it.

Ebay snips on the other sets follow. One is the Avion Démontable in Fig.13 below, sadly an empty box. From the Marche Automatique on the lid, perhaps there was a clockwork drive to the Wheels (& possibly to the Prop). A ready-built version of this model was also sold.

The second is the rather unusual Tour Eiffel Pliante left. 'Pliante' means folding and the scissor joints look to be riveted, with the top, platforms, & base bolted on. The lid's centre label (Fig.7) has a drawing of the model flying the Tricolour. The bottom label gives the model's height as 1.5m, & the base is about 40cm square. The box (52*39cm) contained a blue stringing card and, as on the Avion, had 'Ah! si vous aviez une Peugeot' slogan on its lid aprons.



FIG.7



FIG.10

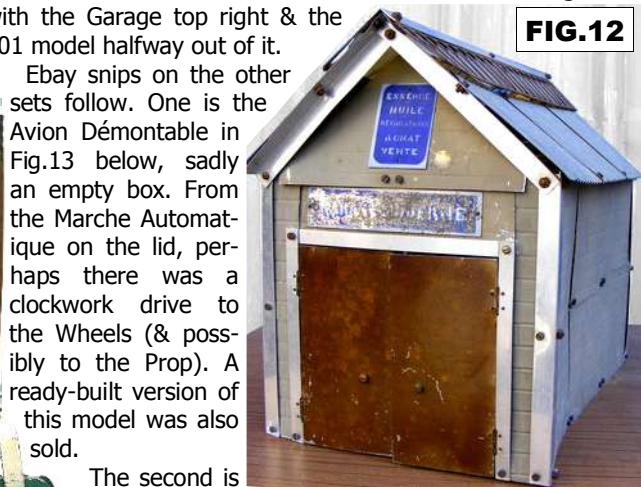


FIG.12



FIG.8



FIG.9

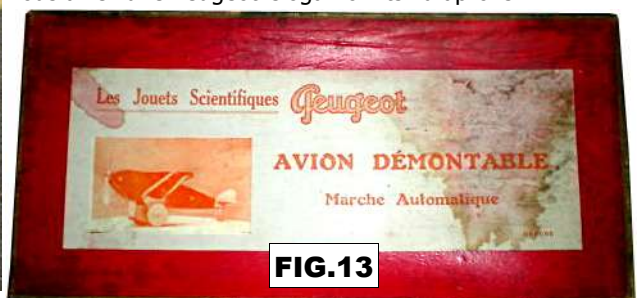


FIG.13

Snippets. 'New' German System: HAWE Figs.1-4 are Ebay photos of a small set with an unusual pattern of holes in the Strips. The only indication of date is that the Manual's Introduction talks of the need to get away from models of guns & military machines – so HAWE probably appeared soon after WW2.

The words in script on the lid below are 'Der Kleine Modellbauer' (The Young Model Builder). The Strips in the Windmill model on it have the normal single row of holes.



Fig.1

It is also said in the Introduction that the system has 13 parts. Most can be identified with their PNs from the models & their Parts Lists in Fig.4, and almost all them can be seen in Figs.2-3. They are as follows.

#1, 6*10h Flanged Plate. #2,3, Strips with 10,6 centre line holes. #4, Flat Bracket. #5, A/B. #6, Axle. #7, Crank Handle. #8, Pulley. #9,10 (or #10,9), N&B. Most in the photos are: hexagonal Nuts, some brass, some steel; steel Bolts with round or cheese heads. #11,12 (or #12,11), most likely the Hook & Cord. #13, it is not called up for either model and could be the Loose Pulley in Fig.3, or the Screwdriver.

If the Loose Pulley is a genuine part the Screwdriver may not have been considered a model building part, likewise a

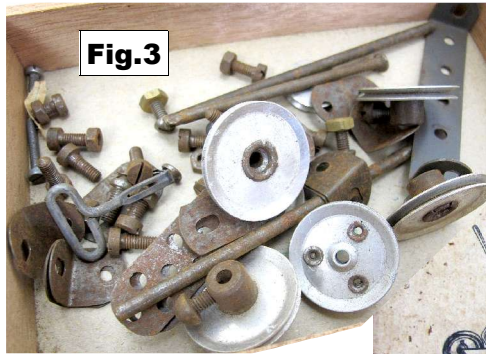


Fig.3

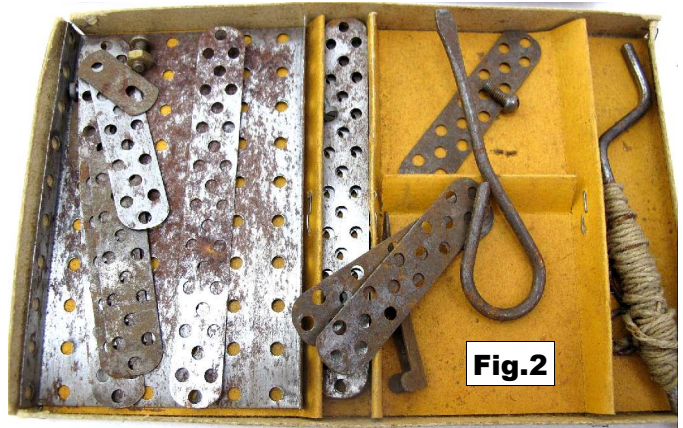


Fig.2

Spanner if there was one. Alternatively perhaps the Loose Pulley isn't genuine, in which case, given their similar appearance, the Fast one may not be either. If the Loose Pulley was a part one wonders why it wasn't used at the end of the Crane's jib. By the look of it the grey DAS in Fig.3 is almost certainly a foreigner.

The only slotted holes are one in each of the Brackets.

There is no indication of the size of the parts but if the holes were 4mm the hole pitch in the Plate & along the Strips scales at 13mm. And the pitch across the Strips about 9mm. On a different tack, from an Ebay photo not shown here

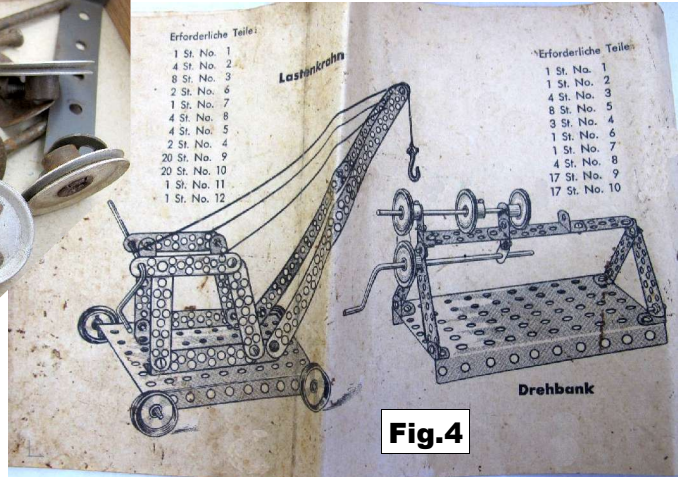


Fig.4

the manual would need to be folded to fit into the box and if the page size was A5 the box would be about 15cm wide and the holes about 4½mm at 15mm pitch.

HAWE: S1

OSN 53/1642

A PEUGEOT Aeroplane. Fig.13 in OSN 45/1362 is a blurry image of a model labelled Avion Démontable ; Marche Automatique. Since then two models have been seen on Ebay



Fig.1

and the one above matches the OSN 45 model perfectly: it is built up with N&B, and has a friction Motor. It is 26cm long with a 21½cm wingspan.

The second model (Fig.2), is basically the same and has the same dimensions. Assuming it had them originally, it is missing its Wing Struts, Tail Wheel, Motor Unit, and Tailplane. The Landing Wheels were said to be Steering Wheels from the 201



Fig.2

Car Chassis (see 45/1361). The model's 'de-luxe' features are the cabin windows & a Suspension Bracket on top of the Wing.

The fin in Fig.1 looks to have been made by bringing together the extended fuselage sides, and in this model they have been bent apart. The Tail parts could have been bolted on through what looks like a hole near the bottom of the fin's white stripe. If there was no Tailplane the fins were perhaps a (not very convincing) take on the V-tail which replaced the fin & tailplane on a few aircraft from early in the 1930s onwards.

PEUGEOT: S3

OSN 53/1642