

CLASSIC DRIVER

[In 1980, Citroën brought a pyramid to Paris](#)

Lead

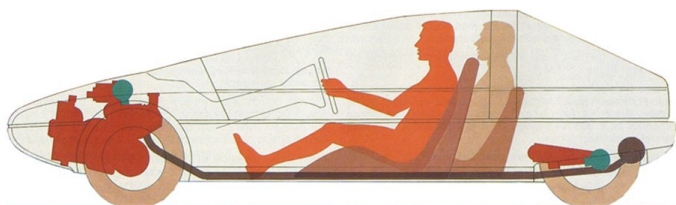
By 1980, the wedge profile had become... well... a bit Seventies. In order to generate more foot traffic to its stand at that year's Paris Motor Show, Citroën gave the go-ahead for a striking trapezoidal concept car: the Karin...

Trevor Fiore, Citroën's design chief during this period, was a curious chap. Born in England as Trevor Frost, he soon took on his mother's name in order to add a little Italian credibility to his work. Perhaps it worked, because he became Robert Opron's successor at [Citroën](#) in 1980, but not before penning designs for several carmakers under the flag of his own consultancy in previous decades.

Pyramid in Paris



Shortly after his arrival, a deadline was looming large for Fiore and his team: the 1980 Paris Motor Show. No new production models were in the pipeline, but he was intent on giving the French public something to 'ooh-la-la' over on the marque's home turf. The resulting Karin was an instant hit: there might have been a hint of a wedge-profile hangover, but few had seen a truncated pyramid-on-wheels before. Despite the radical profile, Fiore managed to incorporate some marque references – but these were limited to SM-style headlights and a few double chevrons. In truth, though, such a concept could only have been given the green light at Citroën.



Inside, the car embraced the revolution of information overload that was to come: a specific button was assigned to every function imaginable, and one information screen was not enough – more monitors would reveal themselves from their flush position in the doorcards. But perhaps most interestingly, Fiore specified a central driving position, with a passenger seat on either side for a wife and a mistress. He had obviously been quick to add a bit of French culture to that Anglo-Italian heritage of his.

Photos: Citroën

Gallery

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