



## HINTS AND TIPS



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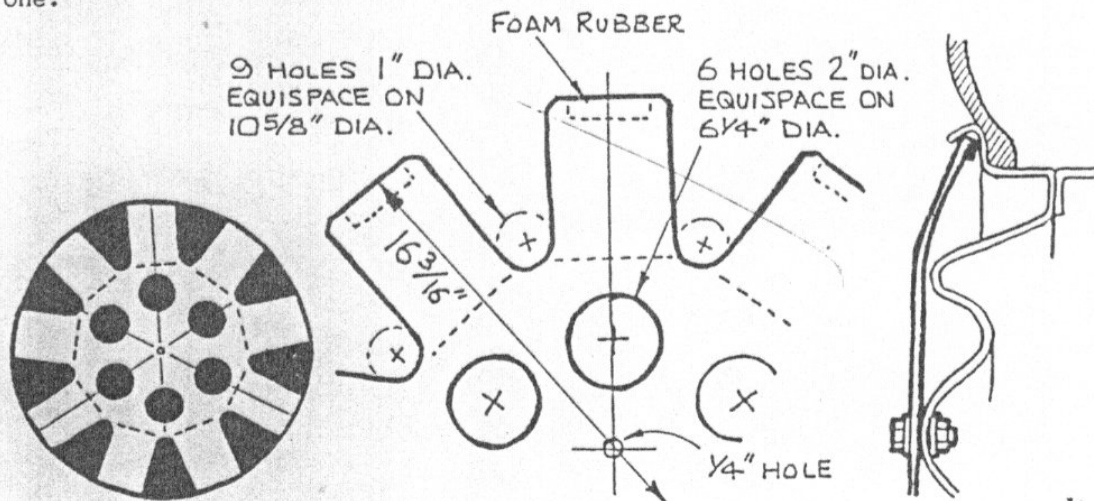
From Tony Taylor:

### Alternative Wheel Trims

Illustrated below is a type of wheel trim which I made for my utility special. I have made similar trims in the past for other vehicles I have owned, not necessarily Citroen. The trims are made from 18swg alloy sheet, holes were cut with circular 'tank' cutters. All other cutting was done with shears. It is best to make a card template first, and use this to mark out the alloy sheet.

If correct, they just spring into the lip of the wheel rim and are held in place with a central nut and bolt. A small strip of foam rubber on each ear prevents rattle. Mine are painted white and mounted on black wheels for maximum contrast...

My material comes from a local scrap metal yard where they usually have alloy trays, bench tops and sign boards, all very cheap and re-usable. They are also a source of steel and stainless steel, anybody making their own parts should make friends with a local scrap dealer, if they can find one.



### 4 STUD FORD WHEELS - ON 2 CV HUBS.

One of the cars that was present at Sandown was the Lomax 424 of Tim Dessent, who lives near Leatherhead in Surrey. Not only was this car unusual in that it was fitted with a tuned 1300cc engine, but it "stood" on a set of Revolution 5 spoke 4 stud fixing wheels.

"How", I hear you ask, "did he get the wheels to fit?" Well, the answer is really very simple. Tim took the hubs to a specialist who removed the original Citroen wheel studs and then drilled them to a Ford pcd and fitted new studs.

VOILA! Instant (well, nearly) new wheel fittings. Using the Ford pcd means that you can fit a wide range of wheels of various widths and diameters and styles. Tim stressed that the work must be done by someone competent otherwise you risk wheels falling off (!! ) or having misaligned centres (even worse??!!).