

In the last edition of 'Front Drive', I reprinted a 1954 road test of the Citroën Big 6 in which reference was made to the fitting of Michelin 'x' tyres as part of the upgrade to hydropneumatic suspension. I expressed some surprise at this.

Pims Berends, editor of the Dutch Traction magazine reminds me:

'In 1949 the Michelin 'x' radial tyre, for which the patent was requested in 1946 was launched. This consisted of a radial carcass and a belt of steel wires. The operation of the tread and the side walls were separated from each other. The tyre's first commercial application was in 1951. Lancia was the first brand that to have the tyre mounted as standard equipment: on the Aurelia. It was to take until 1954 before Citroën decided to fit them to the 15cv Hydraulique. The other models were equipped with obsolete Pilote tires to the end in 1957.

The band sizes for the Traction were:

⌘ 165 x 400 for the Légère and Normal 11cv and 15cv Hydraulique

⌘ 185 x 400 for the 11cv Family/15cv Commerciale and all other models

The rim width was 140mm for the 165 x 400 tyres and 165mm for the 185 x 400. Until 1952, the black body colour sported both the rim and hubcap painted in light yellow [AC113]. Then the colour of the

hubcap was changed to light gray [AC126]. When, at the end of 1953, the range of bodywork colours was extended gray hubcaps became available. The exception was the black Traction which kept the light yellow rims. Black hubcaps



on a BM rim are not original but we still surprisingly many restored cars with this colour scheme.'

Pim Berends



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