

CS a very risky business. You can most forget about checking the condition of engine, gearbox and suspension as it's far important to concentrate on the condition of the body. One of the main problems is a CS can disguise its lack of structural very well – seemingly good looking can be complete basket cases.

## What to look for

at the front of the car and check the motion of the box-section inner wings. The built-in rust traps, this whole area can easy disintegrate, and on really bad cars area is taking hold of the bulk-east simply by opening the glovebox. Also the bonnet and check the gutter the inner and outer wings, and each the top mounting of the MacPherson as these can be badly affected.

s very expensive to rectify this sort of the age as the welded on front wings have to the affected area, while the windscreen and dashboard also need to the out. Munich Legends offers repair section that have been specifically designed to the worst of the water traps, and it the worst of the water traps, and it the problem recurring.

The next area to check are the sills. These a relatively complicated four part affair, using of an inner sill, membrane, outer usural sill and an outer cover. At the front, are can rot around the jacking points and the inner and outer sills join together. World along the car, check the rear of the



Battmobile had biggest engine and bodystyling



# The '50's 2000CS models originated the styling



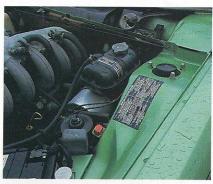
inner sill where it joins the rear subframe box section. Another built-in water trap is the culprit here, as water draining from the C-pillar can sit in the subframe mounting. Again, Munich Legends can supply a repair section, but the rear suspension will have to be completely removed to effect a permanent repair.

Rear wheel arches and the rear valence are also favourite rusting points as road dirt thrown up by the wheels gets lodged in these areas. The floor panels can also be affected, usually around the drain holes, but they are relatively straightforward to replace.

Inside the boot, check the condition of the spare wheel well, as it can rust quite badly through condensation. The rear suspension turrets inside the boot can also be badly affected by rust, but they are generally not as bad as on a 2002. Still at the rear, check the condition of the fuel tank and its mountings as leaks here are pretty common.

As far as body panels go, the front panel generally lasts fairly well, but check the area where it joins the inner wings as the metal here is pretty thin. Bonnets can rust around the vents; these can be time consuming to repair, and good second hand bonnets are becoming increasingly rare.

The drain holes in the bottom of the doors tend to get blocked up, causing the panels to



• Check where the front panel joins inner wing

## WHAT TO PAY

£1500-£2000 CS/CSi for complete restoration
£4000 CSL for complete restoration
£6000-£8000 Good usable

£9000-£10,000

£10,000-£15,000

£15,000-£20,000 £30,000 CSL for complete restoration Good usable 2800CS/3.0CS Good 3.0CSi/ excellent CSs Good CSLs/the

best 3.0CSis Superb CSLs Genuine Batmobiles in excellent order



delicate nature of the alloy panels make the CSL less appropriate as an everyday car as they can easily get damaged

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