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

### What to look for

Start at the front of the car and check the condition of the box-section inner wings. Due to built-in rust traps, this whole area can literally disintegrate, and on really bad cars you can see if rust is taking hold of the bulkhead simply by opening the glovebox. Also open the bonnet and check the gutter between the inner and outer wings, and check the top mounting of the MacPherson struts as these can be badly affected.

It is very expensive to rectify this sort of damage as the welded on front wings have to be removed to get to the affected area, while the windscreen and dashboard also need to come out. Munich Legends offers repair sections that have been specifically designed to eliminate the worst of the water traps, and it also offers plastic wheelarch liners to help avoid the problem recurring.

The next area to check are the sills. These are a relatively complicated four part affair, consisting of an inner sill, membrane, outer structural sill and an outer cover. At the front, they can rot around the jacking points and where the inner and outer sills join together.

Moving along the car, check the rear of the

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 2800CS/3.0CS
£9000-£10,000	Good 3.0CSi/excellent CSs
£10,000-£15,000	Good CSLs/the best 3.0CSis
£15,000-£20,000	Superb CSLs
£30,000	Genuine Batmobiles in excellent order

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● Batmobile had biggest engine and bodystyling



● The '60s 2000CS models originated the styling



● Gorgeous styling can hide serious rot

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