



Fragile beauty



● Check brightwork as it's expensive to replace



● Decals and chrome arch covers both standard

rust from within. Repair sections, new door skins and even complete doors are still available, so repairs are not impossible, but can get expensive. While you are checking the condition of the doors, make sure they shut correctly. They are heavy, and if they are mis-

aligned this is an indication that the car may have had an accident or is very rotten.

Bootlids can also rot at the rear edge, and it often proves cheaper to buy a new bootlid than to have the original repaired. On the CSL's the delicate alloy panels are still available, but are horrendously expensive – doors and bonnets sell for around £1000 each.

As far as exterior trim is concerned, most of it is still available, but some items are

forget about checking the condition of the engine, gearbox and suspension as you need to concentrate on the body

becoming expensive. Bumpers and other brightwork can usually be rechromed, but check that the metal is not holed. Rear lamps are expensive and becoming hard to locate, and on CSLs check the chrome wheel arch extensions are in good order, as although they are available, once again they are expensive.

If the car you are considering has passed the bodywork test, move onto the interior. Most CS models had cloth interiors, which tend to get marked or ripped, or simply fade if the car is often parked in sunlight. The actual materials are becoming hard to find, so if originality is top of your priority list make sure the interior is in good order. The wooden dashboard can split or lose its lacquer, but there are plenty of restorers who can sort this out. Window motors were never particularly strong, so check that they work as the large glass area does have a bit of a greenhouse effect.

Mechanically, the straight six is generally pretty strong, its main achilles heel is the alloy head which tends to blow head gaskets, or the head itself can crack. This is often due to a blocked or corroded radiator, but can be overcome by fitting a later cylinder head with redesigned waterways. Camshafts and rockers can become noisy due to oil starvation, regular oil changes are the key to long life here.

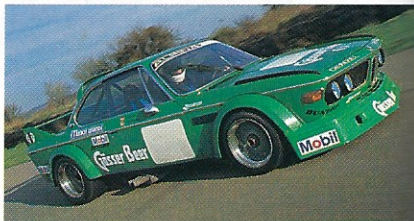
Manual gearboxes are also fairly robust, the

only thing to look out for is a worn synchro-mesh. Lack of use can affect the ancillaries: brakes can seize up, while springs settle and shock absorbers become weak. Generally you have to bear in mind that the youngest of these cars are nearly 25 years old, so don't expect a potential purchase to be perfect, but be aware of which areas can be easily fixed and which are likely to be expensive.

Basically, there are two routes to owning a decent CS. The first is to buy the best car you possibly can. Buy from a specialist dealer, or if you are buying from a private individual, get a specialist to look it over. Forget about everything apart from the body and make sure it is as sound as possible. The second route is to

find the cheapest car you can and restore it to its former glory. To make this economically viable you will have to do some of the work yourself, but if you take this route at least you can be confident that all the repairs have been carried out correctly. ♦

Thanks to: Munich Legends for advice and use of Taiga green CSL. Tel: 01825 740456



● Rare original racing Gosser Beer batmobile

PARTS PRICES (SPECIALIST)

Parts prices (inc VAT)	
Front wing	£300
Rear wing	£400
Door skin	£250
Door (steel)	£500
Door (alloy)	£1000
Front discs (pr)	£90
Rear discs (pr)	£80
Front shocks (pr)	£200
Rear shocks (pr)	£150
Engine (CSI)	£1800
Clutch	£200

an almost complete lack of rust proofing by Karmann can make the purchase of any CS a very risky business