

LOMAX FODDER??!

When choosing a donor car the first and most important thing to consider is whether or not you intend to use the original chassis. If you intend using the original chassis then check it very carefully! Remember... if what you can see is rusty then what you can't see will probably be rotten!

In my experience the most usual areas liable to rust are:-

- a) The footwell - take up carpet/rubber mat and have a good look.
- b) The corresponding area underneath the car. Jack it up and check it with a torch or inspection lamp.
- c) The outriggers at the rear. (Then wheelbarrow handles (co-ed))

When trying to decide whether the chassis you are looking at is worth saving, bear in mind the following points:-

- 1) Even a small amount of welding by a professional can be expensive.
- 2) Do you really want to build your pride and joy on a botched up chassis?
- 3) A nice new chassis can be bought for £?, or a purpose built chassis from Lomax for £?.

So you should by now have decided if you are to proceed with a new or repaired chassis. This have a bearing on what you will pay for your donor car. If you can find a car with a good chassis

(or good enough to be repaired), then you will possibly save yourself £300? So you can afford to pay slightly more for it.

If on the other hand your potential donor is rotten, then point this out to the vendor...and without a twinge of remorse, offer him £50 as scrap value (this is more than he will get from a scrap yard). You could rub it in a bit by telling him that to have a new chassis fitted would cost about £800. (He probably knows this already, but is hoping you don't).

I shall assume that you have purchased your donor and must start looking at it seriously as your 'ingredients'. Take off the rose-coloured glasses and ignore the 'ain't it sweet' comments from the family, be realistic and don't kid yourself. There are three areas to be decided upon at this stage.

- i) What do you need?
- ii) What needs mending?
- iii) What can you sell?

- i) WHAT YOU NEED - ENGINE, CLUTCH, GEARBOX: give it all as good a test as possible. Try and make the clutch slip. Listen for any untoward noises*
SUSPENSION; the canisters can rust and the knife edges 'notch' if not greased.
STEERING; check the KING PINS and STEERING RACK for slack.
BRAKES; check
TYRES; check carefully, these cost £50 each at KWIK FIT et al.

If you are building a 'Continental' don't forget you need all the heating ducts/exchangers etc.

Decide whether you need to keep - instruments, lights, wiring looms

- ii) WHAT NEEDS MENDING - By now you should have drawn up a list of what is good, what needs mending and what needs replacing.
- iii) WHAT YOU CAN SELL - the panels, interior seating, petrol tank, roof etc.

An advertisement in this magazine costs nothing and ads in your local 'freebie' will be cheap. Don't forget your local 2CV dealer may want some parts. If you know of any other 2CV's in your area, why not put a 'PARTS FOR SALE' note under their windscreen wiper? This could be doing you both a favour.

DON'T DO WHAT YOUR EDITOR DID!

After stripping out a two tone grey Charleston, nobody wanted the panels so they had to go to the dump (broke my heart). A few days later we attended our local area Christmas lunch. Parked in the pub car park was a two tone grey Charleston....and....it belonged to our Ex-editor, Tom Lucas. Worse still, he wanted some panels and would have paid money for them. (Co-editor 'He didn't stop whinging for weeks..Geoff I mean')

So what else to keep:-

- Headlamps - even if they are not pretty chrome, they can be colour co-ordinated.
- Seat belts - keep them in sets with all bolts and spacers taped to them.
- Steering column top bracket - by cutting off the top bracket they can be unscrewed.
- Hand brake ratchet - easy to forget this under the dash - it is welded in so cut it out with plenty of meat left on it.
- Pedals and cables - don't forget speedo and choke
- Fuse box - rectifier and relays if fitted
- Wiring loom - personally I would not bother saving this. It will be too big and dirty for your kit. I made a new one from the wiring diagram from Hints and Tips. Or your Kit manufacturer will sell you one.

*(Co-ed - 'unreliable. A perfectly healthy 2CV can sound.....just UNTOWARD!')

I found a cutting disc (VERY THIN) in my off-hand grinder made short work of cutting up the unwanted body. (Proper goggles and gloves essential).

I use GUNK as a de-greassant, I have still to find anything to beat it in 27 years of motoring. Applied with an old swarf brush then rinsed off with a power washer, (in my case hired).

Well that's the messy job done, quite satisfying I think.