DS RUSTFINDER

The DS is built on a rectangluar chassis frame, with two box section 'sill' members running down each side, two other box sections running across the car, and the main floor 'underslung'. This gives the car strength - none of the upper outer panels are stressed. As explained in the article, there was little or no factory rustproofing, so 'inside corrosion of the box sections can occur.

1 Rust can form where the sill and floor join. It is not unknown for the floor and sill to part company completely. Poke the whole area - there should be no give in floor or box section.

2 Examine the sides of the box sections too - corrosion up to about 1in. from the bottom can ocurr. as well as rust you should look out for roughly welded patches - rot holes can easily be covered up, but the car's structural strength will still be suspect. The hydraulic and fuel lines run inside the sills.

3 Wing removal is straightforward, and once they're off, you can inspect the scuttle/bulkhead assembly. Access to some of the mechanicals is also easier.

4 Start by looking in the front skirt wells - in front of the wheel on either side. Rot here isn't critical structurally. unless it affects the adjacent chassis legs

5 Look at the front of the box sections beneath the front wing. With the wing off you can check the whole scuttle and A post area right up to the windscreen.

6 The top of the scuttle area can be checked for rot with the bonnet open and the wing still on. Rust here can occur, but as welding jobs go, rectification is easy - lots of nice straight edges.

7 You must check the whole floor thoroughly - look out for loose underseal and rust underneath. The common problem area is the floor directly underneath the petrol tank

8 There's a long pipe under the offside rear wing from the filler cap. This is where it enters the tank. Water can get between the fuel pipe and the body. The ligerex clip on the fuel line often rusts - and breaks - resulting in petrol leakage.

9 The inner rear wing area, and the whole back end must be examined carefully for rust.

10 You must look along the inner wings too, particularly where they join the outer, and down the leading edge.

11 The rear suspension and rear sphere mounting points are vital, and must be checked carefully, along with the whole underbody between the rear wheels.

12 There's a crafty little inspection cover under the nearside rear wing.

Remove it, and much of the hydraulic pipework comes into sight. If these pipes are rusty, you'll probably end up replumbing much of the car.

13 Have a good feel all the way round the windscreen too. As the seal hardens with age water can get behind - and the metal underneath rots.

Please note: This list was compiled using British cars, fortunately Australian cars did not suffer as badly from corrosion in general, but working through this list will ensure that all possible problem areas are viewed before purchase or restoration.