

Geoff Cleall finishes his Citroen 2CV rebuild



I started to look for second hand replacement panels. I needed a new rear wing and four doors. After contacting the 2CVGB Club, members began throwing them at me and I soon had a good wing and 13 doors to choose from, all in different colours. The



doors were not rusty but with a skin thickness of only 0.7 mm they all had many small dents. They sometimes split along the top edge and getting rid of dents is like working on a large biscuit tin lid. The front doors are on hinges but the rear ones are held on by gravity and can be slid off vertically. I was able to keep the bonnet and that too has no hinges and can be slid off sideways. The existing boot lid was good.



Removing the rear windows was quick. The doors are flat and if you lay them on the ground, stand on the glass, which is a little above the concrete, there will be a bang and the glass is out and the seal is undamaged. The flat windscreen is more difficult.



I learned that you can be pretty brutal whacking in toughened screens but laminated ones won't take the slightest degree of bending. Mine was laminated and I cracked it.

I picked up the door from North Walsham, the wing from Peterborough and the replacement screen from Huntingdon. The hood and the upholstery were new after-market parts both replicating the originals. The hood, just like any soft top, had to be tensioned carefully. I also had to re-rubber the saggy and cigarette burned seats before fitting the covers.

The distributor is a strange device. It fires both plugs at the same time. One is on the compression stroke and provides power and the other is wasted on the exhaust stroke. It is a make or break arrangement that is extremely simple. It still has to advance and retard though. The distributor lurks behind the fan and lots of cooling ducts all of which have to be removed in order to change the points. I fitted a 123 Electronic Ignition because it is 'solid state' and can be left alone for life. I also fitted a stainless steel exhaust and new wheels and tyres.

I took five years rebuilding the car, working off and on, drove it for five years and then sold it. I often regret the sale. It was simple, different engineering and good fun. I bought the car for £100 and sold it locally for £4,000. I spent £2,900 on parts so unusually I made £1,000 profit not counting labour all of which was DIY. If I sold it today it would probably get £7000+ because the cars are getting rarer.



The last car away. Charles Clark Classic Car Rally 10.07.2011

The new owner rang me up soon after he had bought it and said "Hello old boy, I was driving along the other day and there was a Gawd almighty bang!.....only joking. If you ever want to borrow it for the day, just say the word." The final picture is of me being flagged away on the annual charity Charles Clark Classic Car Run. There were lots of awards at the end of the Rally,

but the 80 other entrants voted my car as the 'Fun Car of the Day'. The question is. What next?
Brilliant conclusion to a great article – thanks Geoff.