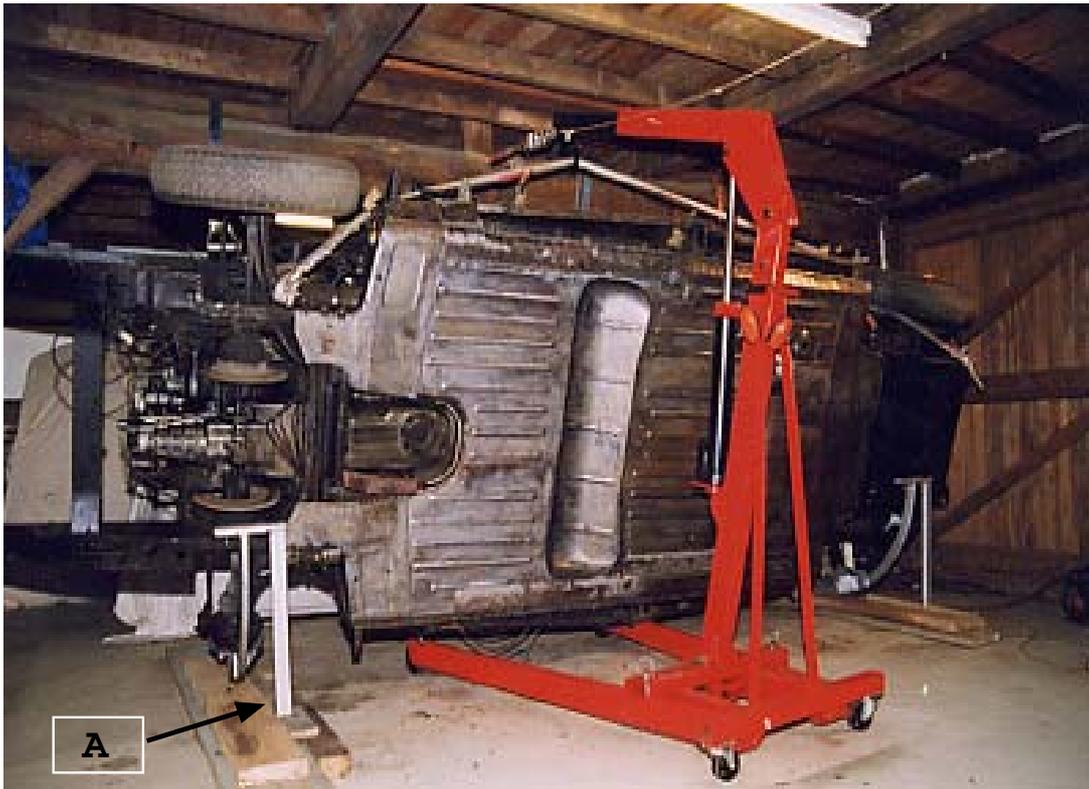


The restoration of 'Snoopy' a 1966 Citroën DS 21 Pallas



Charles Vyse November 2001



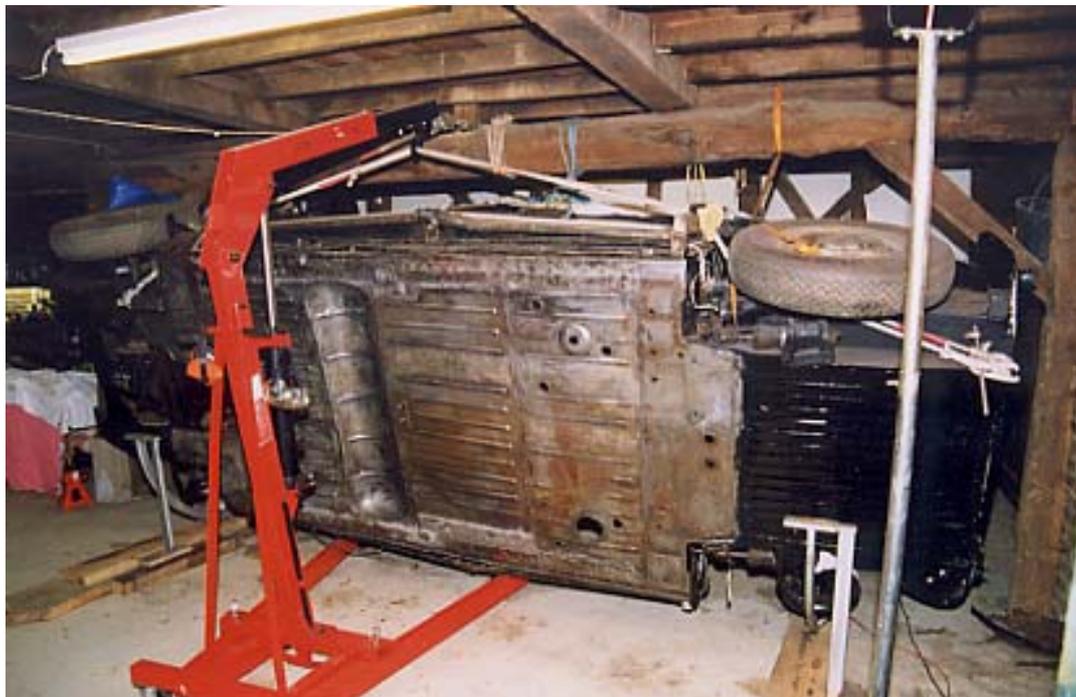
After stripping off the body panels and interior, the car was put on a car roller - you can see the two curved pieces on which the car is rolled. In theory the car can be rolled over by 5 men. I didn't have '5 men' - so used an engine crane. This was attached to a tow rope tied to the front and rear suspension arms and the crane used to roll the car over. The piece marked 'A' slots in after the car is rolled and prevents the car rolling back.



The corroded floor pan. Rusted parts were cut out and dealt with in sections. By welding in new metal in lengths of not more than a foot long, panel distortion was avoided. After cutting out the rust, the panel edges were primed with a Zinc rich weld-through primer, before new 18 gauge metal was Mig welded in. At the top of the picture you can just see the white tow rope to which the engine crane was attached.



The restored offside rear wheel arch. The 'book' says there is 80 feet of hydraulic piping in the DS. I used just over 100 feet - but that included the learning curve of both forming nipples and bending the pipework neatly. All pipework is now in cupro-nickel and will not rust.



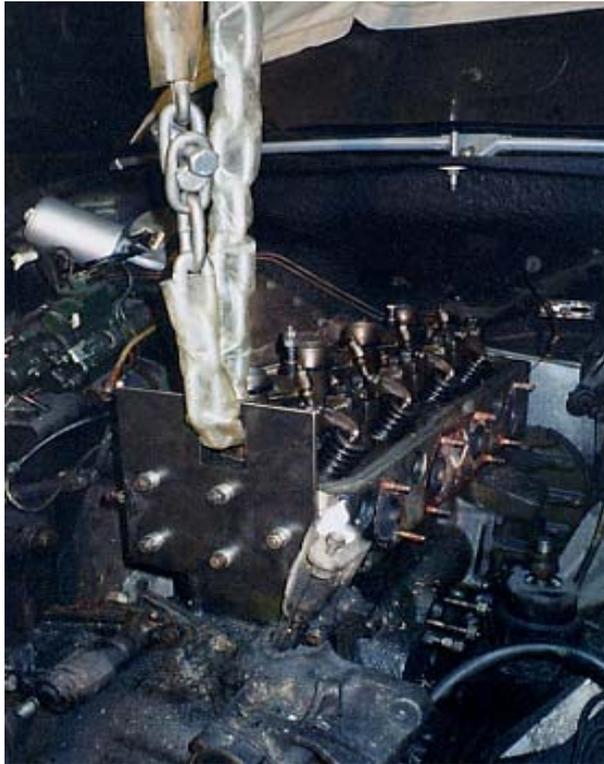
Welding on the floor pan now complete and painting underway, from the rear working towards the front. A 2-pack epoxy etching primer was used, followed by a coat of chassis black and finished with a sprayed coating of a flexible wax based underseal. All cavities were saturated with Waxoyl. The vertical aluminium tube in the foreground, is a portable Halogen floodlight.



Work starts on stripping out the engine bay. On the '66 RHD Pallas, the battery is carried on the offside. The battery box was found to be heavily corroded and was largely rebuilt. When re-building the car, a battery mat (available from Frost) was used underneath the battery tray itself. This mat will absorb and neutralise any future acid spill.



No new metal was needed in the roof rails. The roof rails were taken back to bare metal and re-painted again using a 2-pack etching primer. The opportunity was also taken of re-routing the aerial cable along a roof rail, down by the 'C' post, through the sill and up the 'A' post to the radio. Originally the cable ran up the windscreen pillar and could be seen.



← To reduce the weight as much as possible; I was working single handed - all engine ancillaries were removed before the engine/gearbox assembly was removed from the car. I made up an engine hoist plate from mild steel and bolted it to the water pump studs. The engine came out surprisingly easily.



The restored engine waiting to go back in the car. The twin exhaust downpipes are now stainless steel; as are most fasteners used throughout the restoration.

The large circumference starter motor that is fitted to the '66 DS, makes it very difficult to remove, without first removing the exhaust downpipes. The (new) water pump and Citroën's own engine lift were fitted before the engine was put back in the car. →



A general picture of my workshop. The cabinet in the foreground is my home made grit blaster. ↓



My wife Joan re-trimming the headlining, on the dining room table!



The DS is an easy car to paint, as all the panels can be removed. This is the roof panel, rubbed down and ready for the top coats. Before any painting, all panels were taken back to bare metal (or fibreglass in the case of the roof).



The engine gearbox assembly back in the restored chassis and ancillaries plus hydraulic units being re-fitted. Note that the car is supported each side by two tree trunks under the re-inforcing point. Underneath the car is a full length pit, which makes fitting things like the exhaust system so much easier. In the background is my 1946 Rover P2 14hp.



← My car has the optional cold weather rear heater unit fitted.

The restored dash. The upholstery is original. The Radiomobile radio is original, but has modern stereo FM innards. →



The restored engine bay. The battery has since been changed for a black one.

The restored interior. The carpet, to exactly match the original, was sourced from an Irish mill and made up by a professional carpet firm. That was probably the most expensive single bought-in item.





The final result!

