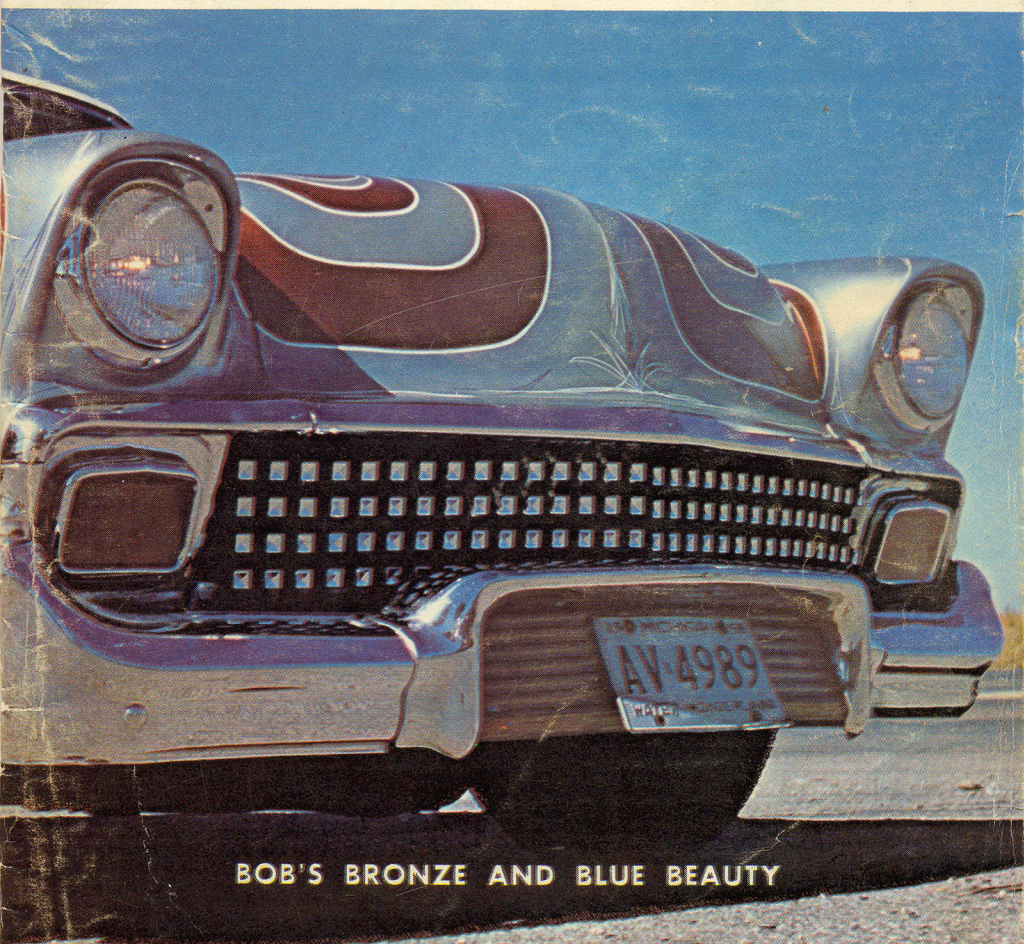


**SPECIAL
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**66 NEW RESTYLING
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CUSTOM ACE **RODDER**

MAY / 25¢



BOB'S BRONZE AND BLUE BEAUTY

FIRST PHOTOS **HERE'S HOW TO EXTEND YOUR FENDERS**

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THE RIGHT WAY TO EXTEND YOUR FENDERS

Long rear fenders have that cool, racy, look, and when you add

NO ONE really knows how long the Continental kit has been popular, and no one really cares. Grandfather used one on his Stutz Bearcat and father sported one on his Essex Tudor. That part of the story is unimportant. Whatever the history, the Continental idea, with long, racy rear fenders, has never grown outdated and today it's going stronger than ever.

But today, there's a difference: you've got an edge over father and grandfather. You can have a Continental look with a new twist. If you like, gone are the days of the bolt-on, add-on look.

At Valley Custom, in Burbank, California, Niel Emery and Clayton Jensen have developed a technique of lengthening rear fenders and building

the Continental kit that gives a custom look to the job. In this article Emery and Jensen tell you how to do the job at home.

Before you start there are two questions you must answer. The first: how much longer do you want the fenders? The second: where do you want to start the extension?

The answers to these questions are easier than they seem. Make the fenders as long as you like and as long as you can without exaggerating the look of the body. You can tell by making a photograph of your car, cutting out the rear fender tips and extending them various amounts until you find the right amount of extension. In all cases start the extension at least as far back as the rear edge of the trunk

1 Extended fenders with fake exhausts add plenty of glamor to this car owned by Mrs. L. Overman.

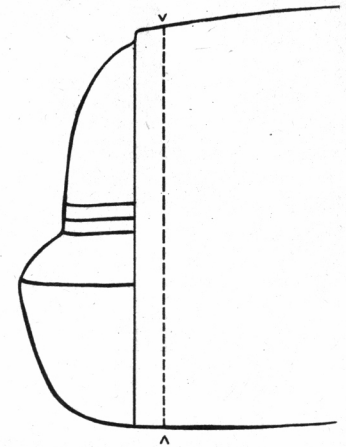


a Continental kit, you really need them. Here's how to do it

compartment. Start farther back if you can. Keep as much of the stock fender as you can. And when you extend fenders keep the stock contours and top line so the extension will look natural.

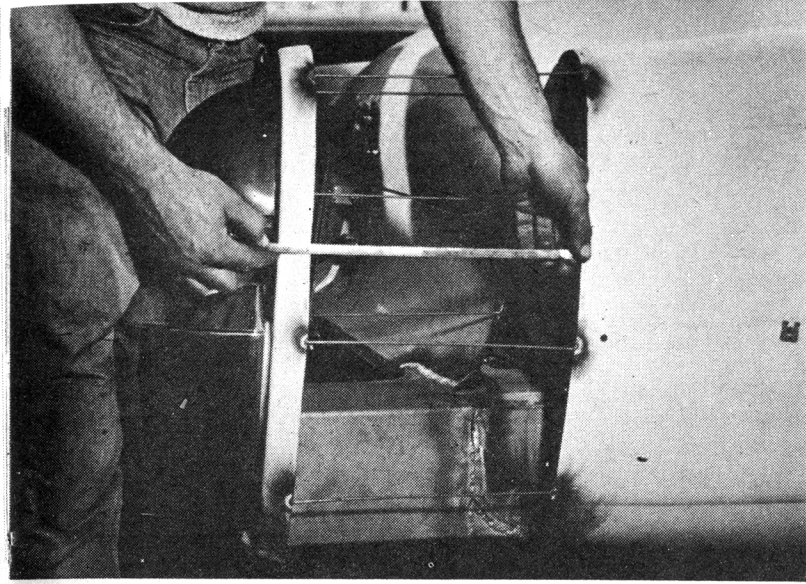
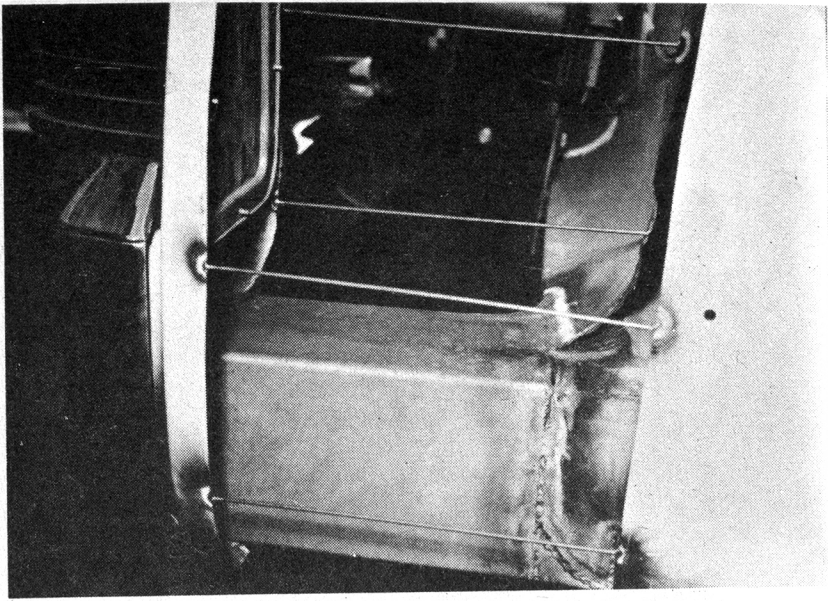
When you are ready to start, begin by removing all hardware and tail-light wiring. You don't have to do this (even when you paint) but you are better off if you do—you reduce the risk of scratching and breakage.

When you remove the wiring, code the various wires so you can rewire the tail-lights easily. If you'll use a different colored tape for each wire (stop light, tail-light and backup light) you can place the same color tape on the terminals and it will be a simple job to match color later.



2 Starting with a drawing is a wise move. It shows you exactly where to make your cut in each particular case.

3 The bottom sheet metal channel carries out the lower trunk compartment panel.



4 The extended tips are held in place by weld rod while Neil measures for sheet metal.

Next, remove the bumper and bumper support brackets. This job will be easiest if you'll leave the supports bolted to the bumper and simply remove them at the frame. The bumpers are heavy and you will need help on this part of the job. You can support the bumper with blocks, a couple of jacks or with muscle-power.

Now you should mark the rear fenders for cutting. Measure from the rear fender tips to the place where you plan to cut and measure from the same point on each rear fender so the cuts will be identical. Draw a line around the fender at the point where you plan to cut. Be certain the line is at right angles to the fender lines and that the line is square with the body.

You can cut the fenders with several tools. The best tool is a power sheet metal cutter: it makes a clean, wrinkle-free cut. Most body shops have such a cutter and you'll get the best job if you will bring your car to a body shop for this part of the proj-

ect. Most body shops will do this job for less than \$10.

If you want to do the job at home, you can cut most fenders with either a cold chisel or a hack saw, but whatever you use you must cut slowly to take care not to bend the metal around the cutting instrument. Once you bend the fender sheet metal you're in trouble: it is a long, difficult job to re-shape the fender metal to the right contour.

When the fenders are free, place them to one side and measure the exact amount of extension you want. Using 18-gauge sheet metal, make an open box section for the base of the fender (between the edge of the fender and the new position of the fender tip) which will match the contour of the trunk panels. Fit one end of this box to the rear of the car, tacking it in position with the torch. Align the fender tip at the end of the box section and tack it in position. Support it with several weld rods welded between the two sections of fender.

5 Measurements must also be made for the extended bars which will carry the bumper.

