

HOW-TO: METAL WORKING

FENDER EXTENSIONS

with Larry Zimmer



Modification: Extend rear quarter panels to align with continental spare tire/french in 1954 Merc taillights.

A while back I was asked to extend the rear quarters on Tim Halter's '51 Ford coupe. It looked like a great subject for my column, and so we documented it in text and pictures.

Tim's Ford is a bona fide sled! He wanted the connie kit to look like it belonged, so we started with a 1/4" round rod framework. Note in **photo 1** the long rod on top for alignment that's displayed. You can also see that I cut the quarter back. The '51 Ford quarters have quite a curve in them. Moving this piece back will help continue the correct curve.



Photo 2 shows another view of the taillight frame where I cut the quarter panel.



As exhibited in **photo 3**, the windsplit was partly removed at this point. The round rod holds it in place.



Photo 4 displays a curved piece of 2" pipe that will make up the needed contour for the top of the quarter panel.



As illustrated in **photo 5**, I spot-welded in the first piece on the taillight frame.



As you can see in **photo 6**, the rest of the windsplit has been cut out and a piece of metal spotted on.



Photo 7 exhibits the straight piece of 2" pipe that was welded to the gravel shield and bottom of the taillight frame.



Welding all the pieces together and following the curve of the tacked-on original, I used two sheets of flat 18-gauge to make a new quarter panel. (**Photo 8** displays this.)



Photo 9 shows the many pieces that had to be made for the upper top of the panel.



Photo 10 exhibits how much grinding and blocking formed the panels!



Photo 11 shows how far the quarter panels extend. Note the taillight panel on the driver's side.



Because the car now has longer panels and longer curve, the car's rear bumper had to be narrowed 5". **Photo 12** shows off the long and low custom.

