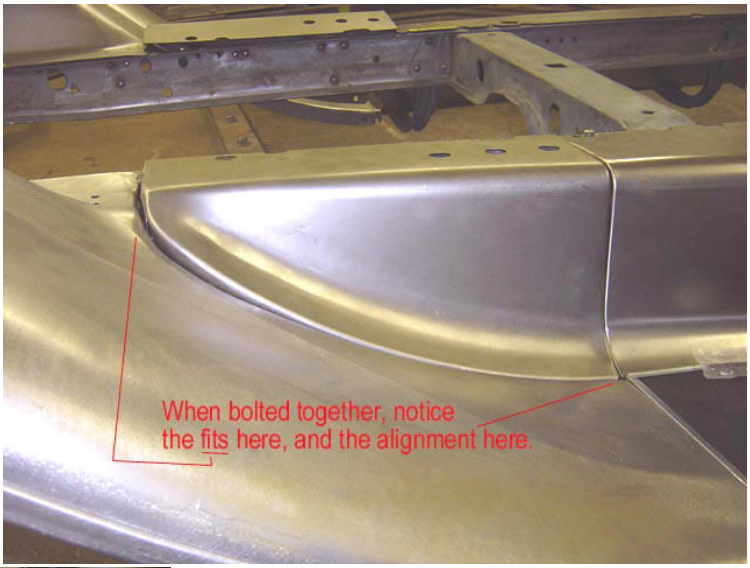
What I have found in doing several sets is that the two pieces just do not mate well as seen in the first two pictures.  As you can see, straight out of the box they are a mess.

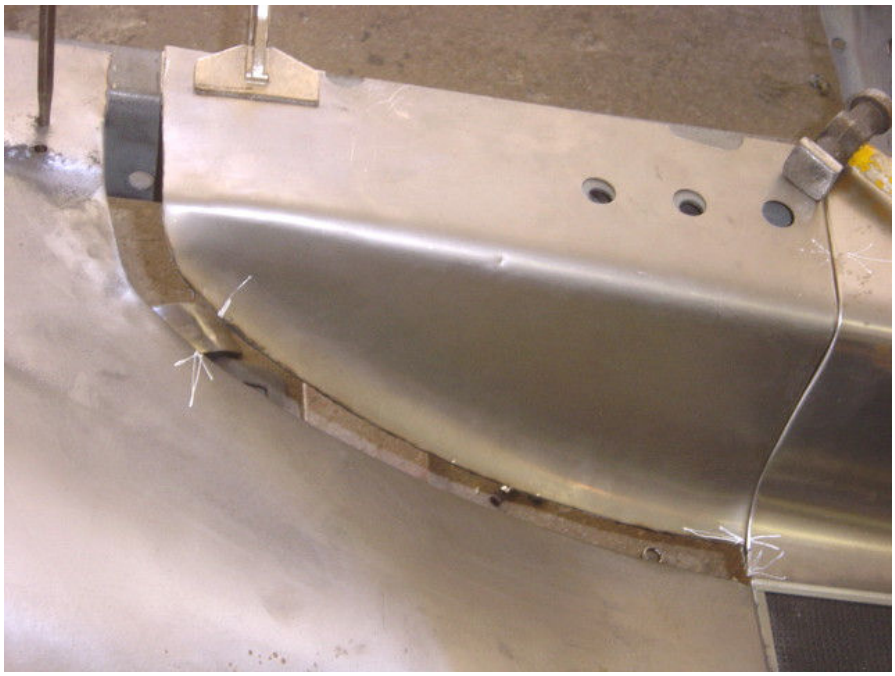





One needs to start by having a flat level platform such as the frame you plan on mounting them onto to work from. Next use the headlight bar to position the front fender brackets and get those to match.

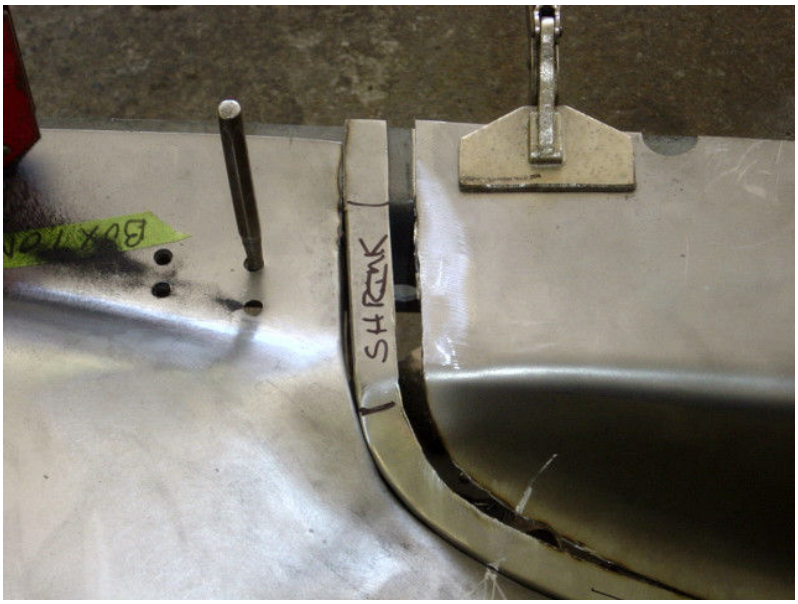
With everything mounted on the frame we start at the front and position everything like the next two pictures.

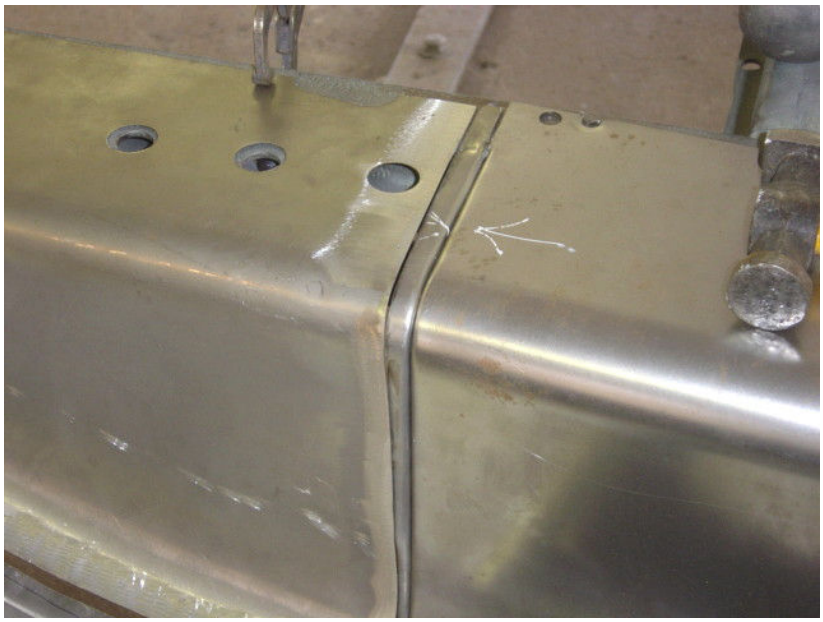




Even those will need to be trimmed to fit correctly.

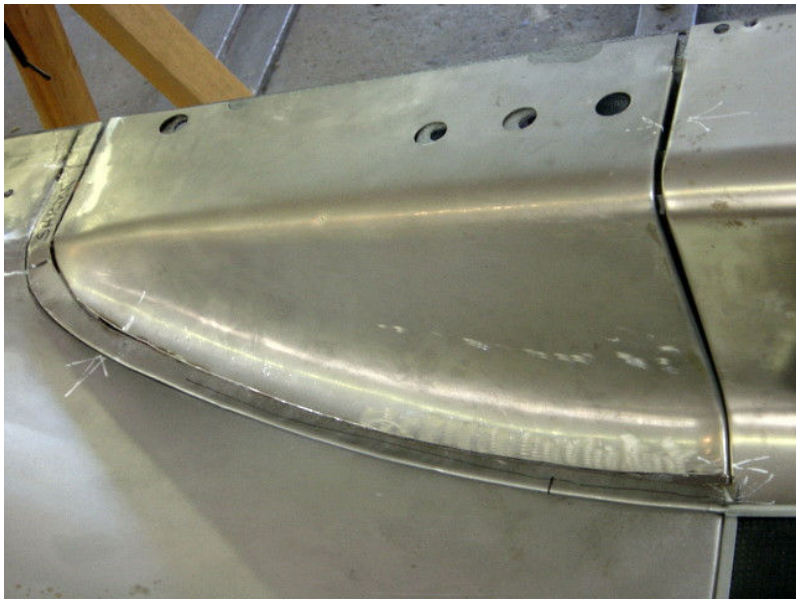
What we do is split the forward apron into two pieces like this in and allow it to fit against the main apron, --and then massage and shape the forward piece to fit the contour of the fender as shown here.





Sometimes the same must be done just to get the two aprons to align with each other like here.

Then with everything starting to match up like this, we can start putting witness lines to fine-tune the fit.





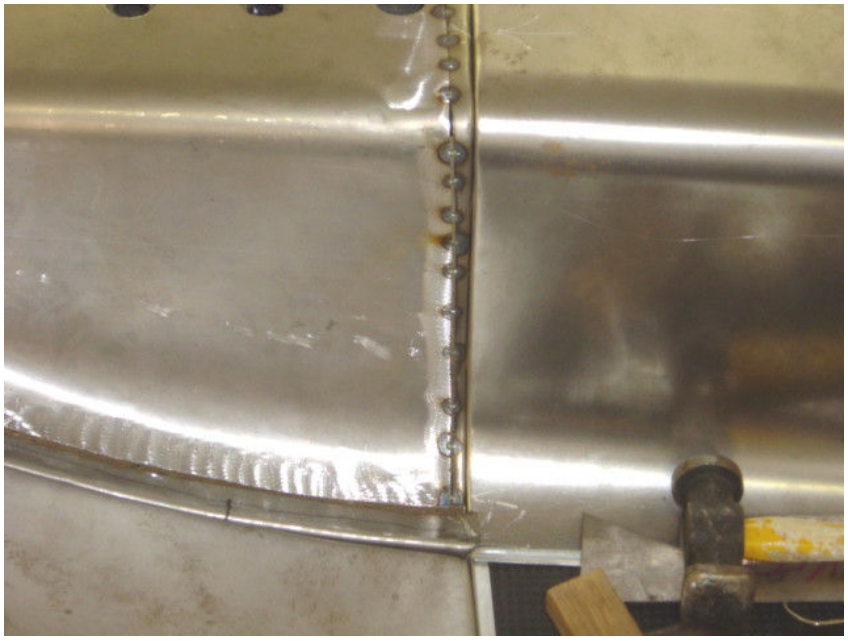
As you can see the gap is not much but just enough off to make things difficult.

This picture shows how much longer the inside of the forward apron was when it was fitted to the curvature of the fender!



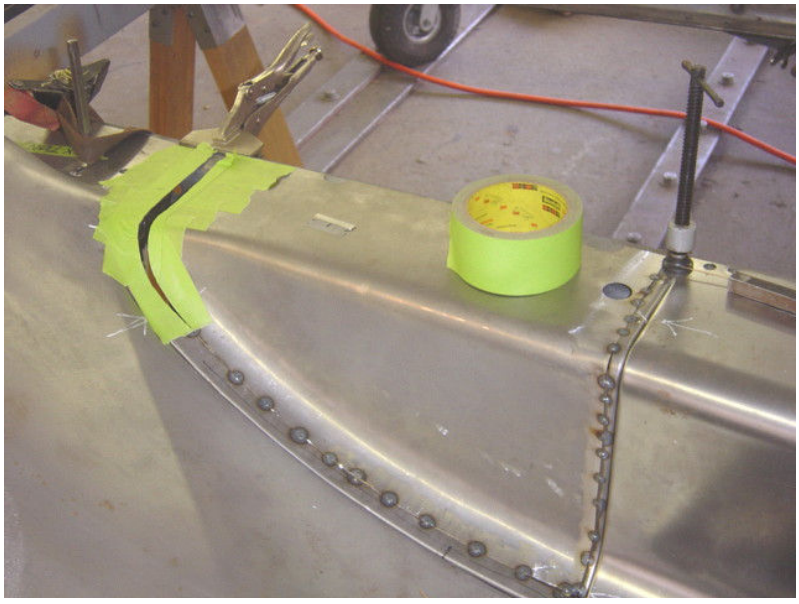
Here you will see harsh hammer marks but that is OK because you will dolly those out once you get everything aligned and tacked.



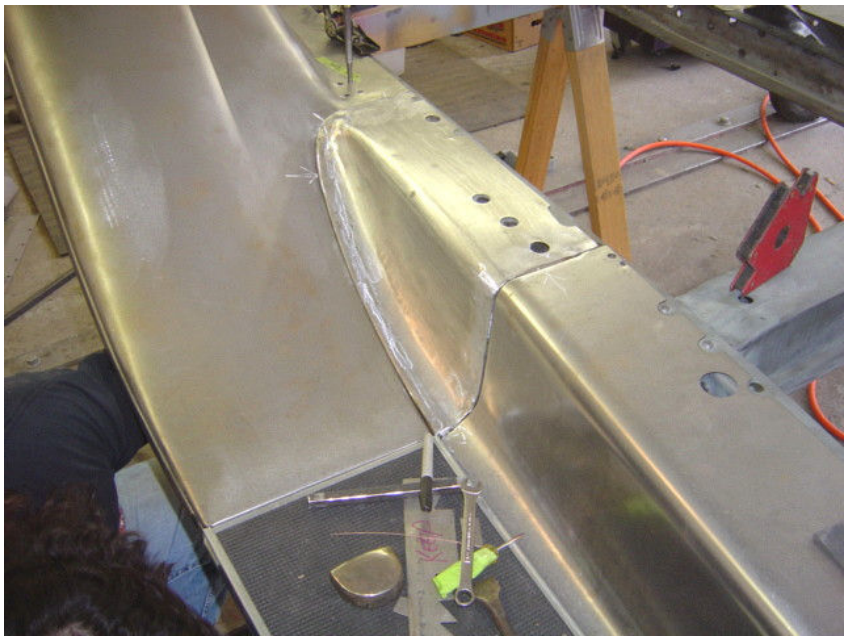



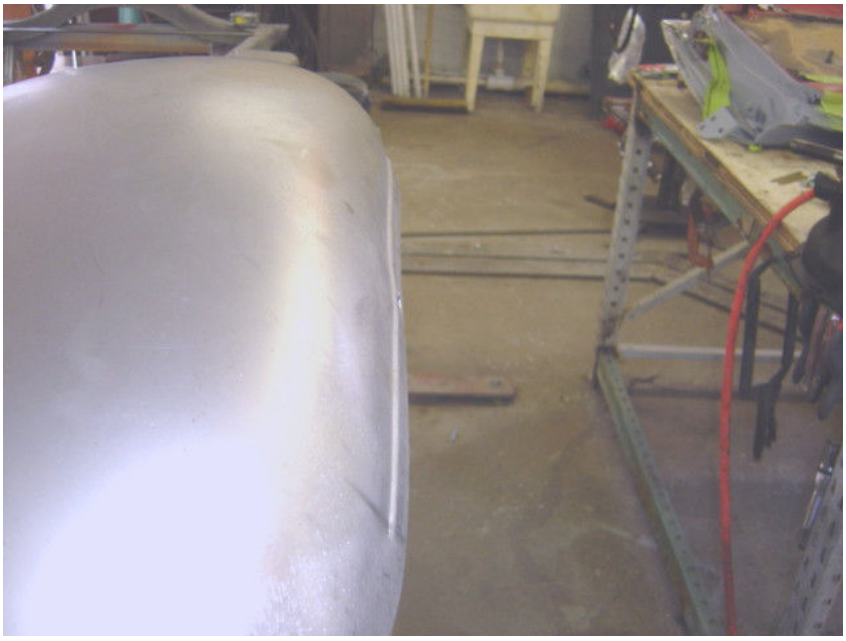
You will notice the two aprons aligned back where they needed to be but at the bottom, a filler strip was scribed and cut to join the two pieces together.

Here is another view that may show this in better detail.



Now everything is welded out with a TIG and metalfinished smooth.





You can turn your attention to the outer bead that looks more like a fender off of Chitty-Chitty-Bang-Bang, ...than it does a Model A. As seen here, the tedious process of re-flanging the edge comes next. I have a set of Vise-Grips that are specifically made to straighten a bead. I will try to post a picture of those tomorrow.

I hope this helps you understand why it is not uncommon to spend 40 hours +/- to take a set of repro fenders and make them useable. I also forgot to show this but we take the forward apron and weld it to the fender flange on the 1930's, ...and then trim the edge back to mimic the look of how they were originally spot welded on.

Here are a couple of items we have made to make our productivity increase. Starting with the basics in bodywork, one needs a Hammer & Dolly. There is an “art” to using these that needs to be mastered first, -- and just like any other type of craft-- when this is learned ...then life is easy(er). I have always heard that ‘Experience’ is something you gain after you need it. After you have done a car or two, one learns some ‘sperience. [grin]

Without getting into a complete dissertation on how to shrink metal, just understand that a dent is basically a piece of metal that had trauma inflicted which caused the metal to stretch. Therefore to make the dent go away, the metal needs to be shrunk back to it’s former state. Generally speaking, the dolly (or anvil) is placed on the backside of the dent and upward pressure is applied while the perimeter of the dent is hit with a hammer in fast glancing blows. These strokes induce heat and help relax the metal as the dolly pushes the dent back up. In the 3 pictures below, these are called Slappers.



Slappers are basically a regular body hammer's striking face on steroids. These allow you to make much more contact with the same amount of effort as a smaller hammer. What is neat about these slappers is that almost everyone reading this has the material to make these in their (or a buddy's) scrap pile. These are made from worn-out Model A springs. We cut them to the length we need, shape them and form a handle. The faces are





ground smooth and then sanded with finer and finer sandpaper until we can polish them on a buffing wheel.

The next tool that we use tremendously is what most people know as an English Wheel. We have several different sizes to work from but one needs to understand that all an English wheel is a continuous hammer face on one side with a continuous dolly (anvil) on the other side. Everything that can be done on an E-wheel can be done with a Hammer & Dolly, ...or a Slapper and Dolly. The point I need to make is that you can achieve the same results using a Hammer & Dolly as you can with a "Wheel".