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Leo and George make sure the deck lid filler panel is the same distance from the top of the window frame on both sides. The only way the panel would fit was by partially cutting, hammering and bending it. That's what fitting Taiwanese (and original factory) panels is all about.



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The boot lid was set in place but it was a bit tight at the sides. If it won't fit, bend it. Leo is simply rolling the tops of the guards upwards and outwards simultaneously with a bit of brute force. Fitting can be like this.



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With the job shaping up, more serious welding begins. The inset shows the flanges atop the wheel wells being given a final tap into place before the final puddle welds are made. As we've described in many stories, drill screws are used to hold panels in place temporarily where clamps won't fit.



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Some elements are simply forced into alignment as clamps are tightened. You can never have too many clamps. All sorts are available. I've had fairly cheap ones that have served me well for more than a decade. Still, the best ones are made by companies with well-known names like Visegrip.



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Some people might point the finger at techniques like forcing the boot lid down onto a screwdriver as incorrect. As far as I'm concerned the answer to any such criticisms is to look at the way things are lining up. Look at the front of the quarter panel and the door. Superb.



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The finished product looks like a different car. And that's the point. In summary, Leo says, "The best measuring system is your gaps. You should strive to maintain five to six millimetre gaps. If your gaps are all there then the car is pretty right." You can contact The Muscle Car Factory through their website www.musclecarfactory.com.au.