

the same shop for the last few projects (West Beaverton Autobody) which means open communication and an easier experience.

Depending on the level of work the car's bodywork needs (and your budget) the bodyshop may choose to paint over your existing paint or, as you can see here, they may strip it to bare metal for the ultimate finish.

Once the paint surfaces are stripped, panel massaging will commence. A good bodyman will knock the dents out with special hammers and dollies, a lesser bodyman may just lay down a spread of body filler and call it a day. We prefer the good old fashioned way of knocking the dents out as far as is possible, followed by a light coat of filler to remove any imperfections that may remain. Areas affected by rust should be cut out and new metal welded in place. This can be both time consuming and costly but the alternative is to

apply panel filler, lead or fibreglass over rusted metal. It works but it's only a matter of time before repairs like this will fail (we call this a five-year fix). Another common trend we've noticed developing is the use of panel bonding materials to fill and shave holes rather than welding them up. Again, at best this is a five year mod. We've seen many cars with side markers shaved using the panel bond method and they usually start to sink and 'show' within six months. Such a shame when it could have been done right just as easily the first time.

Modifications

In the photos you can see the various stages of prep and construction that were undertaken on Project '77. While we were about it the body received a few modifications including: deleting the rain tray under the hood; smoothing the rear panels in the hatch and

removing the rear seat back anchors, as well as the aforementioned engine bay and side marker details. Antonio Yorba at West Beaverton Autobody did a fantastic job of prepping the car and performing the few, time consuming modifications we wanted done.

Over two hundred man hours were put into the body and paint on this car over the course of about four months. The bill was a tad over US\$5500 (pretty similar to UK prices - MP), so plan your budget accordingly. Black cars are hell for a body shop, and this car was no exception but the end results are staggering - it's mirror smooth everywhere you look.

**Next month:
Building and installing
the 20V turbo engine**



14) The doors and bumpers, hatch and bonnet were all shotblasted off the car before any prep stages and then wet sanded after to a mirror shine

15) Here's the 'shell' being prepped for its final primer sealer and paintwork

