

V16 Restore – The Project Grows

Chapter 7

This is the seventh of many articles covering my experience restoring a 1940 V16 Town Car. For an introduction, start with the first chapter.

This chapter starts by restating the original work order as requested of RestoreCars, Mark Clayton. When I received the car from the seller, the paint and body work was very good except for a passenger door being sprung. The doors are “suicide” style and if left improperly latched will swing open. Prior to my purchase, the passenger door on the driver’s side suffered from this damage. We also noticed paint bubbling at the edge of the trunk. The work order included to rebuild the engine, replace all electrical wiring and restore the dashboard with chrome and gauges.

When the metal work was repaired on the door, we discovered the paint was acrylic lacquer and could not be matched. Furthermore we were unable to find a breaking point to stop the paint, such as a door or a body panel. So we decided to completely repaint the entire car. The paint removal service was instructed to remove body and chassis paint.

The video provided with this chapter shows what we discovered after paint removal.

I am finding the restoration to be like a house improvement project. It becomes difficult to know how much work to do and certainly impossible to know ahead of time how much work is needed.

In summary, until seeing the bare metal we were unable to tell how much body work was needed.