

1971 Mustang Mach 1

Body and refinishing estimate

Davin Hammond | Project C4 Stang | Wenatchee, Washington

Estimate C4STANG-BODY-R2 | October 14, 2026 | Preliminary scope for review

We propose further teardown, complete vehicle blasting, the listed body repairs, both inner quarter replacements, epoxy primer, prime and block, and refinishing of the jams and exterior. The priced scope below totals \$20,575.00 before replacement parts and the open items listed on page 5.

Stage	Hours	Labor
Further disassembly	5.0	\$625.00
Whole vehicle blasting	4.0	\$500.00
Listed panel repairs	42.0	\$5,250.00
Both inner quarter replacements	24.0	\$3,000.00
Epoxy primer preparation and application	6.0	\$750.00
High build primer application	6.0	\$750.00
Guide coat, sand and block	24.0	\$3,000.00
Jams, edges and closure undersides	8.0	\$1,000.00
Exterior sealer, basecoat and clearcoat	20.0	\$2,500.00
Total labor	139.0	\$17,375.00
Materials and consumables		\$3,200.00
Priced scope subtotal		\$20,575.00

Pricing basis: \$125.00 per body/refinish labor hour and \$65.00 per coating application hour for paint materials, using the current HWC working rate schedule. These rates and all added allowances remain subject to Mike's review for this job.

Cash deposit on record: \$5,000.00. Receipt date and allocation remain to be confirmed. If the full deposit is applied to this scope, \$15,575.00 remains before open items. This is a planning calculation, not an invoice or amount currently due.

Supporting document: [Open pre restoration condition report](#)

The PDF estimate packet includes the complete October 7 report as its appendix. Its findings remain preliminary pending physical verification. No work or parts purchase is authorized by this draft.

Further disassembly and blasting

Further teardown is a separate operation. These removal-only allowances cover the parts still installed; deduct any work already completed. Reinstallation, final panel alignment and complete vehicle assembly are separate open items.

Removal and preparation operation	Hours	Labor
Remove hood and preserve hinge reference marks	0.3	\$37.50
Remove deck lid and preserve hinge reference marks	0.2	\$25.00
Remove left and right fenders	1.0	\$125.00
Remove left and right door assemblies	0.5	\$62.50
Strip both doors of glass, mechanisms and hardware	1.0	\$125.00
Remove remaining lamps, grille, trim and seals as needed	0.5	\$62.50
Remove remaining windshield and back glass as needed	0.5	\$62.50
Remove remaining interior items in blast and weld areas	0.5	\$62.50
Photograph, label, bag and rack parts and hardware	0.5	\$62.50
Further disassembly subtotal	5.0	\$625.00

All teardown times are provisional shop allowances. The fender allowance assumes access parts are handled on the separate trim line. Door removal covers the assembly only; door stripping covers its internals. Glass removal is subject to the condition of existing seals and glass.

Blasting scope

Operation	Hours	Amount
Sandblast entire vehicle and removed body panels	4.0	\$500.00
Blast media allowance		\$200.00
Blasting subtotal	4.0	\$700.00

The 4.0 hours and \$200 media are Mike's supplied allowances. Confirm underside, floor, trunk and engine-bay access before starting. Use the stripping process appropriate to each panel; broad skins must retain their shape. Media removal, surface cleaning and preparation for epoxy are included in the separate 6.0-hour epoxy allowance.

Teardown checkpoint

Photograph gaps and mounting references, label parts and hardware, and expose the wheelhouses and glass channels. After blasting, record repair boundaries and update any work that exceeds the listed panel hours before proceeding.

Panel repair labor

These are Mike's revised repair hours: 1.0 hour removed from each of the 12 main panels. Both headlight doors remain at 0.5 hour each. They cover panel repair and filler shaping to a primer-ready handoff; epoxy, high build primer, final block sanding and refinishing are listed separately. Any primer/block time already included in a repair allowance must be deducted from the separate preparation stage.

Panel	Hours	Labor
Hood	1.0	\$125.00
Left fender	4.0	\$500.00
Right fender	2.0	\$250.00
Roof	1.0	\$125.00
Left rocker	1.0	\$125.00
Right rocker	1.0	\$125.00
Left quarter	7.0	\$875.00
Right quarter	9.0	\$1,125.00
Right door	4.0	\$500.00
Left door	7.0	\$875.00
Back panel	3.0	\$375.00
Deck lid	1.0	\$125.00
Left headlight door	0.5	\$62.50
Right headlight door	0.5	\$62.50
Panel repair subtotal	42.0	\$5,250.00

Inner quarter replacement allowances

Replacement operation	Hours	Labor
Left inner quarter - exact panel to be confirmed	12.0	\$1,500.00
Right inner quarter - exact panel to be confirmed	12.0	\$1,500.00
Replacement labor subtotal	24.0	\$3,000.00

The 12.0 hours per side are provisional planning allowances, not verified book times. Each covers local removal, flange preparation, fitting, welding and weld finishing at the body rate. Panel prices are not included. Confirm whether "inner quarter" means inner wheelhouse, outer wheelhouse, trunk drop or another panel before selecting parts.

The outer quarters remain repair items at 7.0 and 9.0 hours under Mike's current scope. The earlier condition report identifies replacement as a possible outcome. Additional quarter removal for access, structural bracing, adjacent corrosion repair or custom fabrication is not included in the 12.0-hour allowance and requires revision after inspection.

Preparation and refinishing

The following are proposed whole-job allowances. Drying and curing are elapsed time, not billed labor. The coating sequence must follow the selected product system, including protection of metal exposed again during repairs.

Preparation or refinish operation	Hours	Labor
Epoxy: media cleanup, clean, mask, mix and apply	6	\$750.00
High build primer: mask, mix, apply and clean equipment	6	\$750.00
Guide coat, block 180/320 and final sand to system spec	24	\$3,000.00
Jambs, edges, hood/deck undersides: prep, seal, base, clear	8	\$1,000.00
Exterior final prep and masking	4	\$500.00
Exterior sealer application	2	\$250.00
Exterior color setup, mixing and basecoat application	6	\$750.00
Exterior clearcoat application	4	\$500.00
Exterior equipment cleanup, demask and finish inspection	4	\$500.00
Preparation and refinishing subtotal	64	\$8,000.00

Exterior scope covers the listed body panels and headlight doors. Jamb scope covers door openings, door edges, fender returns, trunk gutter and hood/deck-lid undersides. A complete engine-bay, trunk-interior, passenger-floor or underbody topcoat is not included. Assumes one conventional basecoat/clearcoat color; blackout, stripes, graphics and special-effect systems remain open.

Materials and consumables

Material	Basis	Amount
Blast media	Fixed allowance supplied by Mike	\$200.00
Epoxy primer system	6.0 application hours x \$65	\$390.00
High build primer system	6.0 application hours x \$65	\$390.00
Jamb and underside coating materials	8.0 refinish hours x \$65	\$520.00
Exterior coating materials	20.0 refinish hours x \$65	\$1,300.00
Block sanding abrasives and guide coat	Provisional allowance	\$150.00
Body filler, weld consumables and seam sealer	Provisional allowance	\$250.00
Materials subtotal		\$3,200.00

The \$65 material factor applies to 40.0 coating hours only: 6 epoxy + 6 primer + 8 jambs + 20 exterior. It is not charged on repair, replacement, teardown, blasting or 24 block-sanding hours. Coating allowances include their masking/mixing consumables; avoid duplicate actual-material charges. The \$200 blast media is included once.

Scope review and estimating basis

This is the starting body and paint scope, not a complete restoration price. The following items remain outside the priced subtotal until their scope and cost are established.

Open item	Current treatment
Replacement sheetmetal, seals and hardware	Not priced; identify and quote
Hidden rust, structural repairs and access cutting	Revise after teardown and blasting
Extra primer/block cycles and extensive straightening	Revise if the listed allowance is insufficient
Color sanding, correction and machine polishing	Not included; define final finish standard
Refit panels, set gaps and reinstall glass/trim	Not included; separate assembly estimate
Mechanical, electrical, interior and suspension work	Outside this body estimate
Freight, tax and outside vendor charges if applicable	Not priced; no allowance included

Labor time basis

Revised owner-directed times: 42.0 panel repair hours and 4.0 blasting hours. Proposed shop allowances: 93.0 additional hours for teardown, inner panel replacement, preparation and refinishing. No vehicle-specific published labor times have been assigned to the added operations.

Mitchell's Collision Estimating Guide states that its new-panel refinish values are not intended to calculate a complete vehicle repaint. It separates feather, prime and block from ordinary refinish labor. Its panel overlap rules and clearcoat formulas apply within their stated scope; simply totaling unrelated collision-book times would not validate this restoration allowance. [1-3]

The draft therefore uses task-specific allowances with a single charge for shared preparation. It does not apply a new-panel 2.5-hour clearcoat cap to this complete repaint. The 4.0-hour exterior clearcoat allowance is a shop estimate, not a published Mitchell time.

Items to settle before issuing the estimate

Confirm both inner-quarter panel identities, access requirements and replacement parts prices.

Confirm the additional hours, body rate and material allowances after Mike checks the stripped car.

Confirm color, jamb and underside coverage, finish standard and final assembly scope.

References

[\[1\] Mitchell CEG - Refinish General Information](#)

[\[2\] Mitchell CEG - Refinish Overlap](#)

[\[3\] Mitchell CEG - Clear Coat and Two Stage Refinish](#)

Guidance reviewed October 14, 2026. The original October 7, 2026 photo condition report follows in the PDF packet, with its findings and verification limits preserved.

1971 Mustang Mach 1

Pre Restoration Condition Report

Davin Hammond | Project C4 Stang | Headwaters Customs

Prepared October 7, 2026 • Revision 1 • Preliminary and pending physical verification

Purpose and overall assessment

This report records the condition visible in the supplied photographs so Mike can compare each finding with the car. The photos show extensive previous surface preparation and filler work, visible corrosion perforation in rear wheelhouse and adjoining lower body sheetmetal, and an incomplete vehicle with suspension modifications. Rear metal repair is the principal visible concern. Final structural condition and the repair-versus-replacement scope remain undetermined.

The shell remains a restoration candidate, but photographs alone do not establish structural soundness, dimensional accuracy, repair economics or a final labor estimate. The front and upper body show less obvious perforation than the rear in the views supplied; this is a relative observation, not a finding that those areas are sound.

Evidence and assessment limits

Source set: 34 supplied JPEG files, IMG_0571 through IMG_0602, plus IMG_0579(1) and IMG_0580(1). The two parenthetical files appear to duplicate the corresponding numbered views. Filenames identify evidence; the actual capture date and the vehicle receipt date have not been verified.

Assessment is limited to visible surfaces. No disassembly, probing, thickness testing, alignment measurement, mechanical testing or bare-metal inspection was performed for this report. Filler thickness, concealed panel condition and the quality of previous repairs cannot be established from these photographs. Left and right refer to the vehicle's sides when seated facing forward; confirm close-up locations at the car.

Classification guide

Working classification	Meaning
Retain candidate	Visible condition supports evaluating reuse; serviceability is not confirmed.
Repair	Visible damage or deterioration warrants corrective work; its limits remain open.
Replace likely	Replacement is a planning recommendation, subject to exposure and fit assessment.
Pending inspection	Photographs do not support a final disposition.

This report contains no pricing, deposit ledger, customer authorization or commitment to a completion date. Project identity is supplied context; condition findings are based on the photographs.

Exterior panel assessment

Area and photo evidence	Visible condition	Working disposition
Hood 0571-0572, 0602	Widespread surface corrosion; previous sanding and coating loss. Inner skin and seams are not shown adequately.	Pending strip inspection; assess pitting, thinning, distortion and skin-to-frame seams.
Front fenders 0575, 0583-0585	Sanded surfaces and localized filler or coating patches. Lower edges need closer inspection.	Repair candidates; inspect rear lower pockets, lips and mounting flanges before retaining.
Doors 0580-0581, 0600	Exposed filler or repair layers, especially lower door areas. Door-to-fender fit is uneven in the photographed condition.	Pending stripping; check skins, hems, inner bottoms, hinges and latch fit.
Rear quarters 0576-0577, 0582, 0586, 0601	Broad previous repair/preparation areas. Rear wheel-opening close-ups show deteriorated adjoining metal.	Replacement likely as a planning option; decide full panels versus sections after exposure.
Rear lamp panel and corners 0578-0579	Corrosion, irregular repaired surfaces and deteriorated edges/flanges around rear openings. Lamp assemblies are absent from openings.	Repair or replace affected sections; determine whether full rear panel replacement is justified.
Roof and sail panels 0576-0577, 0600-0601	Broad sanding/coating loss and surface oxidation; no clear roof-skin perforation is visible.	Retain/repair candidates; inspect window channels, seams and concealed surfaces.
Deck lid and trunk opening 0576-0579, 0601	Deck lid present with stripped/prepared exterior; opening corners show corrosion. Underside and complete channel are not documented.	Pending inspection; check lid hems, hinges, latch, full gutter and fit.
Glass and exterior trim 0571, 0575-0577, 0600-0601	Several glazing pieces remain installed. Much front/rear trim is absent from installed position.	Inventory removed parts; inspect glass and channels. Absence in a photo does not prove a part is missing.

No panel purchase is authorized by this matrix. Preserve removed panels and hardware until the repair scope and parts inventory are confirmed.

Structure and systems assessment

Area and photo evidence	Visible condition	Working disposition
Rear wheelhouses and adjoining lower body 0587-0593	Visible holes, heavy scale, cracked coatings and deteriorated seams. Several close-ups show loss of metal, not just surface oxidation.	Metal repair required. Outer wheelhouse replacement is likely; inner sections and adjacent drops need exposure. Confirm exact side and boundaries.
Rocker and lower seam areas 0594-0595	Coated underside with corrosion and irregular/discontinuous lower flange areas. Coverage is limited.	Pending inspection; separate outer rocker, inner rocker, floor edge and nearby repair condition.
Floors, rear rails and torque boxes 0589-0595	Limited underside/cavity views. Coatings and access prevent a complete assessment.	No pass/fail finding. Inspect floors, rail interiors, torque boxes and suspension attachment areas.
Front rails, aprons and firewall 0596-0598	Exposed engine bay with aged coatings, oxidation and modified suspension/steering mounting structure.	Pending cleaning and inspection. Verify seams, rail walls, mounting areas, welds and geometry.
Cowl and glass channels	Not adequately exposed or documented in this set.	Pending teardown; inspect lower cowl, drains, windshield and back-glass channels.
Front suspension and steering 0596-0598	Rack steering and a nonfactory crossmember/bracket/control-arm arrangement are visible.	Identify donor/kit and installation; inspect mounting, welds, fasteners, travel and alignment relationships.
Loose rear suspension assembly 0573-0574	Independent suspension with differential, halfshafts, disc brakes and transverse leaf spring. Appears consistent with a Corvette-style donor unit.	Confirm identity and project intent. It is not the factory front suspension; compatibility and condition are unverified.
Interior and electrical 0599-0600	Steering wheel, instrument cluster, seating and other interior pieces are visible. Dash pad is cracked; loose wiring and stored items are visible.	Inventory first. Inspect upholstery, mechanisms, harnesses and floor beneath trim; no function tests performed.
Engine, transmission, brakes and fuel	Engine bay appears empty; complete drivetrain and operating systems are not documented.	Inventory and test separately. Do not infer completeness or operation from this photo set.

Photo evidence of rear corrosion

These views establish visible perforation. The repair boundary and exact panel identification still require inspection at the car.



IMG_0587.jpeg — Wheelhouse opening with deteriorated metal and coating.



IMG_0590.jpeg — Interior rear cavity with extensive perforation and scale.



IMG_0592.jpeg — Lower wheelhouse or adjoining rear sheetmetal with rust-through.



IMG_0593.jpeg — Lower rear sheetmetal with a large irregular perforation.

Photo evidence of body and suspension



IMG_0579.jpeg — Rear lamp opening and trunk-corner corrosion/previous work.



IMG_0581.jpeg — Lower door showing exposed filler and repair layers.



IMG_0573.jpeg — Loose independent rear suspension assembly; donor identity unverified.



IMG_0597.jpeg — Front rack/crossmember and modified mounting arrangement.

Verification at the car

Inspector _____ Inspection date _____

Record each close-up's side and exact panel before changing a recommendation. Mark the repair boundary on the vehicle and add a matching photo with a ruler or scale.

- ☐ Confirm vehicle identification and the donor suspension identities; inventory assemblies and all loose parts.
- ☐ Map both rear wheelhouses, quarter bottoms, drop-offs and lamp-panel corners. Distinguish visible holes from coating cracks and factory openings.
- ☐ Inspect both rockers, floor edges, torque boxes, front/rear rails and suspension attachment structure from both sides where accessible.
- ☐ Check door skins and inner bottoms; roof, hood and deck-lid undersides; cowl and all glass channels.
- ☐ Record body dimensions and door/deck-lid gaps with the shell correctly supported. Determine required bracing before structural cutting.
- ☐ Inspect the front conversion mounting and welds; compare donor/kit identity and proposed geometry with the actual installation.
- ☐ Confirm the parts inventory before classifying removed trim, lamps, drivetrain or interior components as missing.
- ☐ After controlled stripping, update each panel to retain, repair or replace and produce a measured metal-repair scope.

Recommended first milestone

Inventory and photograph the car and parts; support and measure the shell; determine bracing; disassemble enough to expose hidden seams; strip using a process suited to each panel; then document the corrosion boundary and finalize the repair plan. Broad panels require a stripping method that avoids distortion. The measured, exposed condition should control the metal-work estimate.

Inspection corrections

Area / photo _____ Verified finding _____

Revised disposition _____

Area / photo _____ Verified finding _____

Revised disposition _____

Area / photo _____ Verified finding _____

Revised disposition _____

Area / photo _____ Verified finding _____

Revised disposition _____

Review status: ☐ Verified without changes ☐ Revised findings attached ☐ Further exposure required

Reviewed by _____ Date _____