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Where **EYE-PERFORMANCE** *Meets* **HIGH-PERFORMANCE**

INVOICE #EStephens20141204 | **Job # 0414163**

Date: December 4, 2014
Amount Due: **$ 7,000.00**

To: [redacted]
Phone: [redacted]
Fax: [redacted]
Vehicle: 1962 Ferrari 250 GTE 2+2
e-mail: [redacted]

From: *impatient creations, inc.*
1960 Fulton Springs Road
Birmingham, Al 35007
Phone: 205/664-1447
Fax: 205/664-1437
e-mail: dlyons@impatientcreations.com
Website: www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Mechanical and Electrical

- **Engine compartment**: taped fenders and hood to protect paint; removed vehicle hood; removed dead battery and replaced with a charged battery; drained cooling system; remove radiator hoses, heater hoses and thermostat; removed radiator mount bolts; loosened fan belt; pulled radiator up and out of vehicle; sent radiator to repair shop; began disassembly and tagging parts for recondition and refinishing; marked spark plug wire locations; drew valve cover diagram locating part locations; removed tight valve cover nuts, loosened valve cover; removed right valve cover fasteners and bolts from the rear; removed right valve cover; removed exhaust manifold heat shield; removed left valve cover fasteners, throttle cable, throttle linkages and brackets; removed left distributor cap and spark plug wires; removed left valve cover; removed cam covers, exhaust manifold covers, electrical center cover and removed studs from valve covers to prepare parts for powder coating; removed air horn pump, two air horns, hood spring assemblies, fuel lines, fuel filter assembly, cooling system pipes, generator and bracket, lower radiator hose pipe; created drawings illustrating the routing of the heater hoses, corrected routing and connections of wiring related to the ignition coils; removed fuel line, hood latch lever, hood latch and cover, ignition coils and mounting plate; marked timing chain position and distributor rotor/body position with red paint marker; labeled wires to ignition coils and connections; removed windshield washer fluid bag - 21.5 hours

Labor: 21.5 Hrs. @ $80 = $1,720.00

Assembly

- **Engine compartment**: after returning from radiator repairs; grinded rust off radiator tanks and epoxy primed radiator; sanded down top radiator, flipped over sanded bottom and sides; brought up to a finer grit paper; scuffed radiator, hung in booth, sealed, base and painted - 7 hours
- **Undercarriage**: degreased and steam cleaned undercarriage to remove grease; degreased and rinsed off engine bay; undercoated floor pan and frame; cleaned and painted aluminum rear end and transmission - 6 hours

Labor: 13 Hrs. @ $65 = $845.00

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Parts	Unit cost	Quantity	Extended Cost
Valve cover gasket	$128.35	1	$128.35
Original style radiator cap	$182.90	1	$182.90
Clamp kit	$102.67	1	$102.67
Heater valve	$389.61	1	$389.61
Control cable	$112.12	1	$112.12
Electronic Ignition kits	$1,290.91	2	$2,581.92
Rubber caps	$7.52	8	$60.16
Materials and Parts			$3,557.73

Materials - No Tax	Unit cost	Quantity	Extended Cost
Shop supplies	$20.00	1 lot	$20.00
Grinding and sanding discs	$4.00/disc	2	$8.00
Sandpaper	$2.00/sht	7 sht	$14.00
Sandpaper, fine D/A	$3.00/sht	3 sht	$9.00
Steam cleaning and supplies	$30.00	1 lot	$30.00
Epoxy primer	$32.87/qt	1 qt	$32.87
Sealer	$48.25/qt	.25 qt	$12.06
Base paint,	$98.60/qt	.5 qt	$49.30
Clear, satin semi-gloss	$95.25/qt	.5 qt	$47.62
Painting, prepping and cleaning supplies	$30.00	1 lot	$30.00
Materials and Parts			$252.85

Materials - No Tax: $ 252.85
Parts: $ 3,557.73
Tax 9%: $ 320.20
Freight: $ 98.06
Outsource: $ 115.00 Radiator repair
Labor: $ 2,556.00
Total: $ 6,899.84
Deposit 11.04.2014: ($ 3,000.00)
Balance: $ 3,899.84

AMOUNT DUE $7,000.00

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Sincerely, Dennis

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Where **EYE**-PERFORMANCE *Meets* **HIGH**-PERFORMANCE

INVOICE #EStephens20141218 **Job # 0414163**

Date:	December 22, 2014	**Amount Due:**	**$ 6,000.00**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:		**Phone:**	205/664-1447
Fax:		**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Mechanical and Electrical

- **Engine compartment**: drew detailed diagram of ignition wiring from fuse panel to ignition coils/distributors; removed heater hoses, loosened passenger footwell carpeting after removing passenger kick panel in order to access hex nuts securing the battery mount bracket; removed battery mount bracket; inspected and determined suitable mounting location for electronic ignition control modules; cleaned metal surfaces used to attach duct tape to seal open engine areas in preparation to pressure clean; sealed fuel lines, coolant openings, carburetors and over valve train; removed ignition distributors and sealed openings; inspected under car to confirm a good ground connection between engine and chassis (It is present); wrapped fuse panel in plastic bag and sealed; installed new wire for the driver's door safety/courtesy light, reinstalled glove box door; disassembled removed engine compartment pieces to prepare to refinish; compiled list of needed items for vehicle reconditioning; sealed defroster hole in firewall; removed 2 under-hood light fixtures, bagged and sealed; removed firewall, mounted data plate; taped over engine firing order data plate; removed bonnet rubber bumpers and panel edge trim, removed bonnet hinges and brake power booster after evacuating all fluid; taped and sealed all hoses and fittings; flat filed all banjo fitting sealing surfaces and cleaned fittings; bagged and sealed ignition wires; removed front shock absorbers; bagged and tagged all fasteners - 16 hours
- **Burnt wiring in cabin**: loosened fuse/electrical panel from the firewall and discovered burned wires needing replacement; traced burned green wire through the wire harness and determined the ultimate destination being the courtesy red light in the rear of the driver's door; suspected that the unsecured wire got grounded by being caught in the window mechanism – 4 hours
- **Capacitive discharge ignition upgrade**: determined configuration to mount electronic control units behind the glove box; removed glove box panels; installed nut-serts in the firewall to secure the ECU units; trimmed carpet to match the ECU units when mounted, painted the ECU units flat black; extended wiring to go through existing grommet for the wiper mechanism; mounted ECU units to firewall; re-installed glove box panels; reinstalled glove box rivets, light bracket and button - 5 hours

- **Fuel leaking issues**: removed fuel from the fuel tank; removed tank drain plug; cleaned threads, sludge and resurfaced sealing copper washer, applied Teflon tape to threads and re-installed; removed fuel filter element to research available replacement, all current crossover charts supply incorrect fuel filter element (too tall), researched all available filter suppliers and ordered current available closest sized replacement (4.40" tall); cut the filter element to the correct dimension (2.75"), clean bottom plate of sealing epoxy and leftover filter media and re-installed re-sized filter body to the bottom plate using JB Weld to secure assembly; removed fuel hose from fuel tank to filter; removed filter to electric fuel pump hose assembly, electric fuel pump and fuel filter housing; measured all fuel hoses to order correct replacements; cleaned all banjo fittings, fuel filter element housing, and fasteners; researched and ordered copper sealing washers for the banjo fittings - 9 hours

Labor: 34 Hrs. @ $80 = $2,720.00

Engine Compartment Detailing

- **Stripping to priming**: cleaned off all sand and wiped off around engine compartment; taped up, grill, aluminum engine parts, around engine bay; covered entire car with plastic and blankets; sand blasted engine bay, steering box and shaft, suspension and firewall; removed all covers and paper from body and moved it to paint shop; removed duct tape; securely taped around edges of engine bay to protect paint on fenders, covered fenders with blankets and sanded down entire engine bay; sanded off all paint, rust and bad bondo; grinded down all the bondo on passenger's side inner fender; sanded edges really well; mixed up black epoxy, rolled all the flat and big areas with black epoxy and brushed all the hard to reach areas and edges - 12 hours
- **Repairs**: taped off edges and laid masking paper down so Mark can tig weld a small area in upper corner of drivers inner fender; cut a slot in the corner of fender and shock tower; bottom of shock tower was dented in, hammered, dollied and got the dent out, tack welded the two pieces back together, grinded down the welds; welded rusted areas at nose and fender lips; grinded welds to smooth; cut damaged inner wheel wells to allow straightening, hammered and dollied straight; welded joints and breaks, grinded welds and prepped for primer - 6.5 hours

Labor: 18.5 Hrs. @ $65 = $1,202.50

Parts	Unit cost	Quantity	Extended Cost
Fuel element	$14.46	1	$14.46
Ferrari fuel line, 8 mm	$14.54/in.	57.5 in.	$836.05
Ferrari fuel line, 10 mm	$14.98/in.	21 in.	$314.58
Ferrari ignition wires	$1,127.10	1 set	$1,127.10
Electric fuel pump cap	$301.81	1	$301.81
Ignition point - 4 spring HP	$93.93	4	$357.72
Copper washers	$10.00	1 lot	$10.00
Materials and Parts			$2,961.72

Nuts, bolts, clamps and miscellaneous hardware	$80.00	1 lot	$80.00
Base paint, red and black	$98.60/qt	.5 qt	$49.30
Clear, satin gloss	$95.25/qt	.5 qt	$47.62
Painting, prepping and cleaning supplies	$20.00	1 lot	$20.00
Materials and Parts			$196.92

Parts	Unit cost	Quantity	Extended Cost
Molded Heater Hose	$15.40	1	$15.40
Molded Heater Hose	$17.02	1	$17.02
Aluminum cleaner	$9.36	2	$18.72
Heater hose	$18.42	2	$36.84
Generator to Alternator	$518.25	1	$518.25
By-Pass Lube	$10.83	1	$10.83
Motor oil 10W30	$5.95	7	$41.65
Oil filter	$10.49	1	$20.98
Engine paint	$6.95	1	$6.95
Parts			$686.64

Materials - No Tax:	**$ 196.92**	
Parts:	**$ 686.64**	
Tax 9%:	**$ 61.80**	
Freight:	**$ 22.14**	
Outsource:	**$ 100.00**	CNC machining coil brackets
Labor:	**$ 3,530.00**	
SubTotal:	**$ 4,597.50**	
Credit card, 3.4%:	**$ 156.32**	
Invoice 01.21.2015:	**($ 1,447.98)**	02.02.2015: $7,000.00 Payment less $5,552.02 Balance
Balance:	**$ 3,305.84**	

AMOUNT DUE $4,000.00

Thanks for the opportunity to serve you. Your satisfaction is our highest priority.

Sincerely,

Dennis

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Where **EYE**-PERFORMANCE *Meets* **HIGH**-PERFORMANCE

INVOICE #EStephens20150121 — **Job # 0414163**

Date:	January 21, 2015	**Amount Due:**	**$ 7,000.00**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:	[redacted]	**Phone:**	205/664-1447
Fax:	[redacted]	**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Engine Compartment Painting

- **Rough-in:** roughed in engine compartment and firewall; shaped and sanded engine compartment; finished repairs to engine compartment, taped up and primed with shaping primer - 12 hours
- **Bodywork:** sanded and did a final sand to engine compartment; primed compartment one more time with sanding primer; sanded down all flat and large areas in engine bay; removed all tape from previous priming; hand sanded all hard to reach areas around top edges, around back and lower areas; went back over with scuff pad - 8 hours
- **Painting:** rolled into paint booth and began taping up and covering up all cast aluminum parts on bottom; finished up wrapping up hoses, aluminum cast parts in engine compartment; wrapped up engine in aluminum foil; sanded a few areas that needed feathered out; seam sealed areas where seams needed sealing; taped up around edges of hood jamb and draped paper all the way around and covered up tires and fender wells with paper as well; wiped down with wax and grease remover; covered the rest of car in plastic; mixed up sealer, black basecoat and matte clear coat; sprayed 3 coats each - 11 hours

Labor: 31 Hrs. @ $65 = $2,015.00

Miscellaneous Painting

- **Small parts stripping and painting:** beadblasted small parts, repair and prime small parts for engine compartment and engine block; beadblasted and painted more engine bay and engine block parts, polished all brass parts for engine bay; removed and painted and detailed wiper motor; cleaned aluminum block and carburetors with aluminum cleaner; blasted, cleaned and painted the defroster blower housing; sanded steering column from 120 to 400 grit, taped up and painted steering column; spray painted left side foot-well box; cleaned and painted speedometer cable; finished polishing fuel pipe and clearcoated paint; removed hood latch release linkage, cleaned, polished, and clear coat paint; installed finished hood latch linkage; used abrasive tumbler and set up it up with resistor blocks; sanded down engine pieces for Ferrari, scuffed down and hung up on booth for matte black paint; removed and cleaned oil supply pipe; polished metal end fittings and clear coat paint; sprayed paint on right side

firewall;cleaned and prepped crankcase vent tubes for painting; refinished front pulleys and oil filter housing; masked engine front end; scuffed pulleys to prepare surface; cleaned pulleys with brake cleaner; painted pulleys and oil filter housing with satin black paint; removed masking when paint dried; masked engine bay side panels, exhaust manifolds and painted crankcase vent tubes (left and right) - 16 hours

- **Undercarriage stripping and painting**: removed front wheels, scraped flaky undercoating out of wheel wells and lower valence; degreased and washed engine bay, wheel wells and suspension; taped up engine and body, epoxy primed front suspension, wheel wells and steering assembly; sanded and painted suspension, steering and brake components at front; undercoated back side of lower valence, firewall and foot wells in engine bay; pressure washed wheels and then clay barred them, put wax on - 7 hours
- **Brake restoration**: removed one brake line from the master cylinder brake line manifold and stripped paint, removed rust, polish, clear coated paint; cleaned, polished, and clearcoated paint remaining engine compartment steel brake lines and fittings; installed polished brake supply pipe for brake booster; installed brake power booster, brake supply pipes, banjo fittings and copper washers; installed brake fluid reservoir bracket - 4 hours

Labor: 27 Hrs. @ $65 = $1,755.00

Mechanical and Electrical

- **Miscellaneous engine compartment**: removed service cover from wiper motor, disconnected wiper drive shaft, labeled and disconnected wiring; cleaned out old grease and repacked with new grease, installed service cover and gave to paint shop to paint and detail exterior; removed defroster blower assembly from the firewall and disassembled; tested the defroster blower motor electrically and is OK; installed new ducting from the blower housing to the defroster vents under the dash through the firewall; split the hose because of very tight fit and secured the ends with shrink tubing in the engine compartment end and large hose clamps under the dash; reinstalled defroster blower to mount on the firewall; trial fit the wiper motor and had to flatten the large vent tubing to make room; poured water in cowl vent to test for adequate drainage since there was evidence of water in the blower housing when it was disassembled; drain hoses were removed and will be replaced with new ones to drain water into the front inner fenders and prevent water from dumping onto footwell boxes; installed right and left cowl rain vents and routed drain to inner front fender openings - 13 hours
- **Electrical**: stripped and rewrapped electrical wiring harness to right side front fender; remounted harness in chassis brackets; connected new wiring from the driver's door to the fuse panel and from the console to the fuse panel; installed wiper motor; fabricated mounting grommets; squeezed vent tubing to make wiper motor clearance; researched proper application of suppression carbon core spark plugs wires and OEM 1K resistors with the new CD electronic ignition kits for the engine; using a firing order chart and volt/ohmmeter, produced accurate diagrams correctly illustrating spark plug wire and cap installation for both the right and left ignition distributors; removed the old spark plug wires from the shielding tubes so they can be refinished - 7 hours

- **Brakes:** removed rear brake caliper cylinders for evaluation; disassembled brake cylinders, polished inner walls and piston exteriors; evaluated seals and they are OK; reassembled four caliper cylinder assemblies and then reinstalled on the rear caliper brackets; finished reassembly of right rear brakes; disassembled right and left front brake caliper assemblies; disassembled inner and outer caliper cylinders; polished cylinder walls and pistons; lubricated with brake fluid and reassembled; removed brake caliper main bracket; beadblasted bracket and cylinder assemblies; cleaned with brake cleaner; sprayed paint metallic basecoat and wheel clearcoat; polished caliper bolts and clear coat; reinstalled caliper bracket, cylinder assemblies and polished/clearcoated brake lines; detailed left and right side rear brakes; masked brake rotors, rear suspension and wheelwell; cleaned rear brake caliper assemblies with brake cleaner; painted caliper assemblies with metallic base coat and then wheel with clearcoat paint; removed masking after calipers dried; masked caliper assemblies; cleaned brake rotors with brake cleaner; painted brake rotor satin black paint; remove caliper masking after rotor paint dried; installed brake system reservoir onto bracket adjacent to power brake booster; detailed, polished and clearcoated reservoir cap - 14 hours

  Labor: 34 Hrs. @ $80 = $2,720.00

Assembly

- **Firewall:** measured air duct hose, ordered replacement; measured resister blocks on photo and bought material for machining; removed all tape and paper from body and engine bay; taped engine compartment with protective masking; removed glove box door, interior glove box panels after drilling out rivets and switch housing; removed two duct hoses for replacement; enlarged holes in firewall for right side vent ducting; installed ducting to defroster and dash right side vents - 4 hours

  Labor: 4 Hrs. @ $65 = $260.00

Parts	Unit cost	Quantity	Extended Cost
High Temperature/Flexible Duct Hose 1-1/2"	$9.21	5	$46.05
High Temperature/Flexible Duct Hose 2-1/2"	$ 11.47	5	$57.35
Flame-Retardant Garolite 3/4"	$42.62	1	$42.62
Coolant hose	$30.15	1	$30.15
Heater hose	$18.14	2	$36.28
Spark plug wire set	$29.83	2	$59.66
		Subtotal	$272.11
Ferrari ignition wires - **CREDIT**	($1,127.10)	1 set	**($1,127.10)**
Parts			($854.99)

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Materials - No Tax	Unit cost	Quantity	Extended Cost
Paper and tape and masking supplies	$40.00	1	$40.00
Body shop supplies	$40.00	1 lot	$40.00
Sandpaper	$2.00/sht	21 sht	$42.00
Sanding Primer	$39.75/qt	2 qt	$79.50
Seam sealer	$15.59/tube	.5 tube	$7.79
Sandpaper, fine D/A	$3.00/sht	5 sht	$15.00
Sealer	$48.25/qt	.5 qt	$24.12
Base paint,	$98.60/qt	1.5 qt	$147.90
Clear, satin gloss	$95.25/qt	2 qt	$196.50
Painting, prepping and cleaning supplies	$30.00	1 lot	$30.00
Materials and Parts			$622.81

Materials - No Tax:	**$ 622.81**	
Parts:	**($ 854.99)**	
Tax 9%:	**($ 76.95)**	
Freight:	**$ 52.30**	
Outsource:	**$ 175.00**	CNC machining resister blocks
Outsource:	**$ 375.00**	Black wrinkle finish on valve covers + 5 other parts
Labor:	**$ 6,750.00**	
SubTotal:	**$ 7,043.17**	
Credit card, 3.4%:	**$ 239.47**	
Invoice 12.18.2014:	**($ 1,730.62)**	12.29.2014: $6,000.00 Payment less $4,269.38 Balance
Balance:	**$ 5,552.02**	

AMOUNT DUE $7,000.00

Thanks for the opportunity to serve you. Your satisfaction is our highest priority.

Sincerely,

Dennis

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Where **EYE**-PERFORMANCE *Meets* **HIGH**-PERFORMANCE

INVOICE #EStephens20150209 | **Job # 0414163**

Date:	February 9, 2015	**Amount Due:**	**$ 4,000.00**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:	[redacted]	**Phone:**	205/664-1447
Fax:	[redacted]	**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Miscellaneous Painting

- **Engine bay parts**: bead blasted engine bay parts; hung in booth; sealed and painted satin black; refinished front pulleys and oil filter housing; masked engine front end; scuffed pulleys to prepare surface; cleaned pulleys with brake cleaner; painted pulleys and oil filter housing with satin black paint; removed masking when paint dried; masked engine bay side panels, exhaust manifolds and painted crankcase vent tubes (left and right); installed brake system reservoir onto bracket adjacent to power brake booster; prepped coils; hung in booth; sealed painted and cleared - 6 hours
- **Miscellaneous stripping, painting, polishing**: cleaned the inside rims with steel wools; pressure washed wheels and then clay barred them, put wax on; detailed, polished and clear coated reservoir cap; painted exhaust manifolds - 4 hours

Labor: 10 Hrs. @ $65 = $650.00

Mechanical and Electrical

- **Engine Assembly**: using a firing order chart and volt/ohmmeter, produced accurate diagrams correctly illustrating spark plug wire and cap installation for both the right and left ignition distributors; removed the old spark plug wires from the shielding tubes so they can be refinished; cleaned left cylinder head and valve train components using brake cleaner and vacuum evacuator; chased heat shield threads with 6mm x 1.0 tap; installed left exhaust heat shield; trimmed valve cover gasket for proper fit and cut holes for locating dowels; installed valve cover, then cam cover so that seal is captured in cover groove; installed cam end plug to push cam cover against V/C so studs could be installed; torqued all fasteners; installed left spark plug wire tube onto the valve cover and spark plug boots onto spark plugs; repaired one boot retaining clip necessary so that boot clipped securely onto spark plug; cleaned right cylinder head; chases heat shield threads with a tap; installed heat shield with new fasteners; trimmed valve cover gasket to fit properly; removed cam cover mounting studs, installed valve cover gasket with sealant; chased threads in valve cover with a tap; placed sealant on valve cover sealing surface and then installed valve cover; removed cam end cover; carefully

positioned and installed cam cover ensuring square seal is captured properly in cam cover recess; re-installed cam end cover and tightened to push cam cover tight against front end of valve cover; installed the four cam cover mounting studs; polished cap nuts and installed on all valve covers and cam cover studs; installed throttle linkage onto left valve cover; cleaned carbs and attached throttle linkages; finished replacing all old corroded underhood hex nuts with new plated units; staged all finished vehicle parts to go back onto the vehicle on a shelving unit for inventory and inspection; installed heater hose on heater core fittings at firewall, rebuilding fuel lines using new hose and transferring the old connection fittings; old hose material seized to end fittings; had to cut and drill to remove hose material from the fitting escutcheons; polished end fittings and escutcheons, assembled to new hose; reamed mount holes, installed throttle cable bracket to the left valve cover, thread in throttle cable end into bracket; polished and clearcoated throttle cable clevis; installed clevis onto cable and then onto carburetor linkage; obtained orange paint for oil filters; fabricated a 1-1/2" long 6mmx1.0 stud to replace incorrect right side cam cover stud; finished grinding raw welded alternator adjustment bracket, painted semi-gloss black; installed generator mount bracket to right cylinder head, polished generator mount bolt 6" long; installed generator onto mount bracket; installed belt adjustment bracket to cylinder head and generator; installed generator wiring harness wires, left oil filter mount to the front of the cylinder head and flexible oil lines to oil filter mount; cut hoses to proper length and mounted thermostat supply pipe; cut new hoses and installed thermostat using new clamps; cut new gasket and then installed lower radiator hose supply pipe to water pump face; installed thermoswitch in thermostat pipe and connected wiring; cleaned and polished aluminum oil caps; installed horn pump, horns and tubing on right inner fenderwell; connected electrical wiring to pump; drilled out body putty and paint from hood latch, mount threads, chase threads with 5mm x .8 tap, installed latch cover and latch to the firewall mount position; removed generator to evaluate and measure dimensions to replace it with an alternator; installed ignition coil mounting plate to firewall, installed fuse and electrical panel to mounting studs on the firewall, had to chase the threads with different sized dies so hex nuts could be used to tighten panel securely; installed electrical panel cover; prepared battery tray for installation by attaching battery cables and obtaining fasteners to mount the tray; wrapped ignition system wiring in loom covering and routed the wires behind the ignition coil mounting plate; evaluated putting electric fans in the car, while the radiator is still out, most economical time; sourced 2 fans that would work; worked on making brackets to hold the 2 fans together and mount to the car - 36hours

Labor: 36 Hrs. @ $80 = $2,880.00

Materials - No Tax	Unit cost	Quantity	Extended Cost

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Where **EYE-PERFORMANCE** *Meets* **HIGH-PERFORMANCE**

Materials - No Tax	Unit cost	Quantity	Extended Cost
Welding and cutting supplies	$15.95/hr	2 hr	$31.90
Paper and tape and masking supplies	$70.00	1	$70.00
Grinding and sanding discs	$4.00/disc	8	$32.00
Sandpaper	$2.00/sht	11 sht	$22.00
Epoxy primer	$32.87/qt	1 qt	$32.87
Painting, prepping and cleaning supplies	$30.00	1 lot	$30.00
Materials and Parts			$218.77

Materials - No Tax: $ 218.77
Parts: $ 2,961.72
Tax 9%: $ 266.55
Freight: $ 0.00
Labor: $ 3,922.50
Total: $ 7,369.54
Invoice 12.04.2014: ($ 3,100.16) 12.12.2014: $7,000.00 Payment less $3,899.84 Balance
Balance: $ 4,269.38

AMOUNT DUE $6,000.00

Thanks for the opportunity to serve you. Your satisfaction is our highest priority.

Sincerely,

Dennis

Quality Custom-Crafted Vehicles

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Where **EYE-PERFORMANCE** *Meets* **HIGH-PERFORMANCE**

INVOICE #EStephens20150320 **Job # 0414163**

Date:	July 8, 2015	**Amount Due:**	**$ 6,000.00**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:	[redacted]	**Phone:**	205/664-1447
Fax:	[redacted]	**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Mechanical and Electrical

- **Engine Assembly**: finished connecting ignition coils and wiring harness; fabricated distributor to ignition coil high tension wires; cut fasteners to fit and then installed battery tray; run fuel pump several times until fuel filters, fuel system and carburetors are fuel filled with pressure; disconnected carburetor linkages and operated each carb independently until accelerator pump nozzles squirted fuel; reconnected carb linkages; cranked engine and it started but did not stay running as the engine is cold and no coolant installed yet; adjusted distributors to smooth out engine operation slightly; turned off engine after 1 minute running; oil pressure good at 60psi; cranked and ran engine for a few minutes, connected 4 exhaust hoses and out under door; connected battery; removed timing mark cover on top of bellhousing; cranked engine and started; ran engine until it would run without touching throttle; connected timing light to right distributor #1 spark plug wire; adjusted timing to 10 degrees BTDC; moved timing light to left distributor #1 spark plug wire; light not flashing; checked for spark on the left side ignition - none; turned off engine and turned on ignition key; checked for power at all terminals 11.8 volts; right side coil and resistor warm, left side were cool to touch; checked resistor and ignition coil ohms - OK, under hood parts tested OK; checked ignition unit under dashboard and found broken wire; repaired wire and reconnected left side ignition items; cranked engine and now spark on all 12 cylinders; connected timing light for left distributor and adjusted timing to 10 degrees BTDC; let engine warm up; adjusted carburetor idle A/F mixture screws, cold and hot idle speeds, throttle cable freeplay; checked operation of thermostat and electric fans - OK; turned engine off and poured in 5 gallons of fuel; installed lower air cleaner panel and gaskets on the carburetors; installed filters and air cleaner cover; snugged oil pan drain bolt to stop seepage; removed air cleaner assembly; ran engine to obtain operating temperature; researched and printed carburetor specifications and adjustment procedures; adjusted hot idle speeds and idle A/F mixture screws for smoothest engine operation; idle remained variable and unsteady with prolonged engine idling; removed fuel lines, carburetor top plates and inspected carburetor fuel level and filter conditions; cleaned filters, air bleeds, emulsion tubes, fuel jets and passages; set throttle mechanical synchronization; reassembled carburetors, fuel pipes and linkages; synchronized carburetor air intake at idle and idle speeds; installed air cleaner assembly and test drove; removed two spark plugs to inspect; gap too small and spark plugs

appear to have been installed for an extended time period; decision made to replace all spark plugs and gap to .045 inch; spark plugs ordered; loosened heat shields to make room for the spark plug socket to R&R 12 spark plugs, Champion #104, RN4C; reinstalled heat shields after spark plug installation; engine ran good when tested; test drove vehicle to test operation of overdrive (works OK as it should); inspected transmission overdrive, oil leaks; will need to remove inspection plate to determine if rear main oil seal is leaking; - 17 hours

- **Miscellaneous Mechanical and Electrical**: installed the two Fiamm horns on the passenger inner fender well; air pump ran but horns did not operate; the horn rams required adjusting to make them operational and proper tune; new air lines installed; reinstalled ignition cover over bellhousing; investigated necessary procedure to install defroster blower wiring to console switch; checked electrical connections for right turn signal and low beam headlights; found no power being supplied; will need to check steering column switches; set tire pressures to 32psi; checked lights for operation; right turn signals and headlight low beam do not work; using a test light, traced wiring harness under the dash to locate circuit function which are proper, and malfunctioning; too many loose wires and odd malfunctions to try to single source issues; it appears headlight hi/lo and T/S stalk switch is OK, but wiring issues elsewhere in the harness; oddly the hi/lo switch began operating, further indicating there may be some lingering electrical issues; parking lights are now non-operational; traced to blown fuse; replaced fuse and rear parking and license lights are on continuously even with key out and light switch off; removed fuse to prevent battery drain; left T/S blinks quickly, and right side still non-functional; front park and T/S non-functional, must remove inner fender panels to access wiring; researched and found wiring harness diagram online, however, the diagram does not identify wire colors; attached two wires from front defroster blower to console switch and a good ground; tested blower-OK; installed hood and adjusted hinges for best panel alignment; removed protective towels and masking paper to prepare for paint buffing; inspected and adjusted trunk latch and jamb; adjusted trunk latch jamb; cut battery hold down J-hooks; adjusted hood latch jamb; set vehicle up on jack stands; greased chassis lubrication points; ran engine and transmission in 4th gear; moved vehicle on the lift; tested speedometer angle drive and discovered the end which attaches to the trans output shaft is snapped; speedo cable broken at 90 degree drive unit on transmission; cleaned and drilled pieces to fit together and had Manny braze the pieces together; straightened the brazed assembly and machined down the brazed section to fit into the drive housing; tested speedometer by driving the cable with a driver; discovered the speedometer is faulty and caused the angle drive and speedo cable to fail; loosened steering column, lowered a little and then removed speedometer to be packed, sent out for rebuild; assembled angle drive and stored until transmission will be reinstalled - 7 hours
- **Fuel system**: assembled and installed rear fuel filter; assembled and installed electrical fuel pump; installed fuel pick-up tube in the fuel tank and connected the tank fuel line; connected fuel tank line to the fuel filter inlet; connected fuel manifold between fuel filter outlet to the fuel pump inlet and fuel return line from carburetors; connected steel fuel supply line to the fuel pump outlet; tightened and secured all fuel line connections; connected electrical power supply wire to the top of the electrical fuel pump; put 2 gallons of fuel in the tank; installed battery; turn on ignition and electric fuel pump; pump non-op; checked electrical connections

and fuses - ok; tapped pump body and pump started working; observed fuel leak from gas tank area; removed vehicle from jack stands and raised the rear end of the vehicle and set jack stands; determined that the tank fuel outlet banjo fitting seals are leaking; tightened banjo fitting and re-tested; fuel leak has diminished but not sealed; do not want to try to tighten further and damage tank bung fitting; recommend replacing copper seals with aluminum or fiber material type - 8 hours

- **Charging system**: traced wiring and reconnected wires going to OEM voltage regulator to provide system, current continuity from the alternator; connected alternator to the wiring harness; drilled and tapped hold-down knobs for the electrical panel cover; tested wiring continuity and reconnected at old voltage regulator to include OEM generator field wiring to supplement supply current in addition to main output wiring at the alternator to the electrical system; installed new battery; set vehicle front on jack stands, to replace battery positive power cable; ordered 56" long red cable, removed old cable from starter connection and installed new cable; routed new cable through retainer clamps on the firewall; connected to battery positive post; routed battery negative cable behind battery and up to the negative battery post and connect; tie-strapped cables in place to prevent unwanted chafing from contact with surrounding engine compartment metal - 3.5 hours
- **Brake system**: used vacuum brake bleeder to fill the hydraulic brake system; manually pumped up brakes and then bled the system again as well as the two bleeders at the power booster; bled hydraulic brakes - 1.5 hours
- **Cooling system**: extended the electrical cooling fan wires to connect to the control module mounted in the passenger front wheel well; made decision to incorporate circuit breakers to replace harness fuses; cut to fit and installed lower radiator hose; installed 4 gallons of 50/50 green coolant; obtained 30A circuit breaker and marked where to install on electrical control panel; determined best installation of wiring to the electric fan control unit - 2 hours

Labor: 39 Hrs. @ $65 = $3,120.00

Assembly

- **Miscellaneous**: reinstalled carpeting on passenger's inner footwell; installed the four wheels; lowered vehicle to ground; glued and attached passenger's footwell carpet to body panels; installed passenger's kick panel with new hardware; installed console to transmission tunnel; installed driver's side kick panel and driver's door jamb switch; trimmed for ducting clearance and installed glove box interior panels; installed bracket and switch; installed glove box door and vehicle data plate to drivers side exterior firewall; installed hood tension springs; glued down hood opening panel edge rubber trim and retainers; installed engine compartment lights; reconfigured battery box to accept new J-hooks and battery hold down bracket; checked dimensions for battery hold down fabrication and length of positive battery cable; drilled out loose rivets in hood latch catch bracket and replaced 3/32" rivets where they were missing; cut rubber pad for battery base plate; obtained battery top plate and J-hooks; cut small wooden jamb block to prevent battery movement in baseplate; placed battery in baseplate; installed J-hooks and top plate to anchor battery; routed battery positive cable and terminal end to avoid contact with top plate - 6 hours

Labor: 6 Hrs. @ $65 = $390.00

Miscellaneous Painting

- **Miscellaneous fabricating, stripping, painting, polishing**: sourced half inch angle iron to make battery tray, cut the pieces to length needed, cut the angles on each end so the pieces will be square; got them to the correct length and tack welded in place made sure all the measurements were right and its square, welded up fully; grinded down welds; wiped tray down and painted tray satin black; old hold down brace was short and threads were wore out, we cut brace off and drilled hole beside brace to use J hook; installed molding on both doors; polished door light lenses and installed in both doors; polished and installed door locks; installed and polished actuation levers, cleaned and painted both door latches, installed; hung, sealed and painted rear light housing; polished the aluminum air cleaner wing nuts and clear coat; polished nickel plated carburetor fuel supply pipe; removed air cleaner cover and taped over decal; sanded, cleaned, and repainted to match engine compartment color and finish; re-install cover; painted electrical panel mounts; painted shock absorber cover panel hardware; polished crankcase pipe caps; installed windshield washer bag; prepped hood for paint detailing; polished hood pad retention strips; removed protective tape from wheel spinners, cleaned off adhesive and polished them; refinished top of brake booster where brake fluid damaged the finish; fabricated an engine lifting plate; drilled, cut, and fit up engine lift plate; after welding installed on engine - 5 hours

  Labor: 5 Hrs. @ $65 = $325.00

Mechanical Disassembly

- **Transmission and Engine removal**: inspected under car and did necessary steps and procedures to prepare for removal of transmission to replace the clutch; marked and removed rear universal joint caps; marked and removed doughnut cotter pins, bolt and nuts; removed driveshaft from the vehicle and transmission mount plate retaining bolts and nuts; lowered vehicle on the lift; removed knobs from console switches and marked switch positions; disconnected control cables and removed console panel, tunnel mount bolts and transmission tunnel; disconnected overdrive wiring to the transmission and also reverse light switch; removed wiring brackets; removed driveshaft flexible joint from the transmission output flange; raised car on the lift; removed hex nuts from the bellhousing securing the transmission; using a transmission jack under the vehicle and assistance from inside the vehicle; removed the transmission from the engine and placed on the vehicle floor; removed the pressure plate and clutch disc from the flywheel; inspected parts for failure analysis and concluded that a combination of wear and oil impregnation as the cause for slippage; attempted to remove lower half of bellhousing which requires removal of the oil temp sender; set up drain pan, removed the oil temp sensor from the oil pan and drained engine oil; flywheel then prevented bellhousing half removal; used dead-blow hammer to remove the flywheel after removing 8 bolts; remove lower bellhousing half; observed significant oil and dirt deposits behind flywheel; used brake cleaning fluid to clean back of engine block; cleaned flywheel in parts washer; replaced flywheel, filled engine with oil and ran engine to locate the

source of oil leaks; removed flywheel and observed oil sling on the rear of the flywheel; the blind plugs, threaded plugs and oil pan gasket were dry; conclusion is that the rear main seal is seeping and requires replacement; tagged and bagged fasteners; disconnected vehicle battery; measured old speedometer cable so correct unit will be ordered; disconnected the following items from underneath vehicle; tack cable, oil gauge hose, oil temp wire, starter cables, rear motor mounts, coolant gauge sender wire, fuel supply hoses to fuel pump and filter, exhaust pipes to manifolds, radiator hoses, and heater hoses; drained cooling system; disconnected the following items from above vehicle in engine compartment, vehicle hood, radiator, mechanical fan, heater hoses, thermostat, coolant supply pipe, alternator, brackets, and v-belt, fuel hoses to carburetor fuel manifold, throttle cable, exhaust manifold heat shields, spark plug wires, horns and air pump, right side exhaust manifolds and right side front motor mount; installed flywheel to crankshaft; rotated engine to TDC on compression stroke of #1 cylinder, (right engine bank, front cylinder); placed timing marks on left and right ignition distributor; marked all wiring going to the ignition coils, removed ignition primary wiring; removed distributor caps, spark plug wire looms, left/right ignition distributors, ignition coils and mounting plate; marked and removed distributor drive shafts and plugged hole with paper towels; covered distributor recess with duct tape; removed left side exhaust manifolds; removed left front motor mount bolt, air cleaner assembly, throttle linkage assembly from left valve cover, carburetor fuel supply manifold, choke cable, three carburetors and baseplates; covered intake manifold ports with duct tape; removed both oil filters and cover mounting recesses with duct tape; removed OEM flywheel and used as a template to transfer timing marks to the new reproduction flywheel; have engine hoist mount plate fabricated to bolt to carburetor mounts on the intake manifolds; used engine hoist and removed engine from the vehicle; bagged and tagged all parts; removed and placed in the vehicle trunk; removed engine from car and set on trolley; organized and boxed vehicle parts; plugged exhaust ports and oil dipstick hole in preparation to clean engine - 25 hours

Labor: 25 Hrs. @ $80 = $2,000.00

Disassembly

- **Interior removal:** marked and removed sill plates, placed in the trunk, tagged and bagged screws; applied two layers of sticky paper to the sill and outer body; took pictures; removed driver's and passenger's seats, covered in plastic and placed on storage rack top; removed seats, floor carpets; removed shift knob, upholstery screws, tunnel upholstery - 3 hours

  Labor: 3 Hrs. @ $65 = $195.00

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Materials - No Tax	Unit cost	Quantity	Extended Cost
Shop supplies	$75.00	1 lot	$75.00
Assembly supplies	$20.00	1 lot	$20.00
Welding and cutting supplies	$15.95/hr	1 hr	$15.95
Steel angle and gusset	$20.00	1 lot	$20.00
Castrol GT Brake fluid	$10.10	1	$10.10
Antifreeze	$13.95	2	$27.90
Materials and Parts			$168.95

Parts	Unit cost	Quantity	Extended Cost
Ferrari fuel line, 10 mm	$14.98/in.	20 in.	$299.60
Heater hose	$6.38	1	$6.38
1/2" Push-O	$8.44	2	$16.88
Alternator belt	$15.62	1	$15.62
Radiator Hose	$13.76	1	$13.76
Hose	$27.98	1	$27.98
Carburetor hose	$9.36	1	$9.36
Battery	$135.95	1	$135.95
Holddown bolt s	5.95	2	$11.90
Spark Plugs	$2.49	12	$29.88
Clutch Package	$1,501.25	1	$1,501.25
Parts			$2,068.56

Materials - No Tax:	**$ 168.95**	
Parts:	**$ 2,068.56**	
Tax 9%:	**$ 186.17**	
Freight:	**$ 125.80**	
Outsource:	**$ 295.95**	Speedometer rebuilt
Labor:	**$ 6,030.00**	
SubTotal:	**$ 8,875.43**	
Invoice 01.21.2015:	**($ 694.16)**	02.02.2015: $4,000.00 Payment less $3,305.84 Balance
Payment 03.09.2015:	**($ 3,000.00)**	Deposit on driveline removal, clutch, etc.
Balance:	**$ 5,181.27**	

AMOUNT DUE $6,000.00

Thanks for the opportunity to serve you. Your satisfaction is our highest priority.

Sincerely,

Dennis

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INVOICE #EStephens20150724 **Job # 0414163**

Date:	July 24, 2015	**Amount Due:**	**$ 8,500.00**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:	[redacted]	**Phone:**	205/664-1447
Fax:	[redacted]	**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Assembly

- **Detailing:** inspect the engine compartment and access what work is required to detail it and prepared to reinstall engine; scraped grease off frame rails and cross member in engine bay, sanded frame rails, cleaned and painted frame rails, cross member and lower firewall; painted transmission; repainted and then applied new FERRARI logo decals on both engine oil filters - 7 hours

Labor: 7 Hrs. @ $65 = $455.00

Mechanical Disassembly

- **Engine installation preparation, fuel pump, flywheel, clutch assembly and starter repair and replace:** researched a lightweight gear reduction replacement starter and rebuild kit for the mechanical fuel pump; rebuilt mechanical fuel pump; removed pump from the engine; disassembled pump taking pictures at each step; laid parts out neatly as disassembly progressed (evidence of water damage in the pump); drilled a small hole to remove pump diaphragm retention pin; cleaned pump, checked valve body in the bead blaster to remove hard deposits from water contamination and then clear coat paint; placed diaphragm body and linkage cover in the carburetor cleaner vat; ran a tap in all of the threaded holes to clean threads, ran all screws through a thread die to clean and recondition all threads; installed new check valves, springs, and gaskets in the check valve body; installed cover and gasket with three screws, set aside; retrieved, cleaned diaphragm housing and linkage cover from the carburetor cleaning solution vat; installed new spring and diaphragm into housing, compress spring and then installed retention pin and secured with new hairpin clips; aligned, checked valve body and diaphragm housing marks, installed six screws to secure the pieces together; installed linkage cover with new gasket and three screws; reinstalled pump on the engine with gasket and sealant; prepared to install clutch onto flywheel; installed coolant pipe onto the rear of cylinder heads; modified clutch pilot tool to fit pilot bearing in the flywheel; cleaned clutch pressure plate mounting bolts; removed spark plugs; installed compression gauge into cylinder #1; turned flywheel until pressure increases in cylinder and then lined up timing marks on the flywheel to TDC for cylinder #1; installed clutch disc and pilot tool onto the flywheel; installed the pressure plate taking note of three shoulder bolt positions and three non-shoulder bolts matching the recesses in the flywheel clutch threaded mounting holes with

flywheel; installed the lower half of the bellhousing could not be installed; removed oil temperature sensor; removed four mounting studs to make room; cleaned dowel locating holes in the lower housing; placed lower housing in position on locating dowels and then installed mounting studs and new hardware; re-installed oil temperature sensor; located gasket assortment and obtained the two gaskets for the coolant manifold pipe; coated gasket with sealant and placed on the mounting studs; installed the coolant manifold on the mounting studs and secured with hex nuts and lock washers; tagged and bagged all parts for ongoing work to be completed later - 14 hours

- **Engine and transmission installation**: trial fit transmission into new clutch and it went in no problem; lowered vehicle on the lift and covered vehicle front bodywork for protection and then set engine into engine bay; loose fit engine mount bolts; set transmission into vehicle interior; raised vehicle on lift with tech inside to assist transmission installation; twist transmission to point clutch lever down and then pushed unit through firewall access; turned transmission up and lifted slightly to align input shaft to the clutch splines; raised engine slightly with pole jack to aid alignment; transmission slid forward in engagement; secured transmission to bellhousing with new hardware; connected chassis ground strap; secured wiring harness in frame clips; installed drive shaft and secured fasteners with cotter pins; tightened engine mount hardware and secured with cotter pins; connected wiring harness to new starter and coolant temp sensor and reverse switch to wiring harness; researched and obtained new transmission mounts; installed new transmission mounts; rear two motor mounts had to be removed and shimmed up to allow proper transmission mount installation; installed angle speedo drive/gearbox; installed speedo cable; loosened steering column and then installed rebuilt speedometer; reinstalled steering column - 9 hours
- **Engine parts install and run-in**: installed spark plugs and right side exhaust manifolds after reaming mounting holes, heat shields; installed spark plug wires, right side ignition distributor, ignition wiring, ignition coil mounting plate, coils, oil pressure gauge hose, oil pan vent tube, tank fuel line hose to fuel pump, fuel pump to fuel filter hose, coolant distribution pipe, thermostat housing, heater valve hose, heater return hose and thermostat by-pass hose; installed left rear exhaust manifold after running die over buggered stud threads; drilled and tapped a 1/4"-28 hex nut to 7mm x 1.0 threads to replace stripped out brass OEM exhaust manifold nut; placed stick paper on engine bay parts to protect from paint damage; reamed mounting holes and exhaust flange holes of the left front manifold; installed manifold, torqued brass nuts, spark plugs, exhaust manifold heat shield, crankcase vent tube, spark plug wires, left side ignition distributor and ignition wiring; bolted the oil filter mount to the front of the left cylinder head; attached the generator mount to the right front cylinder head, connected the generator to the bracket; installed the two belt tension brackets between the front of the main oil filter mount and the generator front flange boss; installed the belt and tightened holding bolts to maintain the proper tension; installed engine cooling fan, radiator, and hoses; installed horn pump, two horns and cover over right shock absorber tower; installed main oil filter; installed three carburetors after applying sealant on the phenolic baseplates and gaskets with new hardware; installed carburetor fuel rail with new gaskets, air cleaner assembly and front fuel line from fuel filter to the carburetor fuel rail; filled cooling system with three gallons of 50/50 anti-freeze/water mix; tightened two connections which

were leaking; filled engine crankcase with seven quarts of Rotella 15W-40 engine oil; cleaned exhaust flanges, spacers, bolt hardware, and gaskets; installed the exhaust headpipe on each side connecting between the exhaust manifolds and the exhaust pipes; tightened cooling fan clutch to engage fan to pulley at all times; decision was made to temporarily connect damaged fuel line to get the engine running and test the drive-train; removed air cleaner assembly and installed the fuel line to the carburetors; connected the battery and turned on the electric fuel pump; waited for the fuel system to prime with no success; poured gasoline in each carburetor and started the engine for a few seconds until fuel was expended; did this four times and fuel system still did not prime; connected front fuel hose to metal tank supply line; turned on ignition switch to fill front fuel filter and carburetors; cranked engine and started; discovered fuel leak and tightened fuel hose to mechanical pump; leak eliminated; restarted engine and let warm up; discovered a small coolant leak and tightened a couple hose clamps to eliminate; raised vehicle on lift to check for leaks and found none; lowered vehicle and placed floor jack under differential to raise rear tiers off the lift; started engine and tested clutch, trans shifting, and driveshaft- all OK; tachometer and speedometer function OK; after engine shut down a steady drip of coolant is being emitted from a weep hole on the bottom of the water pump; during engine reseal, the water pump was removed and re-installed with a new gasket and sealant; ran engine to warm cooling system up to temperature and added JB cooling system sealer, and then let engine run for 10 minutes; seepage from the weep hole is greatly diminished to just two or three drops; suspect the seal will perform better as the engine gets more run time; before installing transmission tunnel, the reverse lights and transmission overdrive is tested; the reverse lights operate OK, the overdrive will not energize the solenoid; back track tested the circuit and found the transmission switch for fourth gear is not providing continuity when fourth gear is selected; a new switch is ordered; the solenoid will work if provided battery voltage; loosened exhaust pipe sleeve clamps and move off both of the left and right side pipe slip joint; copper silicone gasket sealant was applied to the gaps in the pipe slip joint, and then the clamps were re-installed and tightened; inspected under vehicle to determine if there are any liquid leaks and none were found excepting the slight seep from the water pump weep hole. A slight weeping of oil is visible from the tachometer drive cable at the drive fitting on the rear of the right cylinder head - 22 hours

- **Fuel and oil line installation and repair**: measured and then cut the oil lines for the auxiliary oil filter; pressed on the brass collars, twist installed the line connection fittings; connected the return line between the oil pan fitting and the oil filter mount; connected the supply hose from the engine front oil galley fitting to the oil filter mount; rear fuel hose suffered a connector failure which had to be ordered; disconnected fuel line feeding the mechanical fuel pump and found no fuel present; installed five gallons of fuel to the tank and discovered a leaking fuel fitting at the fuel tank; drained the fuel tank and removed the leaking fuel line; removed line fitting and applied sealant; reinstalled the fuel line; after refilling fuel tank, the line continued to leak; removed fuel line and fitting to reveal that the brass fitting has damage from when the old OEM hose was cut off for replacement; brass fitting will need metal repair before it will seal and fuel system testing may resume; received new fuel fitting; straightened the 90 degree bend in the fitting pipe; temporarily install banjo fitting to determine proper length and angle to cut the pipe; brass brazed the banjo fitting to the pipe

fitting; polished fitting to restore finish; install fitting in fuel hose with locktite sealant; install new hose assembly onto gas tank bung with new copper washers; installed opposite end of hose to the rear fuel filter; added 5 gallons of fuel to the tank; pressurized tank with air pressure to fill filter and lines with fuel to prime pump; raised vehicle on lift to check for leaks at the fuel tank - none observed - 7 hours

Labor: 52 Hrs. @ $80 = $4,160.00

Materials - No Tax	Unit cost	Quantity	Extended Cost
Motor Oil 15W40	$4.95	6	$29.70
Antifreeze	$13.95	2	$27.90
Shop and cleaning supplies	$50.00	1 lot	$50.00
Assembly and miscellaneous paint supplies	$50.00	1 lot	$50.00
Materials and Parts			$157.60

Parts	Unit cost	Quantity	Extended Cost
Fuel Pump Kit	$269.50	1	$269.50
Lightweight Starter Motor	$1,267.50	1	$1,267.50
Brown w/Hose Wire Oil line	$20.98/in.	30 in.	$629.40
Fuel Hose Strt Fit 17 Swivel Nut fitting	222.60	1	$222.60
Fuel banjo 90° hose fitting	$351.40	1	$351.40
Parts			$2,740.40

Materials - No Tax:	**$ 157.60**
Parts:	**$ 2,740.40**
Tax 9%:	**$ 246.64**
Freight:	**$ 131.65**
Fuel:	**$ 17.50**
Labor:	**$ 4,615.00**
SubTotal:	**$ 7,908.79**
Invoice 07.08.2015:	**($ 818.73)**
Balance:	**$ 7,090.06**

07.13.2015: $6,000.00 Payment less $5,181.27 Balance

AMOUNT DUE $8,500.00

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Sincerely,

Dennis

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INVOICE #EStephens20150812 **Job # 0414163**

Date:	August 12, 2015	**Amount Due:**	**$ 2,816.49**
To:	[redacted]	**From:**	*impatient creations, inc.* 1960 Fulton Springs Road Birmingham, Al 35007
Phone:	[redacted]	**Phone:**	205/664-1447
Fax:	[redacted]	**Fax:**	205/664-1437
Vehicle:	1962 Ferrari 250 GTE 2+2	**e-mail:**	dlyons@impatientcreations.com
e-mail:	[redacted]	**Website:**	www.impatientcreations.com

1962 Ferrari 250 GTE 2+2

Mechanical and Electrical Assembly

- **Water pump weep:** ran engine to warm cooling system up to temperature and added JB cooling system sealer and then let engine run for 10 minutes; seepage from the weep hole is greatly diminished to just two or three drops; seal should perform better as the engine gets more run time; inspected under vehicle to determine if there are any liquid leaks and none were found except the slight seep from the water pump weep hole; a slight weeping of oil is visible from the tachometer drive cable at the drive fitting on the rear of the right cylinder head; let run and cooling system operates properly with electric fans cycling as they should; did not overheat; hole in water pump ceased dripping during running; slight after it sets for a couple of days - 2 hours
- **Miscellaneous: Cooling fan:** raised vehicle right front while on the lift and removed right front wheel and right front inner fender panel; cut wire ties securing cooling fan control unit to body framework; located control box, adjusting pot and turn adjustment to allow fans to energize at a lower radiator temperature; will need to run engine to operating temperature to finalize the optimal setting; reinstalled front wheel leaving inner panel out; moved vehicle from the lift and warmed the engine to operating temperature; cooling fan controller was adjusted to energize the fans at 170 degrees F; raise right front of vehicle on the lift to secure the cooling fan controller to the bracket - 2 hours
- **Lights:** the reverse lights operate OK; tested lights, brake, reverse, headlights (hi & lo), fog lights and left turn signals work ok; right turn signals do not illuminate or flash; rear tailights and license plate lights do not work; tested exterior lighting and found no power being supplied to the rear tailights and license plate lights; removed cover from the fuse panel and found a fuse to be missing; replaced fuse to restore light operation; dash lights are not illuminating; the suspect source of the problem is the rheostat switch in the console panel to be faulty; examined wiring and determined that the front turn signal/park light is wired incorrectly as well as the fender turn signal light; corrected the wiring to restore proper park/ turn signal function; repaired poor ground and bulb mounting to restore fender turn signal operation; sluggish turn signal cycling was corrected by replacing the turn signal flasher; installed fender splash panel after all repairs were completed; installed right front wheel and lowered the vehicle from the jack stand; raised left front of vehicle to inspect left front park/turn signal light as it did not operate properly; removed wheel and splash panel; found that the light was wired improperly and ground wire not connected; removed light to

clean ground and wiring connectors; rewired the harness wires to restore proper park/ turn signal operation; corrected poor ground and bulb mount to restore fender turn signal operation; replaced wheel and splash panel, and then lowered the vehicle from the jack stand; returned to the shop to find the turn signals not working, discovered blown fuse; tests showed that when placing the transmission in reverse caused the fuse to blow; traced reverse wiring circuit to find a dead short in the harness between the reverse switch and the wiring to the rear of the car; the side trans tunnel access panel did not allow reaching the reverse switch, so a square hole was cut in the trans tunnel underneath the ashtray to provide access to the switch wiring; the wire from the fuse panel to the switch tested good; the wire feeding the lights was found to be shorted to ground; a new wire was run from the switch, along the stock wiring along the frame and then up into the trunk to the harness connection block; circuit was tested and discovered only the left reverse light operated; the center light was tested and had power but no ground; it was removed and disassembled; a new ground wire was riveted to the bulb socket fixture; the light was reassembled and installed, wiring connected, and it functioned properly; a broken wire at the right bulb socket; socket was corrected by fabricating a new sleeve to fit over the brass ferrule and then the wire crimped into the sleeve; all the reverse lights function properly now and draw 7-8 amps when illuminated; all the wiring disconnected from the fuse panel was reconnected and the fuse panel, and cover, was securely installed; the interior parts and upholstery removed to repair the reverse switch wiring was replaced and secured; the dash light rheostat was removed to inspect for the source of no dash lights; there was no power supplied to the rheostat; a jumper wire was connected from the headlight switch to the power supply to the dash lights; dash lights operate at full illumination when the headlights are on; all dash instrument indicator lights are now operational - 10 hours

- **Overdrive**: overdrive will not energize the solenoid; back track tested the circuit and found the transmission switch for fourth gear is not providing continuity when fourth gear is selected; a new switch is ordered; solenoid will work if provided battery voltage; installed and adjusted new overdrive enable switch onto the transmission top plate, connected wiring; overdrive still inoperative; checked overdrive circuit fuse. was OK; removed stalk switch from the steering column; wire had pulled loose from the switch; rerouted wiring to avoid contact with turn signal switch cancelling cam; connected wiring and tested switch with an ohmmeter; the switch operated at 50 % frequency properly; repaired the switch to consistent operation; installed switch into the steering column; connected wiring; tested overdrive circuit with transmission in fourth gear; fuse kept blowing; tested components and amp draw with an ammeter and the circuit is drawing 60 amps; traced circuit to find source of excessive current draw; isolated each component to test current draw, relay, solenoid and wiring; traced the problem back to a short in the stalk switch; decision was made to install stalk switch for cosmetics and new toggle switch under the dash to energize the circuit; tested turn signal circuit and found that the right side circuit was not getting power from the TS switch; removed the turn signal switch to inspect and test; switched function properly; installed switch and the turn signal switch was found to be prevented from full engagement pushing stalk to the right turn signal position; various settings and shimming was tested to allow the switch to function properly; shrink tubing was installed over the wiring terminals to prevent

shorting to ground when the switch is installed; switch was installed and tested to ensure proper operation and cancelling with the steering wheel; ordered and received a new toggle switch to use to energize the overdrive circuit; enlarged hole in the bottom of the dash to accept the toggle switch; installed switch; ran wiring from the original switch to the toggle; added a ground lead per the instructions to activate the LED light when the switch is in the "ON" position; tested overdrive circuit and the circuit overloaded and blew the circuit breaker; test revealed circuit drawing 60 amps again; tested all the overdrive components and found them to be OK; I surmised another circuit powered by the fuse as the source of the problem; the OEM cooling fan clutch circuit was disconnected and tested for grounds; one lead to the thermos switch showed it was grounded; the power lead was disconnected from the fuse block and the wires connected to the thermos switch; the overload problem is resolved; vehicle was returned to the lift as rain halted a test drive to confirm overdrive operation; ignition timing inspection hole cover was replaced, three substandard ground wires were repaired and connected securely in the rear of the main fuse panel; took vehicle on a test drive to test the overdrive and it works flawlessly - 11 hours

- **Exhaust**: loosened exhaust pipe sleeve clamps and moved off both of the left and right side pipe slip joint; copper silicone gasket sealant was applied to the gaps in the pipe slip joint and then the clamps were reinstalled and tightened; painted the exhaust manifold flanges - 1 hour
- **Battery disconnect**: ordered and installed battery kill switch under the right side dash to the left of the glove box area; ordered and installed 36" negative battery cable; fabricated ground cable from the kill switch to the battery box/engine ground connection; marked and drilled four mounting holes for the kill switch; cut four spacers from brake line tubing; installed kill switch to the firewall; tested switch for proper operation-OK - 2.5 hours
- **Dash, instrumentation assembly and interior mechanical and electrical**: cleaned threads inside console panel with a 3mm x .6 die which mount the climate controls; after assembling control levers, installed the climate control unit to the inner side of the console panel; placed the console over the transmission tunnel, installed all the switches and controls; repaired knobs as needed so they will secure to the switch stalks properly; tested all switches to ensure proper function; installed parking brake handle after cleaning the mounting threads with a 8mm x 1.0 tap, ashtray to the top of the transmission cover, shift knob on the top of the transmission shift lever and blanking plate over the square hole for the radio; installed vent/defroster control cable on the door lever; interior lights work erratically and traced the source to a broken jam switch; disassembled switch to overhaul broken parts and return to function; repaired wiring to driver's door jamb switch; decision was made to swap the passenger side switch to the driver side and installed the repaired switch on the passenger's side; corrected interior light wiring; tightened the steering column bolts; connected ground wiring to the instrument cluster; raised vehicle on the lift to connect the parking brake lever to the cable controls; adjusted the clutch free-play - 8 hours
- **Engine**: adjusted ignition timing to proper specs for both distributors at 10 degrees BTDC; adjusted hot idle speed to 750 rpm; took vehicle on test drive; engine, clutch and transmission operate properly, however the overdrive would not engage - 1 hour

Labor: 37.5 Hrs. @ $80 = $3,000.00

Assembly

- **Interior**: set transmission tunnel over the transmission and lined up mounting holes; secured using new hardware after running tap to clean threaded mounting bosses; installed male upholstery snaps to hold the transmission leather cover; sprayed tunnel and insulating foam padding with adhesive, placed on the tunnel; installed tunnel inspection cover plates and leather transmission cover and secured with upholstery snaps; adjusted and installed the console panel to the top of the transmission tunnel; removed clutch and brake pedal from the lever arms; removed the floor plate under the levers; drilled out rivets and removed old lever boots; installed new boots and escutcheon plate onto the floor plate, secured with rivets; reinstalled floor plate and boots over the floor levers, secured with screws to the floor; installed pedals on the upper end of the levers; taped off vinyl edging on all carpet pieces in and out of the car; researched and determined closest color match is light buckskin; ordered carpet refinish color spray cans; color sprayed all carpet in and out of the car, after drying, installed all the of the carpet in the vehicle interior; dyed the large trunk floor carpet; installed driver's side kick panel and windshield washer pump, upholstered cover; cleaned and adjusted driver's and passenger's seat tracks; installed driver's side seat and tested for proper operation-OK; installed passenger's seat, and tested for proper operation- OK - 10 hours
- **Miscellaneous**: installed and adjusted hood; polished entire car wiped down with final finish; cleaned under trunk and vacuumed out car - 3 hours

Labor: 13 Hrs. @ $65 = $845.00

Materials - No Tax	Unit cost	Quantity	Extended Cost
Shop and electrical supplies	$40.00	1 lot	$40.00
Assembly supplies	$20.00	1 lot	$20.00
Color Coat	$14.25	3	$42.75
Materials and Parts			$102.75

Parts	Unit cost	Quantity	Extended Cost

Switch Backup Lamp	$148.54	1	$148.54
Battery Cable	$24.43	1	$24.43
Battery Switch	$21.26	1	$21.26
Overdrive switch	$15.23	1	$15.23
Parts			$209.46

Materials - No Tax: $ 102.75
Parts: $ 209.46
Tax 9%: $ 18.85
Freight: $ 35.12
Fuel: $ 15.25
Labor: $ 3,845.00
SubTotal: $ 4,226.43
Invoice 07.24.2015: ($ 1,409.94) 08.10.2015: $8,500.00 Payment less $7,090.06 Balance
Balance: $ 2,816.49

AMOUNT DUE $2,816.49

Thanks for the opportunity to serve you. Your satisfaction is our highest priority.

Sincerely,

Dennis