

# The Vintage Garage, LLC

P.O. Box 488  
Stowe, VT 05672

(802) 253-9256

# Invoice

Date	Invoice #
4/9/2020	2637

Bill To
Classic Promenade Attn: Harry Clark 13023 N Cave Creek Rd Phoenix, AZ 85253



**27TM After Complete Mechanical Restoration**

P.O. No.	Terms	Project
	Due on receipt	

Description	Qty	Rate	Amount
February 10th Labor: 3.3 Hours •Cleaned the main 'heavy part' of fly wheel in the parts cleaner •Scrubbed with scotch brite pads •Wire brush •This is a part we do not bead blast as getting the bead out is impossible. •Final clean with lacquer thinner and scotchbrite. •Clean some remaining Misc. parts such as bolts, castle nuts, etc.	3.3	90.00	297.00T
Parts: Cruciform Trunnion	1	1,035.00	1,035.00T
Parts: Clutch Centre Plate	1	550.00	550.00T
Parts: Clutch Lining on Flywheel	1	235.00	235.00T
Parts: Clutch Lining on Oil Pressure Plate	1	235.00	235.00T
Parts: Rivets	68	1.00	68.00T
Parts: Locking Strip, Grooved Bush in Universal	2	45.00	90.00T
Shipping: Inbound Parts		75.00	75.00
April 6th Labor: 4.2 Hours •Bore rivet holes in clutch linings •Cut counterbores in clutch linings •Rivet clutch linings to front plate •Rivet clutch linings to rear plate •Fit cotter pins to centercastle nuts. •Assemble Clutch arms and cotter pin •Assemble clutch brake •Fit throwout bearing. •Final clean springs and fit	4.2	90.00	378.00

**Total**

**Payments/Credits**

**Balance Due**

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Description	Qty	Rate	Amount
April 7th Labor: No Charge for this time •Build crate •Pack clutch for shipping UPS Ground *Heavy"	4	0.00	0.00T
Shipping & Insurance		200.00	200.00

<b>Total</b>
<b>Payments/Credits</b>
<b>Balance Due</b>

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<p>Hi Harry: As I mentioned in my earlier e-mail, I'm not going to charge you for the crate, but I would ask that you ship it back empty so we can reuse it. I'd rather not send back in the plastic trash can, as innovative an idea as it was for the unrestored clutch!!!</p> <p>If James has any questions during assembly, he can call me. But it should be straightforward. He will need to be especially careful fitting the clutch finger heights. If he does not have the P1 service sheets, I can send copies of the clutch adjusting pages. I also put some notes on the clutch as to where to align things and where to put some oil and graphite (small amounts) during reassembly. I am shipping dry.</p> <p>For your customer: Phantom 1 clutches use a very thin center disk and are VERY sensitive to being slipped. One time slipping a clutch can cause over-heating and damage to the clutch center plate. The clutch is designed to be used with a quick, smart shifting action at low RPM's. The idea is to get the car into high-gear as quickly as possible and then use engine torque to accelerate from walking pace to full speed. The most common causes of "Clutch Slipping" are owners A: At stop signs or lights on hills. Use the hand brake and foot brakes, do NOT hold the car at a light or stopsign by slipping the clutch ever! B. Loading Trailers and slipping the clutch going up the ramp. Do NOT ever do this. This can can and will overheat a clutch. The car should be winched into the trailer or driven in slowly without slipping the clutch. Properly-driven, a Phantom 1 clutch will last for decades and more miles than most modern owners will cover in a lifetime. However, if slipped, they will burn the center plate and then slip. It is imperative that the owner read and understand this!</p>			
Vermont Sales Tax		6.00%	150.60

<b>Total</b>	\$3,313.60
<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	\$3,313.60