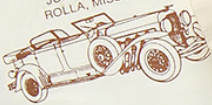


MEMORYVILLE, U.S.A.
Gift and Antique Shop
Restoration Shop — Auto Museum
JUNCTION OF I-44 & 63
ROLLA, MISSOURI 65401



SfAnt -
11-84

MEMORYVILLE, U.S.A.
Gift and Antique Shop

MEMORYVILLE, U.S.A.
Restoration Shop — Auto Museum

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Restoration Shop — Auto Museum

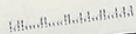
MEMORYVILLE, U.S.A.
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ROLLA, MISSOURI 65401

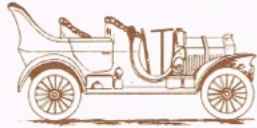


COMPLETED
5-87

ST LOUIS MO 63123



Aug. 20 4, 1984		25,636.52 JUNE
480.00	Sept.	309.11 JULY
1560.00	Oct.	25,945.63
2793.41	Nov.	1000.63 AUG.
2325.57	Dec.	26,946.26
1985 1296.01	Jan.	- 20.01
1080.00	Feb.	26,926.25
<u>\$ 9534.99</u>	Mar.	1098.88 OCT.
1952.88		\$28,025.13
<u>\$11,487.87</u>	Apr.	1021.11 NOV.
1420.39		\$29,046.24
<u>\$12,908.26</u>	May	- 20.42
1286.78		\$29,025.82
<u>\$14,195.04</u>	June	612.68 DEC.
1894.74		\$29,638.50
<u>\$16,089.78</u>	July	1264.50 JAN '85
806.53		\$30,903.00
<u>\$16,896.31</u>	Sept.	HAD WORK
919.16		STOPPED BETWEEN
<u>17,815.47</u>		JUN. - SEPT.
1348.17		30,903.00
<u>\$19,163.64</u>		1,037.36 FEB.
1151.28	JAN. 1	\$31,940.36
<u>\$21,314.92</u>		382.21 MAR.
1062.20	FEB.	\$32,322.57
<u>\$22,377.12</u>		1007.46 APR.
1095.93	MAR.	863330.03
<u>\$23,473.05</u>		45.95 MAY
1009.38	APR.	1987
<u>24,482.43</u>		\$33375.98
780.57	MAY	TOTAL
<u>\$25,263.00</u>		
373.52	JUNE	
<u>25,636.52</u>		



MEMORYVILLE
U.S.A.



Rolla, Missouri
AT I-44 & 63 JUNCTION
AUTOS OF YESTERYEAR

November 1, 1984

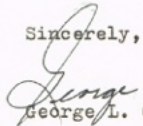
[REDACTED]
St. Louis, Mo. 63123

Dear Mike:

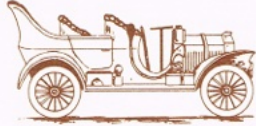
Work accomplished the past month is as follows. Finished complete disassembly, which included body from chassis. We have now completed the sandblasting on both body and chassis. Engine disassembled completely and cleaned thoroughly.

Started now on rebuilding and replacing worn parts on chassis and engine.

Sincerely,


George L. Carney

GIC/ab
encl.



MEMORYVILLE U.S.A.



Rolla, Missouri
AT I-44 & 63 JUNCTION
AUTOS OF YESTERYEAR

January 1, 1985

[REDACTED]
St. Louis, Mo. 63123

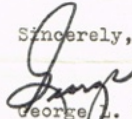
Dear Mike:

Some of the following you saw on your last visit, but here is a quick rundown for the month of December. After installing all necessary suspension and brake parts shown to you, chassis was primed and sanded before many coats of black enamel were applied.

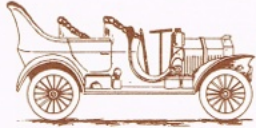
Much time was spent straightening rocker and lower panels before inside, underneath side, trunk compartment, and lower half of the outside was put in primer. Back of seat brace and package tray was straightened and installed. Door hinges required some modification to properly fit doors in jams.

Engine short block has been reassembled except for the valves. Of course this included the crank, pistons, rods, cam, timing gear, oil pan, etc. We are presently ready to straighten top half of body to be primed.

Sincerely,


George L. Carney

GIC/cal
encl.



MEMORYVILLE U.S.A.



Rolla, Missouri
AT I-44 & 63 JUNCTION
AUTO'S OF YESTERYEAR

February 1, 1985

[REDACTED]
St. Louis, Mo. 63123

Dear Mike;

Accomplishments for the month of January consist of the following:
Top half of body has been straightened and primed. Entire body has been sanded and primed several times in preparation for color paint. Both doors and rear fenders have been sandblasted, repaired, straightened and primed. Front fenders and deck lid have been sandblasted and are presently being repaired and straightened.

Valves in engine have been cleaned, resealed, installed and adjusted. Fluid drive, clutch, pressure plate and bell housing assembly have been cleaned, painted and installed. Cylinder head has been painted and installed on block. Entire engine has now been painted and is ready to be installed in chassis.

Sincerely,

George
George L. Carney

GLG/cal



MEMORYVILLE U.S.A.



Rolla, Missouri
AT I-44 & 63 JUNCTION
AUTOS OF YESTERYEAR
314-364-1810

April 1, 1985

[REDACTED]
St. Louis, Missouri 63123

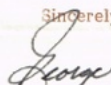
Dear Mike;

Even though I am sure you are aware of much of the work already done the past month, here is a rundown.

Body received final sanding before it was sealed. Many coats of color paint were applied, which received sanding in between coats. Both doors, rear fenders and cowl vent received the same. Transmission floor pan was also color painted. Body was then mounted on chassis. Much time was spent sanding and priming front fenders, hood shelves, engine splash pans, grill housing, deck lid and top and bottom wheel wells in preparation for color paint. Both front and rear bumper filler panels were sandblasted, repaired, straightened and primed.

Drive shaft has been primed and painted. Heat riser in manifolds was repaired, painted and is ready for installation. Time was also spent on reconditioning of wheels.

Sincerely,


George L. Carney

GLC/cal