



EASTERN CORVETTES

PRESERVING AMERICAN HISTORY ONE
DREAM CAR AT A TIME

Eastern Corvettes
1299 W. Ohio Pike, Suite A
Amelia, OH 45102
(513) 553-2080 {fax (513) 752-4145}
www.easterncorvettes.com
mike@easterncorvettes.com

Date	Invoice #
5/4/2020	7783

Bill To

SHIP TO

Terms	Ship Via	Tracking Number
Due on receipt		

Part Number	Qty	Description	Rate	Amount
Labor	7.5	Labor (see attached) 4/27	75.00	562.50T
Labor	6.75	Labor (see attached) 4/28	75.00	506.25T
Labor	1.75	Labor (see attached) 4/29	75.00	131.25T
Labor	1	Labor (see attached) 5/1	75.00	75.00T
Parts	1	valve cover gaskets, RTV	16.00	16.00T
Parts	1	dipstick tube	8.00	8.00T
Parts	1	fiberglass adhesive and mixing tip	9.00	9.00T
Parts	1	rear strut rod caps (kit of 4)	10.00	10.00T
Parts	1	front header bushings and screws	6.00	6.00T
Parts	1	pair monroe black gas rear shocks	85.00	85.00T
Parts	1	pair repro rear shock upper bolts	7.00	7.00T

Subtotal \$1,416.00

Sales Tax (6.75%) \$95.58

Total \$1,511.58

Payments/Credits \$0.00

Balance Due \$1,511.58

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Date	Invoice #
6/14/2021	7957

SHIP TO

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Terms	Ship Via	Tracking Number
Due on receipt		

Part Number	Qty	Description	Rate	Amount
Labor	9	Labor (see attached)	75.00	675.00T
Parts	1	10w40 conventional oil	16.45	16.45T
Parts	1	Wix napa gold canister filter	9.50	9.50T
Parts	1	Clutch push rod	20.00	20.00T
Parts	1	Clutch clevis at Z bar	5.00	5.00T
Parts	1	Pair of clutch spring clips	2.00	2.00T
Parts	1	Pedal assembly bushings at pivots	6.00	6.00T
Parts	1	Steering column clamp at firewall	14.00	14.00T
Parts	1	Horn button (includes shipping)	76.00	76.00T
Parts	1	DB Tires invoice (Estimate with our discount)	1,046.00	1,046.00T

Subtotal	\$1,869.95
Sales Tax (6.75%)	\$126.22
Total	\$1,996.17
Payments/Credits	\$0.00
Balance Due	\$1,996.17

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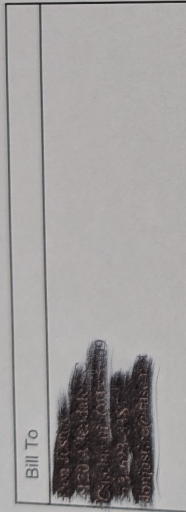


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Date	Invoice #
9/14/2023	8269

SHIP TO

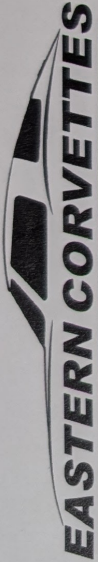


Terms	Tracking Number
Due on receipt	Ship Via

Part Number	Qty	Description	Rate	Amount
Labor	8.25	Labor (see attached) 8/31	87.50	721.88T
Labor	2.25	Labor (see attached) 9/1	87.50	196.88T
Labor	2	Labor (see attached) 9/5	87.50	175.00T
Labor	3.5	Labor (see attached) 9/6	87.50	306.25T
Labor	1	Labor (see attached) 9/13	87.50	87.50T
Labor	3.75	Labor (see attached) 9/14	87.50	328.13T
Labor	2	Labor (see attached) 9/15	87.50	175.00T
Parts	1	pair front rotors	140.00	140.00T
Parts	1	car kit brake calipers ss sleeved O ring exchange	620.00T	620.00T
Parts	1	car kit brake pads	60.00	60.00T
Parts	1	car kit brake hoses	60.00	60.00T
Parts	1	denatured alcohol and brake fluid	25.00	25.00T
Parts	1	RF caliper inboard half non GM core charge	37.50	37.50T
Parts	1	MC firewall gasket	2.50	2.50T
Parts	1	HL motor rebuild with gear	135.00	135.00T
Parts	1	shielding wing nut	0.75	0.75T
Parts	1	carb rebuild parts and labor	269.00	269.00T
Parts	1	cast blast 1200*	14.00	14.00T

Subtotal	\$3,354.39
Sales Tax (6.75%)	\$226.42
Total	\$3,580.81
Payments/Credits	\$0.00
Balance Due	\$3,580.81

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 mike@easterncorvettes.com

Date	Invoice #
3/28/2025	8469

SHIP TO

[Redacted Address]

Bill To

[Redacted Name and Address]

Terms	Tracking Number
Due on receipt	

Part Number	Qty	Description	Rate	Amount
Labor	4.5	Labor (see attached) 3/27/25	97.50	438.75T
Labor	1	Labor (see attached) 3/28/25	97.50	97.50T
Parts	1	10w40 Conventional Oil	28.95	28.95T
Parts	1	Wix Cartridge filter	12.00	12.00T
esfoil	1	Environmental service fee oil disposal	0.88	0.88T

Subtotal	\$578.08
Sales Tax (6.75%)	\$39.02
Total	\$617.10
Payments/Credits	\$0.00
Balance Due	\$617.10

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30' actually = .50*.

When we initially removed the strut rods and reinstalled them correctly with the caps we had to settle the car, once this was done the alignment in the rear was far off on camber and toe on each side – all of the measurements taken are not listed in the document, as there are 5-10 attempts at shimming to get the end result. The fact that the alignment in the rear changed just by adding the captive washers means that the rear camber was basically changing as you were driving – since the bolt was not centered in the bushings it would allow the camber to change under load – in the rear camber also affects toe so your rear tires could “steer” very slightly under different loads.

This car has some abnormal things in the chassis – rear strut rod bushings are urethane, a arm cross shaft bushings are urethane – but the front ball joints appear to be original and are still riveted in. If they are replacement ball joints I don't know why someone would spend 3 times the money for the ones that look original, but then install urethane bushings right next to them that don't look original at all – I think the ball joints are original to the car. The tie rods have been changed and have new sleeves. We will drive the car soon and see what it feels like to see if anything further is needed.

While the car was in the air we noticed the rear shock on the RH side is leaking and dripping on the ground – this is probably exaggerated by having the car on a lift and stretching the shocks all the way. We recommend replacing the shocks with a modern gas shock. Rear shock install is not horrible – but someone installed these shocks with the body off the frame and they installed the upper bolts backwards – they are now trapped by the body and will have to be cut off with whatever tool we can fit in this area. If you would like us to replace them please let me know.

4/29/20

Removed rear shocks – had to cut top bolts as they were facing incorrect direction – supplied new bolts and installed shocks.

5/1/20

Test drove car – noted car pulls straight but steering wheel is one tooth off, very minimal swaying when accelerating hard. Returned to shop, removed steering wheel and centered. Checked fasteners at rag joint and tightened, set tire pressure to 32# (all were between 23 and 27#, assured rear shims were still seated and test drove again. Steering is now centered, car pulls straight and stops straight, minimal following of the crown in the road. When accelerating very hard the loose rear end is now very minimal and almost not noticeable. Car drives significantly better, any further adjustments will begin with adjusting ride height by replacing front and rear springs, addressing bushings throughout

time we noted oil was inside of the bell housing - indicating leak of transmission counter shaft, input shaft, or possibly coming from back of engine at rear main. Noted these leaks are not terrible and are very typical. Customer agrees to not address this at this time - but to replace valve cover gaskets as they are considerably easier.

- Ball joints are original style riveted in - most likely are original to car

- RH side pipe cover is loose at insulator at bottom side but not throughout contour of aluminum cover
Used die grinding bit on Dremel tool to rough up the accessible surfaces of the cover inside and matching area of fiberglass insulator - added 2 part fiberglass adhesive in each location and clamped (did not have to remove covers for this). Removed valve covers, noted gaskets were installed without sealant and were leaking badly - gaskets were fully saturated with oil. Cleaned valve cover gasket contact area, head contact area and glued new gaskets on covers - installed to heads with thick bead of RTV silicone on gaskets.

Removed header receivers - installed new bushings, found both nutplates inside the top assembly are loose where the pin attaches. These are small #10 nuts inside of the top in a cage, both were cross threaded with stripped screws - this caused the nuts to spin in their cages. Wedged a pick tool beside the nuts and tapped them to 10*24 - supplied longer correct screws and installed loosely - latched top and tightened pins. These nuts are very thin and the threads are weak but it is much better and tighter at the header now.

While valve covers were removed we noted the head part numbers appear to be correct.

LH 3890462 E256 = cast May 25, 1966

RH 3890462 E166 = cast May 16, 1966

Compared to the car serial # 194676S123881 (built beginning of June 1966)

The engine casting date is E266 = engine was cast on May 26, 1966

The engine assembly stamping is F0531HE (Flint plant, assembled May 31, 1966, base engine manual shift)

The above numbers are all very close and appear to be correct in sequence for the body build, the engine casting and assembly, and the 3890462 heads originally designed for 1967 models were installed also in late 1966 cars.

4/28/20

Car started without issue in the morning - fast idle and choke operated fine. Moved car to alignment lift - installed all equipment and checked alignment. FRONT RH toe was off, RH camber was off, LH caster was .75* off of the RH REAR RH toe and camber were off. Lifted car and began at rear - noted that camber was not adjusting correctly - found that the rear strut rods have had urethane bushings installed and someone left out the captive centering washers that install to each side of the inner bushing - these help center the cam bolt in the bushing and fill the void in the strut rod

INTERCITY LINES, INC.

Motor Vehicle Descriptive Inventory

SHIPPER	CITY		STATE
CONSIGNEE	CITY		STATE
MAKE	BODY STYLE	TRIP NO.	
YEAR	MILEAGE	SERIAL NO.	
COLOR			

SHIPPER: *Corvette Mike New England* CITY: *Plymouth* STATE: *Ma*
 CONSIGNEE: *Doug Mirabelli* CITY: *Traverse City* STATE: *Mi*
 MAKE: *chery* BODY STYLE: *Corvette* TRIP NO.: *A14434*
 YEAR: *1968* MILEAGE: *10,088* SERIAL NO.: *103881*
 COLOR: *Black*

LEGEND:

A - Scratched	I - Cracked
B - Dented	J - Scraped
C - Bent	K - Marred
D - Caved	L - Rubbed
E - Crushed	M - Nicked
F - Broken	N - Pitted
G - Loose	O - Faded
H - Paint	

DOES AUTO LEAK FLUIDS?

YES NO
 SHIPPER INITIALS *MM*

ANTIFREEZE WARNING

IT IS THE SHIPPER'S RESPONSIBILITY
 TO MAKE SURE THAT COOLING SYSTEM
 IS PROTECTED FROM FREEZING.

SHIPPER INITIALS _____

