

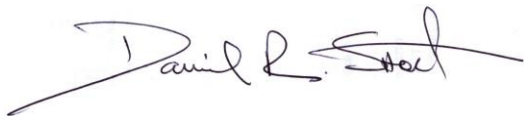
Please read this before we talk so you understand why: "Paint Changes Everything"

FantomWorks can and will treat a car as having "new paint" and will paint without stripping if the car is less than 15 years old AND has original paint with no previous repair damage or any signs of rust. If the car does not meet these criteria, then FantomWorks will treat the car as having old paint. Old paint requires stripping the entire vehicle to ensure that we've found and repaired all metal damage properly before applying new paint. This means that the following steps must be taken:

1. The car is disassembled to allow for media blast without destroying the various pieces of your vehicle.
 - a. Removal of drive train, engine, transmission, differential, exhaust, drive shaft, fuel system, etc.
 - b. Removal of all Glass and regulators
 - c. Removal of all electrical components, lighting, and wiring
 - d. Removal of all interior appointments
 - e. Removal of complete dash assembly (gauges, switches, levers)
 - f. Removal of all chrome and bright work (every single piece)
 - g. Removal of all soft components (weather stripping, grommets, etc)
 - h. Removal of everything to reduce the car to an empty shell.
2. This allows for a comprehensive blast to remove all rust, filler, paint, and exposes all previous repairs.
3. Metal fabrication follows to bring the vehicle back to "like new" chassis and body standards.
4. Body work and paint work are then completed.
5. Replacing the items (and this is where paint becomes a restoration).
 - a. Replacement of the drive train "should" be done with a restored drive train. Why would you put a greasy nasty leaking engine and transmission back into the vehicle? Why would you put rusty exhaust back into this vehicle, etc.?
 - b. Replacement of glass and regulators. Would you put in old window seals and wipers? Wouldn't you want to fix the regulators and rebuild them if needed?
 - c. Replacement of electrical components: Do you want 50 year old wiring and lights going back in? Why not replace the wiring and fix the electrical components; they're already out of the car?
 - d. Replacement of the interior. Do you want old carpets, headliner, seats and door panels being returned or is this the time to rebuild all of that?
 - e. Replacement of dash and gauges. Isn't this the right time to fix the gauges, clean the harness or replace it, repair the ignition switch, etc.??
 - f. Do you want old chrome going back on or is this the time to restore the chrome, stainless and aluminum trim?
 - g. Once weather-stripping is removed, it's generally destroyed in the process. It's glued in and tears upon removal. It's probably old and dry rotted anyways. You really have to replace it.
 - h. Misc. items that have been removed have to be replaced with restored items: convertible tops, vinyl roofs, antennas, etc., etc., etc.
6. So when you actually think about the process, the paint requires the correct stripping of the vehicle which requires the comprehensive disassembly of the body which then requires the replacement of all of those items. Once you begin to "knock over the dominoes" you'll find they will keep falling until they're all knocked over and you have in fact done a restoration. That's why "Paint changes everything"!

I look forward to discussing your project with you.

VR

A handwritten signature in blue ink, appearing to read "Dan Short". The signature is stylized with a large, sweeping initial 'D' and a cursive 'S'.

Dan Short
FantomWorks