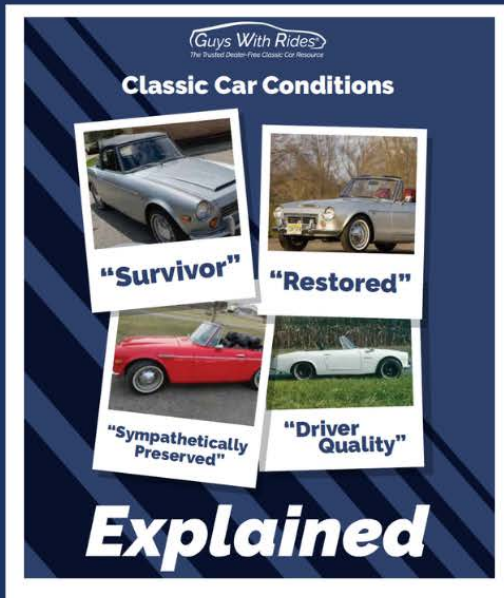


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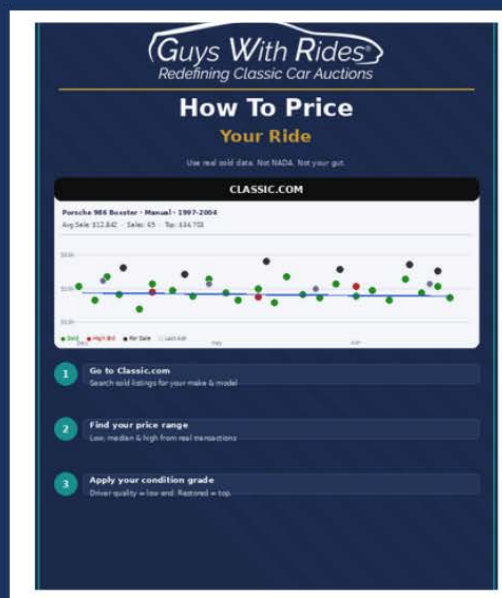
The Trusted Dealer-Free Classic Car Resource

How To Sell Your Classic Car for Maximum Money

How To Rate Your Ride



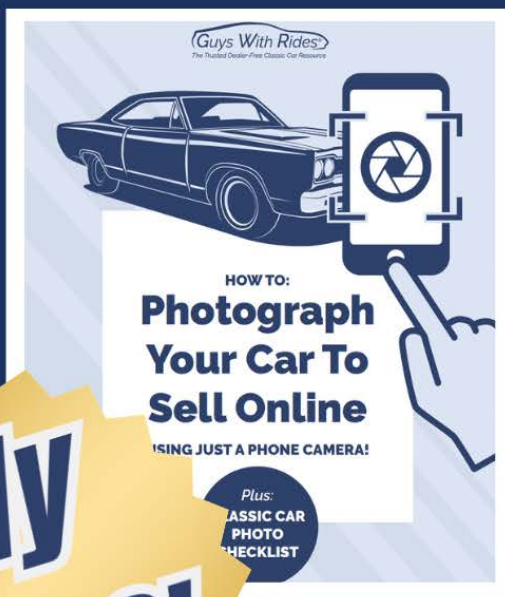
How To Price Your Ride



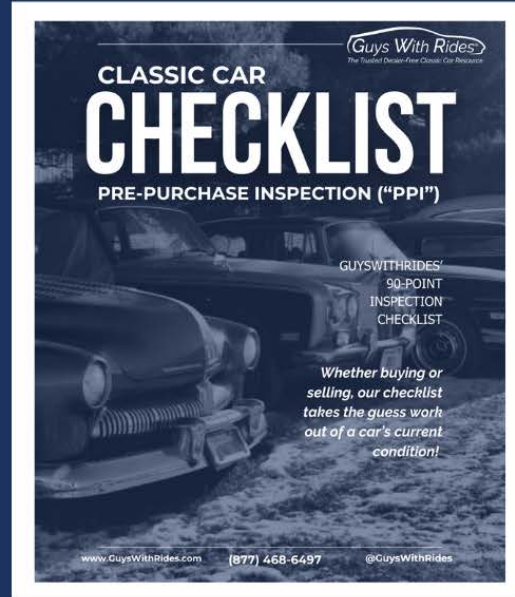
How To Pick The Right Venue



How To Photograph Your Ride



How To Inspect Your Ride



Only \$19.99!

Five Guides In One!

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Rate Your Ride

Classic Car Condition Types Explained

How To Sell Your Classic or Collector Car

Classic Car Conditions



“Survivor”



“Restored”



**“Sympathetically
Preserved”**



**“Driver
Quality”**

Explained

What is a “Survivor” Classic Car?



Survivor Quality refers to a classic or collector car that has remained mainly in its original, unaltered state since its creation.

These cars are time capsules, representing a piece of history that has aged gracefully and naturally. Survivor cars may exhibit various degrees of wear and patina, depending on their age, storage conditions, and maintenance.

A silver 1970 Datsun 1600 Roadster for sale we spotted on Craigslist in December of 2021, with only 37K miles, a numbers-matching powertrain, and what is believed to be original paint, qualifies it as a survivor quality example.

Survivor Quality Key Characteristics:

Originality:

Survivor cars are characterized by their original paint, interior, engine, and other components. The goal is to maintain the vehicle as it was when it left the factory.

Patina:

The wear and aging of a survivor car are often celebrated. This patina reflects the car's history and adds character.

Documentation:

Authenticity is vital for survivor cars. They should have documentation, such as factory build sheets, original sales invoices, and service records, to support their provenance.

Minimal Mileage:

While survivor quality classic cars tend to feature very low mileage, we have seen examples with higher mileage that benefitted from extremely fastidious owners who went to great lengths to preserve their cars.

Rarity:

Survivor cars are sought after for their rarity and the authenticity they bring to the collector car world.

What is a “Restored” Classic Car?



Restored Quality involves a comprehensive effort to return a classic or collector car to a state closely resembling its original factory condition.

Restorations can range from partial to full, with varying levels of detail and authenticity, depending on the owner's objectives.

Another silver over red 1968 Datsun 1600 Roadster, spotted in the 2014 Issue of Keith Martin's Sports Car Market magazine, was a low-mileage example that benefitted from an over-the-top restoration at the time. In many respects, this Fairlady likely looks better today than when it left the Datsun factory.

Restored Quality Key Characteristics:

Detailed Restoration:

Every aspect of the vehicle is carefully examined, and necessary repairs or replacements are made. This may involve stripping the car to its bare frame and rebuilding it.

Attention to Authenticity:

High-quality restorations aim to replicate the car's original condition, including paint, interior, engine, and other components. Authenticity is crucial, and extensive research may be required to source the correct parts and materials.

Cosmetic Perfection:

The goal is to achieve a “better than new” appearance, often with a show-quality finish. This may involve refinishing the body, reupholstering the interior, and rebuilding the engine to a pristine condition.

Drivability:

Restored cars are typically meant to be roadworthy, allowing owners to enjoy driving them without significant concerns about reliability.

Restoration Records:

Owners often keep meticulous records of the restoration process, detailing every step to return the car to its former glory.

What is a “Sympathetically Preserved” Classic Car?



Sympathetically Preserved

recognizes the historical and cultural significance of a classic car while allowing for some selective, mindful restoration or preservation efforts.

This term represents a middle ground between Survivor Quality and Restored Quality.

A red 1969 Datsun 1600 Roadster for sale in the fall of 2023 is an excellent example of a sympathetically preserved car. The interior remains original with a visible patina, while the seller notes the car received a repaint at some point.

Sympathetically Preserved Quality Key Characteristics:

Preservation with Selective Restoration:

Owners aim to maintain as much of the car's originality as possible but may address specific issues or imperfections, such as rust, faded paint, or worn upholstery.

Historical Significance:

Cars preserved sympathetically often have unique historical features, like period-correct accessories, rare options, or modifications made during the car's life.

Documentation and Research:

Owners of sympathetically preserved cars often engage in in-depth research to understand the car's history and context.

Respect for Patina:

While not all sympathetically preserved cars will have a significant amount of patina, the emphasis is on maintaining the character of the vehicle without striving for showroom-perfect appearances.

Period-Correct Upgrades:

Some owners may add period-correct accessories or components that enhance the car's historical appeal while respecting the vehicle's originality.

What is a “Driver Quality” Classic Car?



Driver Quality classic and collector cars are intended to be driven regularly rather than stored or displayed.

These cars may not always meet the pristine standards of Survivor, Restored, or Sympathetically Preserved cars. Still, they uniquely appeal to those prioritizing driving experiences over strict preservation.

A white 1969 Datsun 1600 Roadster in the summer of 2021 for sale on Craigslist is the typical driver-quality example you'll find for sale. In addition to featuring a “ten footer” older repaint, the seller notes the car received rust repairs at some point, and the sale included a set of aftermarket Enkei Compe wheels.

Driver Quality Key Characteristics:

Well-Maintained but Not Pristine:

Driver-quality cars are typically in good mechanical condition and are well-maintained, but they may have minor cosmetic imperfections or non-original parts.

Suitable for Regular Use:

Owners of driver-quality cars often enjoy driving them without being overly concerned about exposing them to the elements or wear and tear.

Budget-Friendly:

These cars are often more affordable than their pristine counterparts, making them accessible to a wider range of enthusiasts.

Customization and Modifications:

Owners may opt for personalized touches, upgrades, or modifications to enhance the car's performance, comfort, or aesthetics.

GuysWithRides Collector Car Market Condition Definitions

Within the definitions above, sellers need to be realistic about the condition of their vehicle. For example, a "barn find" may on the surface look like a Daily Driver or Restorable vehicle, but its time capsule character often means it is worth far more than its condition would normally warrant.

1) Best of The Best - A close to perfect original or a very well restored vehicle. Generally, a body-off restoration, but a well-done body-on restoration that has been extensively detailed may qualify. The vehicle is beautiful to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. This represents restored vehicles to current maximum professional standards of quality in every area, or perfect originals with components operating and appearing as new. Cost no object concours restorations should be considered 1+ condition. Cars in this category have won major national Concours awards and/or their Antique Automobile Club of America ("AACA") "Senior" Award.

2) Very Good - An extremely presentable vehicle showing minimal wear, or a well restored vehicle. This can be a well-restored vehicle, a combination of superior restoration and excellent original, or an extremely well-maintained original showing minimal wear. Runs and drives smooth and tight. Needs no mechanical or cosmetic work. All areas (chassis not required) have been fully detailed. Beautiful to look at but clearly below a Best of The Best vehicle. Cars in this category have awards in their marque club event and/or their AACA "Junior Award."

3) Good - Presentable inside and out with some signs of wear. Not detailed but very clean. Body should be straight and solid with no apparent rust and absolutely no rust-through anywhere. Shiny, attractive paint but may have evidence of minor fading or checking or other imperfections. Runs and drives well. May need some minor mechanical or cosmetic work but is fully usable and enjoyable as is. This includes completely operable originals or "older restorations" showing wear, as well as good amateur restorations that are all presentable and serviceable inside and out. Cars in this category may have won a local car show judging event or People's Choice Award.

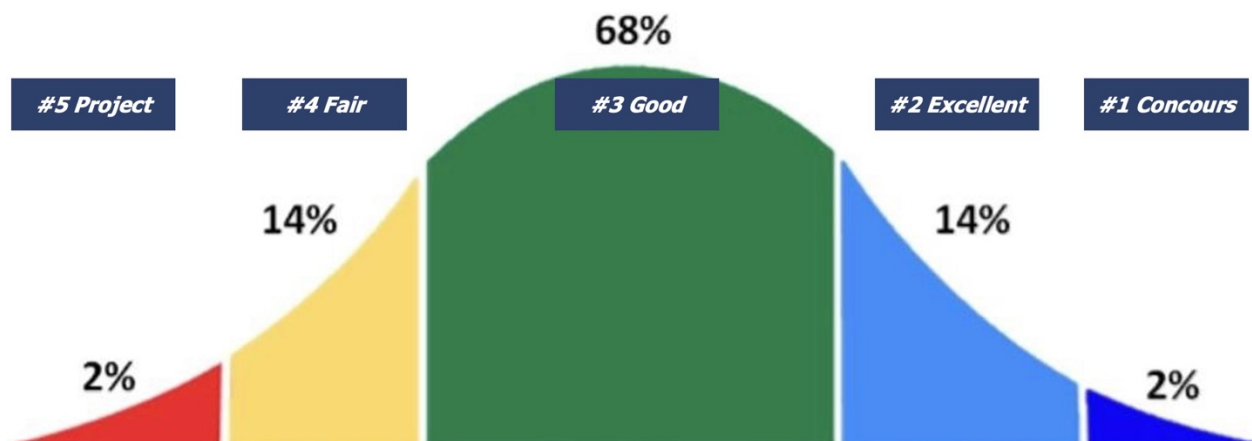
4) Daily Driver - A drivable vehicle that runs and drives OK but needs work throughout the vehicle. Body shows signs of wear or previous restoration work. Any rust should be minimal and not in any structural areas. Conversely, the vehicle may be presentable but needs moderate mechanical work to be roadworthy. Cosmetics, body, and mechanics all need work to some degree. This category includes deteriorated restorations or poor amateur restorations that require no or only minor work to be functional.

5) Restorable - Needs complete restoration of body, chassis, and interior. In need of complete restoration but is complete and not a rust bucket beyond repair. May or may not run and is not even close to roadworthy. The vehicle isn't weathered, wrecked and/or stripped to the point of being useful only for parts. Values for Restorable cars are best estimated on a case-by-case basis, typically around 40-50% of the Daily Driver condition. Rare models or models containing rare parts can be worth more.

6) Parts Car Incomplete vehicle most useful for parts. May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts. Generally valued at 50-60% of the Restorable value.

Market Distribution - The Bell Curve Effect

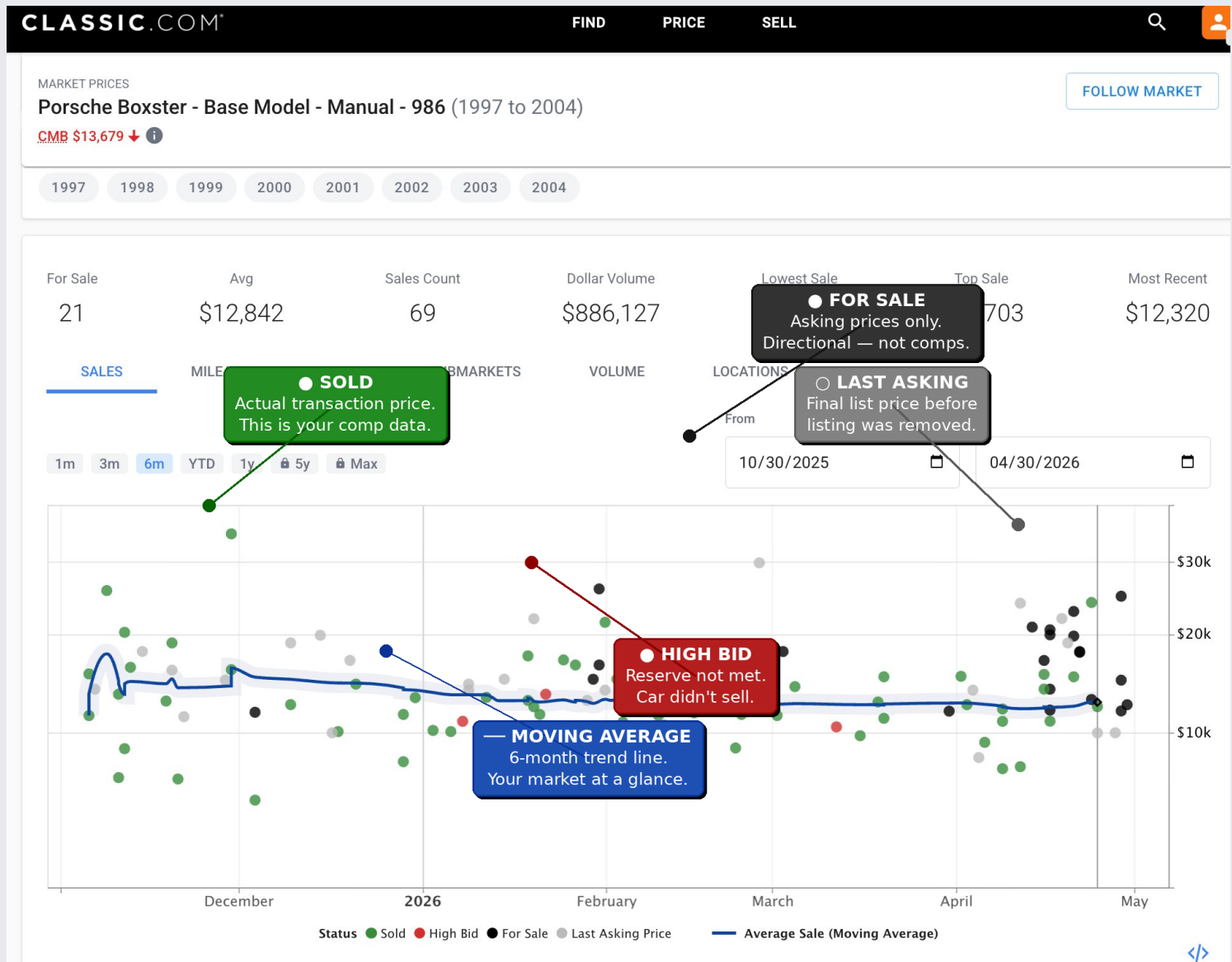
In our experience, classic car conditions follow the "Bell Curve" distribution pattern. Most collector cars fall into the **Good** category (#3), representing the largest segment of the market. Only approximately two percent fall into the **Best of The Best** category, making truly excellent condition vehicles exceptionally rare and valuable. This bell curve distribution means that most collectors will encounter vehicles in the Good to Daily Driver range, with fewer examples at the extreme ends of the condition spectrum.



Bonus: How to Price Your Classic or Collector Car

The most dangerous number in a classic car sale is the one you made up.

You've rated your condition grade. Now price it with real sold data — not NADA, not Kelley Blue Book (which treats your '69 Camaro like a 2019 Camry), and definitely not your neighbor's opinion. Go to Classic.com.



Step 1 — Go to Classic.com

Search your year/make/model. Filter to "Sold." Sort by last 12 months.

Step 2 — Find Your Range

Note the low, median, and high sold prices. This is your real market.

Step 3 — Apply Your Condition Grade

Driver quality? Price toward the low end. Restored & documented?
Defend the top.

Step 4 — Filter by Specs

4-speed vs. auto, color, options — all shift the number.

Setting Reserve vs. Buy It Now

Reserve: low end of your comp range
for your condition grade.

Buy It Now: 10–15% above median.
No bids in 7 days? Drop to reserve.

Avoid NADA & Kelley Blue Book

Built for late-model used cars.
Misvalue classics by 30–50%.
Sold auction data only.

Pick The Right Venue

A Two-Gate Selling Framework

How To Sell Your Classic or Collector Car

Where Should You Sell Your Classic or Collector Car?

A two-gate framework — start with the right path, then find your platform.

Start Here

Are you a fit for online auctions?

- 1 Prefer saving money on fees
- 2 Don't want to ship your car anywhere
- 3 Comfortable communicating online
- 4 Know your car's full history
- 5 Can answer bidder questions quickly
- 6 Can handle honest public feedback
- 7 Open to buyers inspecting the car

5+ YES
→ Online

5 or more YES
→ Online path

Mostly NO
→ Live auctions

Online Options

Lower fees, No Transport Costs, Quicker Turnaround Times

LOW DIY

★ GWR Recommended

Guys With Rides
Redefining Classic Car Auctions

\$1 To List
Photos & P.P.I. included
2% Seller's Fee - Only if Sold
White Glove Concierge
Service

Max
net

Dealer Consignment

Full white-glove service;
expect 15–20% in fees



Bring a Trailer Local
Partner

Full white-glove service;
Prep Fees + 2-5% Commission



HIGH DIY



Cars & Bids



Do all the photography and
uploading yourself
Free - \$429 to list
Answer Questions Promptly
No Seller's Fee

Traditional Classified Listings

Self-serve, broad audience;
Buyer quality varies; price-
sensitive audience. Cars can sit
for months without aggressive
pricing.

Prices from \$5 - \$149



Facebook Marketplace



In-Person Auction Options

High Upfront Fees, Transporter Costs, Travel
Costs, Slower turn-around, 8-10% Seller's Fees

Nationally Significant

Rare, numbers-matching,
celebrity provenance, or \$150K+

Bonhams



Sotheby's

GOODING
& COMPANY

Enthusiast Appeal

Well-preserved, documented, correct,
or cleanly restored – No Reserve Risk



Photograph Your Ride

6 Steps to Photos That Sell Your Car

How To Sell Your Classic or Collector Car



HOW TO:

Photograph Your Car To Sell Online

USING JUST A PHONE CAMERA!

Plus:
**CLASSIC CAR
PHOTO
CHECKLIST**

If you plan to list your collectible car for sale online, you need to familiarize yourself with the basics of car photography. While today's smartphones have the potential to take spectacular pictures, great photographs that highlight your prized possession only result if you follow some basic rules.

Many people do not know how to take pictures of their antique, classic, vintage, or muscle cars. The technology of smartphones, iPads, etc., provides consumers with photographs professionals could only dream about just a few years ago. However, technology can only do so much to compensate for improper scenes or lighting choices.

A picture will really say 1,000 words about your car and you don't need an expensive camera and lens. Following the tips below will help you showcase your car, create a better used car listing, and in turn, ***sell your car much more quickly!***

Step 1

First, Clean Your Car. Seriously!

Seems obvious, right? Apparently not to everyone. We have seen cars listed for sale with filthy interiors and windows that you can barely see through. No one buys a dirty car! Do you really want to sell your car, or are you just appeasing your wife, i.e., *"Honey, I DO have the car listed!"*

While a basic wash and shine will improve your collector car's appearance, make the time to detail your vehicle and that includes removing all personal effects from the vehicle during the shoot. The next buyer wants to imagine *themselves* in the vehicle you're trying to sell, so don't make that hard for them by leaving your stuff in the car or worse, yesterday's lunch garbage. No one wants to imagine anyone eating in their "brand-new-to-them" car!



A potential buyer may not give your car's ad a second look if the photos aren't attractive – even if you have it priced well.



No one buys a dirty car!

Step 2

Next, Lighting: Picking the Proper Time Is Critical!

Where and when you take your photos can make all the difference in your shots.

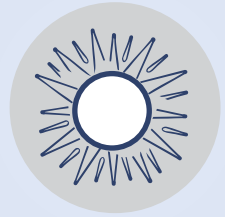
If possible, photograph during the “Golden Hours” (known as the hour after sunrise and the hour before sunset) to provide soft, warm light that enhances the car’s curves and colors. If you can’t take pictures during the Golden Hours, then either wait for a cloudy day or pick a shaded area. Either of these is better than bright sunlight as long as you are able to minimize shadows. If you’re an early bird, aim for sunrise as there will be less distraction. For instance, if you take the car to a park, beach, or empty parking lot the chances of people getting into your photos are less likely then at sunset.

If you’re using a camera rather than your smart phone, you may want to invest in a polarizing filter. These filters minimize glare and reflections and work very well. A bright, sunny day is wonderful unless you’re photographing a car. Investing in a polarizing filter is a win-win as you will find many uses for it years after your car is a distant memory.

Walk around the car and carefully look at the direction and quality of the light and how it impacts your subject. Be conscious of where you need to stand to achieve the result you are trying to obtain. What many incorrectly do is park their collector car in one spot and then take all of the pictures in that same spot. To maximize the use of the correct light on your car, don’t be afraid to turn the car around in the same spot and then take more pictures of the opposite side from that vantage point.



Shooting with the sunlight behind you versus shooting into the sun. Turn the car around to make sure you get both sides in the best light!



Midday light is too harsh and never good for any photo. It may cause intense hot spots from the sun reflecting off the car and flatten the car’s appearance in the photo.



The internet is filled with car ads showing a dark space with something in it. That’s right—people are trying to sell their cars by taking photos at night?! Don’t waste anyone’s time, especially your own. Put your car in the best light it deserves and don’t photograph at night or in a dark garage.

Step 3

Next, Shoot Many Angles... as in, *Every One!*

Buyers want details when they are considering purchasing a car online. Shoot as many angles of your vintage car that you can.

Lie on the ground and shoot from really low and/or stand on a chair or ladder and shoot from really high. Kneel down to make sure the photos you're taking are eye level to the car. On the next page is a checklist you can use to ensure you have every angle covered.

Regardless of the angles taken, make sure every shot used has the entire section of your car in view. There's nothing worse than finding a collectible car online that catches your interest only to realize that there is only one image with the car fully in the frame or worse, it's the only photo, or the rest are blurry. If you want to sell your car, provide as many photos and angles as you can.

In addition, take close-ups of some of the coolest features of the vehicle such as a hood ornament, horns, wheels, logos, custom leather seats, a heavy-duty winch, or towing package. Also don't be afraid to take pictures of the books and receipts that will be included in the sale.



Shoot from the same level as the car or lower to convey a sense of motion.



Don't cut off the edges of the car!



Without seeing a vehicle in person, buyers rely on the images provided to determine whether the car is truly what the seller is presenting. There is no such thing as posting too many pictures. The more the better!



Photo Checklist

Print out the checklist at the end of this guide so you don't forget the important angles. This should help you put together a portfolio of photos to help develop your classic car's online story.

Step 4

Composition – the placement of relative objects and elements in a work of art

Treat your collector car as a work of art when photographing it, regardless of its condition!

LOCATION, LOCATION, LOCATION! Carefully frame your photos and be sure to reduce any unnecessary clutter. Look for backgrounds that don't detract from the car. Your neighbor's home or cars in the driveway does not make for a great photo. Be careful that nothing like a tree or pole is growing out of the top of the vehicle. Position yourself for great shots and don't make the mistake of taking photos too close to the car as it could create distortion – it's better to zoom from a distance than to stand too close to the vehicle. Be sure to fill most of the frame with the car as nothing else in the photo is important to the viewer.



Scout around for a beautiful background that compliments your car. For instance, a convertible would look stunning against a big, blue open sky and already give the potential buyer the experience of driving with the top down on a gorgeous day.

Step 5

Keep it Honest

While you may want to edit unsightly parking lot lines and the like, don't do anything to touch up the car or cover up flaws.

Give careful thought to close-ups of the things a potential buyer needs to see. If your photos look too good to be true, a potential buyer will think they ARE too good to be true.



Be sure to point out any defects that you would want to know about if you were the potential buyer.



Don't make the mistake of taking photos too close to the car as it could create distortion – it's better to zoom from a distance than to stand too close to the vehicle.

Step 6

Lastly, Take Your Time!

The beauty of modern smartphones and digital cameras is there isn't any film to waste, so if you don't get a particular picture right the first time, delete it and try it again until you do.

Like many other things in life, when it comes time to sell your collector car, you rarely get a second chance to make a good first impression. Take the time to get all the pictures you need to make a great first impression!

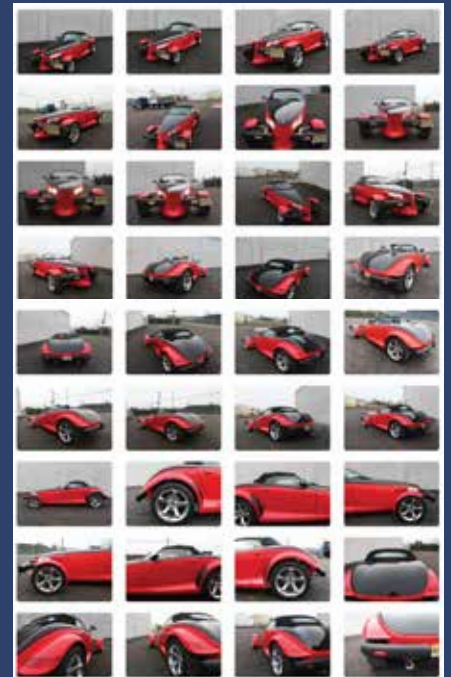


Wow!



Example:

Take a look at the photos I took of this Plymouth Prowler: <https://bringatrailer.com/listing/2000-plymouth-proowler-79/> There is nothing distracting surrounding the vehicle, but the environment still has interesting black and white textures that help the red pop. Note that I turned the car around to get the best lighting and background on all sides. The photos were taken on a cloudy day. I included detail shots of the features of the vehicle. And note the number of photos (over 100 total!) showing EVERY angle.



Like these
results?
Hire me!

Want photos like this but have no time to do it yourself? Hire me to get a suite of professional photos and videos to help sell your car. Available within a 2 hour radius of Flemington, NJ. Get the details at: www.bringatrailerphotographer.com

4 Simple Photo Rules:

N

Natural – if you’re trying to feature your car in a photo, use a natural background rather than a house or building. Potential buyers want to imagine themselves having fun exploring, so place the car in a scene that helps buyers dream that. While “Natural” often goes hand-in-hand with “Outdoors,” photographing a track day car in a paddock is a great example of an indoor “Natural” shot.

O

Outdoors – only the best photographers can capture the inner beauty of a collector car in an indoor scene, so don’t even think about trying to mimic that with your smartphone in your home’s garage. Unless you’re trying to sell a non-running barn find, place your vintage car outside. If your collector car is registered and in running order, find a nature-based backdrop to use. A nearby park or roadside clearing often provides a neutral backdrop to feature your classic car.

E

Early – the best light for photographing your collector car is early morning as the sun rises. If you wait too long, the sun’s light washes out the details in the shot and often will make a great paint job appear dull. If getting up before dawn is daunting, wait until the “golden hour” of the evening when the sun is softer. In either case, it’s the hour after sunrise or the hour before sundown is complete.

L

Low – never take a picture of your collector car standing up! Get down on the ground to get a great picture at the same level as the car. Doing this makes the car appear larger and often conveys a sense of motion, especially when taken from the back three-quarter view.

Try following our “NOEL” rule to photograph your classic or collector car, and we think you’ll discover you’re a better photographer than you ever thought you could be!

Photo / Video Checklist

Exterior

- ☐ Driver's sideview straight
- ☐ Driver's sideview 3/4 front
- ☐ Driver's sideview 3/4 rear
- ☐ Passenger's sideview straight
- ☐ Passenger's sideview 3/4 front
- ☐ Passenger's sideview 3/4 rear
- ☐ Head on front
- ☐ Head on rear
- ☐ Beneath driver door
- ☐ Beneath passenger door
- ☐ Fender detail RF
- ☐ Fender detail LF
- ☐ Fender detail LR
- ☐ Fender detail RR
- ☐ Photograph seams and gaps
- ☐ Photograph emblems
- ☐ Photograph trim
- ☐ Photograph chrome
- ☐ Photograph lights on and off
- ☐ Photograph plastic
- ☐ Photograph tires/wheels
- ☐ Photograph wheel wells
- ☐ Beauty shot from low angle (lying down)
- ☐ Beauty shot from high above
- ☐ Beauty shot close
- ☐ Beauty shot far

Interior

- ☐ Seats from driver's side
- ☐ Seats from passenger's side
- ☐ Stitching/seat details
- ☐ Steering wheel
- ☐ Gauges
- ☐ Switches
- ☐ Console
- ☐ Dash overall
- ☐ Dash detail
- ☐ Glove box closed
- ☐ Glove box open
- ☐ Belts detail
- ☐ Door card(s) driver
- ☐ Door card(s) passenger
- ☐ Radio
- ☐ Instruments with lights on
- ☐ Digital functions
- ☐ Interior lights
- ☐ Carpets/mats
- ☐ Floor beneath carpets (if removable)
- ☐ Glass
- ☐ Glass detail and stickers
- ☐ Engine bay
- ☐ Engine bay driver's side
- ☐ Engine bay passenger's side
- ☐ Engine bay details

Trunk

- ☐ Empty
- ☐ With spare
- ☐ Floor without spare

Documentation

- ☐ All sets of keys
- ☐ Owner's manual and other books included
- ☐ Prior copies of service records

Backgrounds:

Take your photos with a beautiful and/or empty background. Outside distractions take away from your outstanding car! Visit a park, or even an empty parking lot will do!

Lighting:

It is always best to shoot outdoors with plenty of light. The "golden hours" are best – one hour after sunrise or one hour before sunset. If you must photograph in the middle of the day, place your car in the shade (ie. not harsh light.)

Inspect Your Ride

90-Point Pre-Purchase Inspection Checklist

How To Sell Your Classic or Collector Car

CLASSIC CAR CHECKLIST

PRE-PURCHASE INSPECTION ("PPI")

GUYSWITHRIDES'
90-POINT
INSPECTION
CHECKLIST

*Whether buying or
selling, our checklist
takes the guess work
out of a car's current
condition!*

Pre-Purchase Inspection Report Template

Ride Information			
YEAR		INTERIOR	
MAKE		INTERIOR COLOR	
MODEL		BODY COLOR	
MILEAGE		ENGINE	
TRANSMISSION		DRIVE TYPE	
VIN NUMBER		FUEL TYPE	

	 Pass	 Fail	 Caution	Comments
Road Test				
Engine Starting Easily				
Engine Running Well After Started				
Transmission Performance				
Differential Performance				
Wheel Bearing Performance				
Braking Performance				
Suspension Performance				
Steering Performance				
Alignment				

	 Pass	 Fail	 Caution	Comments
Exterior				
Windshield Wipers				
Windshield Washer				
Body Panel Alignment				
Scratches				
Paint Condition				
Seals				
Rust				
Exterior Lights				
Power Door Mirrors				
Bumpers				
Side Moldings				
Vinyl Top				
Underbody / Frame Condition				
Glass				
Floors				
Rocker Panels				
Body Filler Evidence				
Hood				
Doors				
Trunk Lid / Hatch				
Dings				
Dents				

				
Interior	Pass	Fail	Caution	Comments
Steering Wheel				
Horn				
Cruise Control				
Seat Condition				
Seat Belts				
Clock				
Radio/Navigation/Media				
Door Cards				
Power Locks				
Power Windows				
Center Console				
Dashboard				
Dashboard Lights				
Air Conditioning				
Heater				
Carpet				
Floor Mats				
Signs of Smoking?				
Headliner				
Blower Motor				
Instruments				
Window Function				
Interior Trim				
Sunroof				
Sun Visors				
Any Unusual Orders?				

				
Mechanical	Pass	Fail	Caution	Comments
Air Filter				
Battery Condition				
Charging System				
Engine Cooling Fan				
Hoses & Clamps				
Radiator				
Engine Coolant Condition				
Coolant Leaks				
Belts				
Power Steering System				
Power Steering Fluid Condition				
Engine Oil Condition				
Engine Oil Leaks				
Transmission Fluid Condition				
Transmission Fluid Leaks				
Brake System Condition				
Brake Fluid Leaks				

				
Mechanical (cont.)	Pass	Fail	Caution	Comments
Emergency Brake				
Differential/Transaxle Leaks				
Exhaust System				
CV Boots and Joints				
Shocks & Bushings				
Ball Joints & Tie Rods				
Radiator Cap				

Tires	Size	Manufacturer	Tread Depth			Condition			Notes
									
Driver's Side Front									
Driver's Side Rear									
Pasenger Side Front									
Passenger Side Rear									

			Lug Nuts			Condition			
									
Wheels	Size	Manufacturer	Pass	Fail	Caution	Pass	Fail	Caution	Notes
Driver's Side Front									
Driver's Side Rear									
Pasenger Side Front									
Passenger Side Rear									

Summary