

THE BRANSON AUCTION



ONLINE CATALOG

OCTOBER 20 & 21, 2017



BRANSON CONVENTION CENTER
BRANSON, MISSOURI

Welcome everyone,

You are about to be a part of the 40th year of auctions here in Branson, Missouri. Founded by Mark Trimble who left us in February of this year, The Branson Auction has provided Kathy and I with the most valuable of all treasures, friends, from around the world. We lose some of those friends every year and it never gets easier, but we go on.

Along with this being the 40th year of auctions here in Branson it is also the 10th year at the Branson Convention Center. It doesn't seem that long ago but this will be our 20th auction in the center and it continues to amaze people from around the country, indeed the world how accommodating the Center and Branson is to visitors from everywhere.

Most regulars know we host a reception for registered buyers and sellers Thursday evening before the sale. It also provides us with the opportunity to have a charity auction and raise money for VCRA which then distributes those proceeds to various Autism programs in Missouri, Arkansas and Kansas. We are pleased to announce that administrative costs remain at 0.

This year we have two very special donations to be auctioned to the highest bidder, first, Paul and Ann Bluto have donated a year long pass for two to the Imax theater here in Branson. If you know what movie theater tickets cost you'll understand what a big deal that is.

Second, in the tradition of Harry Baker who brought us a car last year and said "auction this and give the money to VCRA" we have yet another donor contributing a car, this time a 1956 Thunderbird! Admittedly it has issues but then who among us doesn't.



Now, have you noticed that there are a few "NO RESERVE" cars in the sale? As of this writing more than 60. What's up with that you ask. Well, as some of you know, a few years ago (post devastated Candlestick Restaurant) we opened my shop to the public. Jack Martin agreed to run same and now the dam has burst. Collectors, widows, attorneys, estate managers have discovered a solution to those collections that have been sitting for 10, 20 even 30 years, some totally unattended. We can now rescue those collections by transporting them to Branson, and putting them through a recommissioning that will let them live again. Basically we make them start, run, drive and stop, then we clean and preen, fluff and buff and get them ready for auction. I've been dealing with this problem for 30 years and am now pleased to say we have created a solution. If you know of someone who could use our help, let us know. We enjoy it!

Thank you,

Jim & Kathy Cox



NO RESERVE

1970 FORD MUSTANG BOSS 302

The 1969–70 Boss 302 (Hi-Po) engine was created in 1968 for the SCCA's 1969 Trans-Am road racing series. Available in the Boss 302 Mustangs of 1969–70, it's a unique Ford small block engine featuring a thin wall, high nickel content block casting. It differed substantially from regular 302s, with 4 bolt mains, screw in freeze plugs, and heads using a canted valve design being developed for the planned 351 Cleveland (which debuted the following year). The construction was aided by the two engines sharing a cylinder head bolt pattern, though the Boss 302 heads had to have their coolant passages slightly modified. This optional engine, and indeed the entire vehicle package, including handling and aerodynamic aids, was made available for the express purpose of meeting the homologation guidelines to compete in the SCCA Trans-Am series, which limited engine displacement to 305 C.I.D. to

compete. The Boss 302 Mustang was designed by Larry Shinoda, a former GM employee. The name "Boss" came about when Shinoda was asked what project he was working on, he answered "the boss's car" because the project was a secret. The Ford entry for 1969 and 1970 was the Boss 302 Mustang. The factory effort was headed up by Bud Moore, who fielded two cars in the 1970 season, and won the championship that year. The Bud Moore Mustangs edged out Team Penske's Javelins, and lead Penske driver Mark Donohue lost out to Bud Moore driver Parnelli Jones.

The "Boss" you see here was the subject of a very thorough and accurate restoration. It is a documented Boss Mustang 302 with all the right colors, bits and pieces, and it runs and drives just like you remember or like you wanted to. The biggest news, It will sell WITHOUT RESERVE. That's called opportunity!



#506

1914 FORD DEPOT HACK

Built for high capacity seating and luggage carrying, this type of vehicle served a specific market. Long distance travel at the time was done by train, and almost everyone traveling by train carried luggage. Depot Hacks were designed to carry passengers and their luggage from the train station, or depot, to their destination. Today, we call this type of vehicle a taxi, which is what the word hackney means. Hack is an abbreviated form of hackney.



In 1914, a Depot Hack was not part of the Ford catalog of body styles. Independent firms manufactured bodies and purchased chassis from Ford. The bodies were then fitted to the chassis and sold as complete units.



1919 CHEVROLET FOUR-NINETY

#616



Introduced in 1915, the Four-Ninety Chevrolet, with overhead valve 4 cylinder 171 cubic inch 24 horsepower engine and selling for \$490, it was an immediate success and took a bite out of Ford's sales. The Huckster body configuration provided provisions, produce and service to thousands of people that did not have direct access to such amenities and a thriving business to the vehicles owner. This is an older restoration that runs and drives well without the complicated controls of like year Fords. The wood work could use your attention but other than that what a great story to add to your collection.

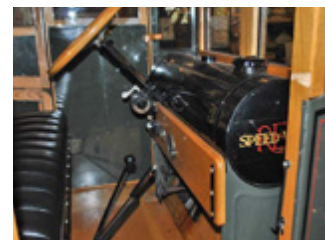


1923 REO SPEEDWAGON

#599



This 1923 1 ¼ ton grain hauler was re-commissioned by its third owner in Kansas, Mr. Dave Marshall who explained that grain haulers didn't get used but once a year for the grain harvest and were then stored until next season. It worked through the war years right up to the late forties and then finally retired. Actually just put in storage and kept as backup. Marshall's restoration has held up well and its current owner, a trucking company owner, has kept everything intact and in tune. A delightful piece of history just perfect for parades since anyone can walk faster than its first gear.



#605

1913 FORD MODEL T



In 1913 when this T Touring was built Woodrow Wilson was President and amateur golfer Francis Ouimet won the US Open.

It had ample seating for 5 or 6 people who looked quite fashionable then and now. It has been magnificently restored from top to bottom with the only modern concession being an electric starter. Over 100 years have passed since its impact on the country but it delights to this day with its great lines, excellent condition and abundant memories.



NO RESERVE

#551

1912 FORD MODEL T SPEEDSTER



Horsepower versus weight. Or, speed costs money, how fast do you wanna' go? No, it's not a hemi.

The coupe weighed in around 1,200 pounds, but if you removed the body and those heavy fenders and got rid of everything you didn't need, then the 177 cubic inch 20 horsepower inline 4 cylinder was going to blow your hair off when you got that 2 speed planetary transmission into high gear!



That's what the owner (the late Mark Trimble) told me, and like everything else he said I believed him.

NO RESERVE

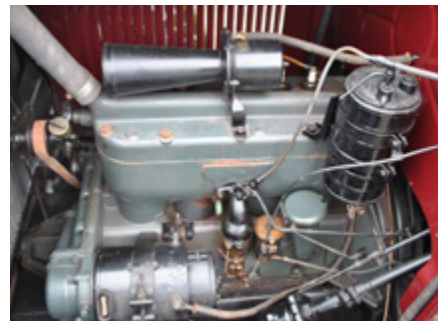
#518

1926 DODGE TOURING

The Dodge brothers, Horace and John, were known to be rather raucous in their early days and it was widely known that John was responsible for closing more than one tavern with his antics. It got the best of both of them when they passed away in the same year, 1920. Their legacy includes a fire breathing 700+ horsepower Hellcat as well as this 1926 Touring with 4 cylinders producing 35 horsepower and the now standardized H pattern 3 speed shifter. A bit more sedate perhaps but delightful just the same.

The subject of an excellent restoration approximately 5 years ago, it is a delight to drive and a beautiful memory of a time gone by.

NO RESERVE



#524

1928 FORD MODEL A OPEN CAB PICKUP

A seldom seen roadster pickup, this wonderful example has been lovingly cared for in a private collection.

This is a great opportunity to own a quite rare and desirable vehicle.

NO RESERVE

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#611

1926 FORD MODEL T FRONTENAC



Louis Chevrolet was a Swiss-American race car driver, co-founder of the Chevrolet Motor Car Company in 1911, and a founder in 1916 of the Frontenac Motor Corporation, which made racing parts for Ford's Model T.

With little in the way of formal education, Chevrolet learned car design while working for Buick and started designing his own engine for a new car in 1909. He built an overhead valve six-cylinder engine in his own machine shop on Grand River Boulevard in Detroit, Michigan.

In 1916, he and younger brothers Gaston and Arthur Chevrolet started Frontenac Motor Corporation, designing and producing a line of racing cars. They became well known for, among other things, their Fronty-Ford racers.

The car represented here is, we think, a re-creation of the "Fronty Racers" of the twenties. It starts with a T chassis, has a period correct T motor and the infamous Frontenac cylinder head. It starts easy, gets loud and goes fast.



#617

1923 FRANKLIN RACER



NO RESERVE

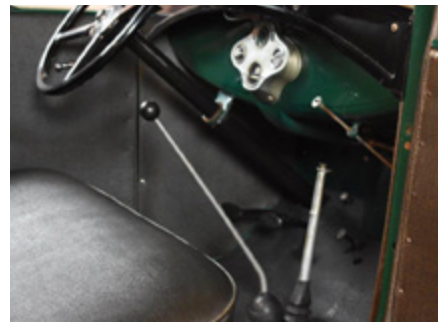
It's about being first. And though that was not the primary inspiration in the beginning, financier Herbert Franklin and engineer John Wilkinson produced an automobile that achieved more firsts than almost any car manufacturer then and to date. Here are a few firsts; 4 cylinder engine – air cooled – valve in head – throttle control – float feed carburetor (all in 1902) first 6 cylinder engine 1905 – transmission service brake – automatic spark advance – re-circulating oil – centrifugal air cleaner, and they pioneered aluminum pistons. Seven or eight years ago the author witnessed a 1920's Franklin Torpedo compete in the annual Monterey Historics at Laguna Seca. It was an awesome sight.

The developer of the Franklin racer you see here was an innovator, self-taught engineer and an absolute enthusiast of things mechanical. This creation was to be his entry in the "Great Race". Although it is running and driving (and stopping) it yearns to be finished. It probably began as a Model 9 B sedan and has been modified to what you see here, which, when you consider power to weight and torque vs. resistance should become a magnificent competitor on the road.



#614

1931 FORD MODEL A PICKUP



The Ford Model A was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A was designated a 1928 model and was available in four standard colors.

By February 4, 1929, one million Model As had been sold, and by July 24, two million. The range of body styles ran from the Tudor at \$500 (in grey, green, or black), to the Town Car with a dual cowl at \$1200. In March 1930, Model A sales hit three million, and nine body styles were available. Model A production ended in March, 1932, after 4,858,644 had been made in all body styles.

1929 FORD MODEL A

#546



NO RESERVE



1931 FORD MODEL A

#560



NO RESERVE



#541



1932 CHEVROLET ROADSTER PICKUP

Try this one on your favorite resident car expert, "when was the last time you saw a '32 Chevrolet Roadster Pickup?" Nine out of ten will say "never" and the tenth doesn't want his resident expert status challenged.

In 1932 Chevrolet raised horsepower to 53 from 50 and torque went skyrocketing to 131 foot-pounds. It also received synchromesh in all three gears.

The price for a Coupe Pickup was \$440, but you could get the roadster version for only \$430.

The generally accepted number for Chevrolet Roadster Pickup production in 1932 is 464. That being said, the real speculation begins, how many are left? 4 wars and 85 years have passed and the author is here to tell you, this is a first. Well preserved too.



#564



1935 FORD PHAETON CONVERTIBLE SEDAN

The 1935 Ford was a thorough refresh on the popular V8-powered Ford. The four cylinder Model A engine was no longer offered, leaving just the 221 CID V8 to power every Ford car and truck. The transverse leaf spring suspension remained, but the front spring was relocated ahead of the axle

to allow more interior volume. The body was lowered and new "Center-Poise" seating improved comfort. A fine addition to any collection, this great car is offered as part of a large estate collection.

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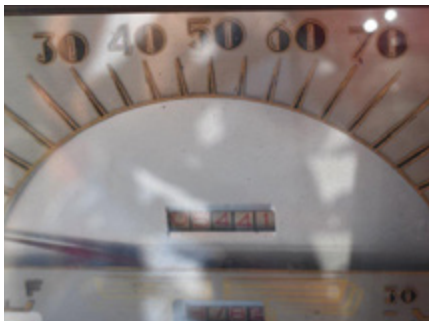
#510

1937 DESOTO TOURING SEDAN



Older well maintained restoration. Excellent tour history. 12 volt electrical system. Factory Borg Warner overdrive does not require 6-volt solenoid to operate. Cruises comfortably at interstate speed.

NO RESERVE



1939 FORD 2 DR SEDAN



#610

This great find has had only 3 owners. The first owner kept it for 38 years, the next for 34 years, and the current caretaker has owned the car for 6 years. Fully restored, both mechanically and visually, featuring a Lebaron Bonney interior done at the factory, it runs and drives perfectly. Selling at NO RESERVE, this is a wonderful opportunity to own a rare collector car!



NO RESERVE

1947 KAISER CUSTOM



#618

Older restoration on a nice Kaiser sedan.

NO RESERVE



#253

1940 FORD DELUXE CONVERTIBLE

This beautiful original 1940 Ford Deluxe convertible is powered by a 221 Flathead V8 engine with 3 speed transmission. Tan soft top and red soft interior. 600x16 whitewalls around red detailed "FORD DELUXE" branded hub caps. This car has had two owners in 47 years. It was restored in the late 70's and early 80's and then put into storage until 2015. It was brought out of storage and a new battery, fuel pump, coil and new carburetor was installed and then it was put back on the road. The streamlined styling was a home run when originally introduced and still is today. So if you're shopping for a timeless classic, this is the car for you!



#576

1940 MERCURY EIGHT 4DR CONVERTIBLE

The advertisements for this car declared it to be "The car that truly dares to ask 'Why?'" , referring to the idea that a big car couldn't also be economical. The Mercury was priced in the thousand dollar range, several hundred dollars more than the Ford V8. Its engine was a 95 hp version of the Ford flathead V8 engine. Styling was inspired by the Zephyr, and it had hydraulic brakes from the beginning. It was a good sized car, which the Ford Company advertised extensively, together with its up to 20 mpg performance. "few cars of any size can equal such economy".



#527

1941 BUICK SERIES 40 SPORT COUPE



Beautiful '41 Sport Coupe in great condition. Newer tires. Starts right up and runs great!



#590

1949 PLYMOUTH BUSINESS COUPE



Rare business coupe, good paint and chrome, wide whites, new interior as original. Converted to 12 volt system. Runs well.



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#534

1941 FORD CONVERTIBLE

The Ford car was thoroughly updated in 1941, in preparation for a time of unpredictability surrounding World War II. During the initial year of this car, it evolved considerably. The front fenders came in three pieces, the theory being that small damage could be replaced easily. During the year, it evolved into two pieces with the lower front and back sections being joined. The 1941 Convertible had no rear side windows, the only side windows being in the doors. The two previous Ford car lines, Standard and De Luxe, had blossomed into three, Special, De Luxe, and Super De Luxe. This nicely done example has the original 221 cubic inch V8 engine, factory heater, radio, the working original clock, and jack and crank are included. The electrical system has been converted to 12 volts, and a new Ford fuel tank.



#606

1941 CHEVROLET SPECIAL DELUXE CVT.

The 1941 Chevrolet Convertibles are rare cars in as much as only a bit over 15,000 were produced. These were refined automobiles with great new styling and with a revamped engine. We also believe they are milestone cars in as much as they represented the last full production year model prior to the U.S. entering World War Two. They were also the first Chevys without running boards. In 1941 a bit over one million Chevrolet passenger cars were produced. This was the first time Chevrolet topped one million passenger cars. This number made Chevrolet number one for the year.



#597

NO RESERVE



1941 PACKARD 120

This beautiful Packard 120 has been driven only 200 miles since total engine, transmission and front-end

rebuild. Work was completed by Ornduff Craftsmanship of Tomball, Texas. **Offered without reserve!**



#521

Subtle exterior changes greeted shoppers of 1954 Ford cars. Half-inch-taller front fenders and a revised grille treatment with a central spinner and circular, instead of rectangular, parking lamps were noticeable up front. A new instrument panel with revised gauges and different switchgear greeted occupants. An attractive engine turned trim panel accented the dashboard, a sporty cue that would reappear in 1955 Thunderbirds.

A fresh frame off restoration has been completed, including new paint and interior, a rebuilt Ford 302 engine controlled through a T-5 transmission with hydraulic clutch, all new engine accessories, Vintage Air, Fat Man front suspension with disc brakes, and new exhaust with Flowmaster mufflers.



#563

The 1955 Chevrolet is considered a huge turning point for the manufacturer and a major success. The '55 was the first successful Chevrolet with an optional V8 engine. The new 265 cubic inch overhead valve V8 was designed to be smaller, lighter, and more powerful than previous V8s in the auto industry.

Featuring a KBS Motors 350 cubic inch engine, an overdrive automatic transmission, 605 power steering, power front disc brakes, 2 inch dropped spindles, new shocks, Raingear windshield wiper system, Vintage Air, cruise control, and a sound system that includes a radio with cassette and a 6 disc CD player in the trunk, this great car has been driven only 500 miles since the new engine and transmission were installed.

1955 CHEVROLET BEL AIR





1954 PACKARD CONVERTIBLE COUPE

The nine main bearing straight eight engine was used on these models. The conventional convertible had the same type of side trim featured on the Cavalier, except that the Packard script was moved from the rear fenders to the deck lid. Standard equipment also included a pelican style hood mascot and rear fender shields. The interior was trimmed in a combination of leather and leather grained plastic.

With a total production of only 863, in a great color combination, with glittering chrome trim, and wire wheels, this is a fine opportunity to own a very rare and desirable investment automobile. The whisper quiet, 212 horsepower engine and overdrive transmission provide an enjoyable driving experience in this 4,260 pound vehicle.



1949 CHEVROLET DELUXE CVT.

#571



1950 CHEVROLET DELUXE

#601



NO RESERVE

1951 CHEVROLET DELUXE CVT.

#603



1952 CHEVROLET DELUXE

#584



1953 CHEVROLET BEL AIR CVT.



#585

1954 CHEVROLET BEL AIR



#515



NO RESERVE

1954 CHEVROLET BEL AIR CVT.



#537

1955 CHEVROLET BEL AIR



#558



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1956 CHEVROLET BEL AIR

#572



1957 CHEVROLET BEL AIR CVT.

#586



NO RESERVE

1958 CHEVROLET IMPALA CVT.

#539



1975 CHEVROLET CAPRICE CVT.

#609



1959 CHEVROLET IMPALA CVT.



#545

1960 CHEVROLET IMPALA CVT.



#573



NO RESERVE

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1953 FORD SUNLINER CVT.

#538



1955 FORD FAIRLANE SUNLINER

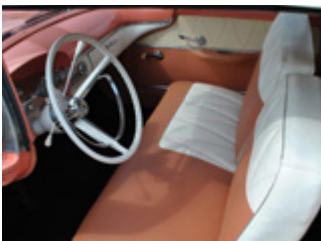
#559



NO RESERVE

1958 EDSEL PACER CVT.

#602



1961 FORD STARLINER

#530



1959 FORD FAIRLANE 500 CVT.



#236

The Ford Fairlane 500 Skyliner is a two door American full size car with a retractable hardtop. The retractable roof mechanism, also known as "Hide-Away Hardtop" was unique to Ford branded products. It was only the second car in history to be series produced with a retractable hardtop, and the first series produced coupe convertible to feature a roof composed of more than one segment.

Completely restored in 2007, including Geranium and white finish, a new interior, the 352 V8 and transmission were rebuilt, and new tires were added. Previously highlighted in "Skyliner" magazine, June 2009, it has been driven 5,000 great running miles since restoration.

1956 STUDEBAKER GOLDEN HAWK



#556

Original 352/275hp engine completely overhauled 5 years, 2000 miles ago. Restored three years ago.

NO RESERVE



1961 CHEVROLET IMPALA



#543

1961 was the last year for the bubbletop Impala. In 1962 it was only offered in the Bel Air. A later small block V8, automatic transmission, and power steering are features included in this popular Chevy, along with the new interior and Boss wheels.



1960 CHEVROLET IMPALA



#230

Aluminum intake with Holley carburetor, mild camshaft, Turbo exhaust, 350 V8 automatic, power 4-wheel disc brakes, slotted rotors, 18 and 20 inch chrome wheels, Redline tires, Bellteck shocks, drop spindles and lowered springs. Solid body with original panels and floors.



#592

1957 CHEVROLET BEL AIR CONVERTIBLE

One of the most recognized icons in the automotive industry, the 1957 Bel Air, introduced minor improvements from the previous year like more chrome and featured a golden grille set off with a heavy chrome bar that included parking lights. The rear fins were capped with chrome moldings and highlighted with anodized aluminum side trim panels. The fuel filler door was even concealed in the left rear chrome fin to clean up the lines of the car.



This well optioned, fully restored drop top, finished in Matador Red is equipped with the 283 cubic inch engine with four barrel carburetor, Powerglide transmission, and power steering. It is an excellent running and driving, fun cruiser, and a fine investment.



#574

1957 CHEVROLET BEL AIR CONVERTIBLE

One of the great iconic cars of the 50's this 1957 Chevrolet Bel Air convertible is ready to cruise on Saturday nights. Excellent chrome and interior. The convertible top looks great and works perfectly.



#548



1957 FORD CUSTOM 300

A SHINING STAR OF THE SHOW!

This 1957 Ford Custom 300 has been painstakingly built using only the finest parts, material, and craftsmanship. A project 2 ½ years in the making, the body modifications include; front fenders rolled down 2 inches, headlight buckets shortened 1 ½ inches, and frenched, nosed and decked, shaved door handles with remote control doors and deck lid, windshield drip molding removed and replaced with a 3/8 inch eyebrow, custom external mirrors and grille, smoothed front and rear bumpers (with the rear narrowed), side chrome modified and lowered, and a smoothed firewall and inner fender panels. The crowning feature of the bodywork is the frenched 1957 Thunderbird taillights. Modified Prowler Orange was used above the beltline, and the lower portion was sprayed with DuPont silver.

Inside, the power Thunderbird seating is stitched in fawn leather (aircraft quality), with contrasting rust colored wool carpeting. The dash features VDO instruments in a Haneline engine turned insert, Vintage Air, and a JVC sound system. Power is provided by a 345 hp Ford Racing Performance Parts 302 ci block, with GT-40 aluminum heads. An AOD transmission with Gennie Shifter sends power to the narrowed nine inch Ford rear. Air Ride Technology provides the stance, while power rack and pinion front suspension, and a modified ladder and panhard bar rear setup were tunneled up into the body, allowing for the low profile. This amazing Ford has won many Goodguys and NSRA awards, is featured in Street Rodder magazine, and is a sure winner wherever it goes!



1963 STUDEBAKER HAWK GT

#221



This rare 1963 Studebaker Hawk Gran Turismo (GT to the Studebaker family!) has the 289 motor and 4-speed transmission with power steering and Keystone wheels. Factory color red paint and white interior.

Family owned car for over 40 years.



1962 CHEVROLET IMPALA SPORT COUPE

#532



Seldom found in this condition, with no rust or body repair, this great driving car is equipped with a 327 V8, Muncie 4 speed transmission with a Hurst shifter, 4.11 positraction rear, power steering, and a dual master cylinder. Also featured are new tires with small caps, new dual exhaust, padded dash, and a stereo system.



1964 FORD THUNDERBOLT TRIBUTE

#528



1964 Ford Fairlane Thunderbolt Tribute 427 FE built by Keith Kraft in Arkansas. Stroked to 468 cubic inches and Dyno'd at 727HP. Narrowed 9" Ford rear end, 14 inch Mickey Thompson slicks. Power Glide transmission with trans brake and many other features. Car does 9 seconds at 135 in quarter.

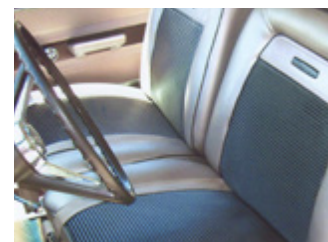


1965 RAMBLER AMERICAN

#557



"Top of the Line" Model 440 Rambler American Coupe is a one owner, Fort Worth Texas car, with 88,000 miles. It is in outstanding condition with added Air Ride suspension.



1957 FORD THUNDERBIRD



#613

1957 would be the third and final year for the original two passenger Thunderbird, and some feel the third year was the best one yet. Rear fins appeared on the '57 which was becoming popular by automakers.

Equipped with the 312 V8, and 3 speed automatic transmission, power steering, power windows, and power seat, this Bird was sold new in California. Currently held by the third owner, it has only 44,468 original miles.



1964 FORD THUNDERBIRD CVT.



#594

Hard to find a nicer '64 T-Bird convertible with roadster top than this example. This will turn heads where you go!



1966 CHEVROLET IMPALA 4DR



#222

Redesigned in 1965, the Impala set an all-time industry annual sales record of more than 1 million units in the US. All new full-sized Chevrolets featured a full width perimeter frame, a new body that included curved, frameless side glass (for pillarless models), sharper angled windshield, with newly reshaped vent windows, and redesigned full coil suspension. Equipped with a freshened 283 V8



engine, power steering, power brakes, factory air conditioning, am/fm radio, 15" Rally wheels, and Magnaflow dual exhaust, this nice survivor has also been upgraded with a 700R4 overdrive automatic transmission.

1963 CHEVROLET IMPALA SS



#243

The 1963 Impala featured rectilinear styling, with an engine turned aluminum rear taillight panel surrounded by a chrome border on SS models. Engine choices were similar to 1962, with the small block 283 and 327 cubic inch V8s being most popular. An optional factory tachometer was built into the dashboard, just above the steering wheel; it was rarely ordered.

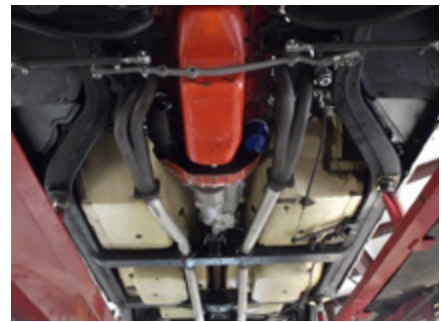


This car has been restored less than 200 miles ago, it is equipped with the 327 V8, and 4 speed manual transmission. Air ride has been added.

#581

1963 CHEVROLET CORVETTE

Highly sought after L-76 327 c.i. 340 h.p. engine. Correct #'s matching car with its original engine still intact! 4-speed manual transmission, positraction rear axle, am/fm radio, and a removable hardtop. Original TRIM and VIN Tags still on the car. Repainted in 2016 in Ermine White with Saddle Tan interior which were the correct colors for the car. Many correct components still on the car including the intake manifold, valve covers, oil pan, harmonic balancer, instruments, seats, etc. New Al Knock door panels, along with new rechromed front bumpers, engine wiring harness, and a new fuel pump. Upgraded front disc brakes w/ a dual master cylinder and a new set of American Racing Torque Thrust wheels with BF/Goodrich radial T/A tires. LED tail lights. Built on Monday March 11th, 1963.



#588

1965 CHEVROLET CORVETTE STINGRAY

1965 styling alterations were subtle, confined to a smoothed hood now devoid of scoop indentations, a trio of working vertical exhaust vents in the front fenders that replaced the previous nonfunctional horizontal "speedlines," restyled wheel covers and rocker panel moldings, and minor interior trim revisions. Four wheel disc brakes were also introduced in 1965. The brakes had a four piston design, with two piece calipers and cooling fins for the rotors.

A total restoration, with the numbers matching 365 horsepower engine, 4 speed transmission, side exhaust, and aluminum knockoff wheels. Finished in Glen Green Metallic, it will be a stunning addition to any collection.



#535

1965 MERCURY COMET CYCLONE



From 1965, Comet underwent a transformation out of the compact, and into the intermediate class, and the Cyclone lineup expanded with it. The new chassis kept the vertical headlamp design, but was now large enough to accommodate a 390 for a GT option. The light, nimble '65, equipped with the 225hp engine, was just about the ideal usable everyday car, a very durable and dependable grocery getter, which could pin your lips back at the stoplight. This car has the seldom seen 3 speed manual transmission. It runs and drives very well.



NO RESERVE

#533

1968 CHEVROLET CORVETTE



Offered for the first time in many years, this car has been stored inside since 1999. It features a non-original big block engine, 4 speed transmission, am/fm radio, speed warning indicator, and 8 inch GM Rally wheels. The original steering wheel will be provided to the buyer.

2 tops are included, a white convertible top, and a black hardtop.



1967 CHEVROLET CAMARO

#242



This nice car with the number matching 327 V8 engine, has an aluminum intake and 4 barrel carburetor upgrade, Powerglide transmission, front disc brakes, and also features Weld Draglite aluminum wheels.

It has new paint in the factory color, new carpet, and a like new interior.



1968 CHEVROLET CAMARO

#246



With the introduction of Astro Ventilation, a fresh air inlet system, the side vent windows were deleted. Side marker lights were added on the front and rear fenders, a more pointed front grille and divided rear taillights. The front running lights were changed from circular to oval. A vinyl roof is featured on this nicely restored car, also equipped with the 327 V8 engine with aluminum intake and 600 cfm Edelbrock carburetor, 4 speed transmission, power steering and brakes, factory air conditioning with a new compressor, am/fm stereo with flash drive, and rear air shocks.



1969 CHEVROLET CAMARO Z28

#254



This is a fully restored X33 D80 real Z28, with the same owner since 2006. It is a rust free Texas car. The engine compartment has been updated with a 4 bolt main, 1 piece rear main block, 383 cubic inch engine, with aftermarket aluminum heads, Crower 00469LM grind hydraulic roller cam with aluminum roller rocker arms. Topping off the engine is a Steve Zapata built 750 Holley double pumper carb.

A beautiful factory appearing Z28, it runs much better than it did from the factory.



1970 PONTIAC GTO

#600



The GTO was one of the most recognized muscle cars of the 1960s and 1970s era. Although there were earlier muscle cars, the Pontiac GTO is considered by some to have started the trend. This is a fine running and driving mild mannered hot rod, fully equipped for comfort, with an automatic transmission, power steering and brakes, and factory air conditioning. Put your right foot to the floor, and a big grin on your face!



NO RESERVE

#234

1969 CAMARO RS/SS 396



RS/SS 396 big block with build sheet! In 1969 Chevrolet built 206,837 V-8 Camaro cars, with only 34,932 SS optioned cars built (RPO z-27) and only 2,018 cars built with the L-34 big block engine (396 c.i. with 350 h.p.) This car retains the original factory stamped block. Pad stamped with partial vin and date built with suffix "JI" indicating a L34 396/350hp. Original factory build sheet included with sale. Facsimile window sticker also included showing options as built per the build sheet as follows: black "halo style" vinyl roof, black bucket seats with console, Rally gauges on console, factory tachometer, factory Delco am pushbutton radio (not working), (D80) front chin and rear spoiler, (NC) chambered exhaust system, power steering (quick ratio), power brakes (front discs), 12 bolt rear end, rally wheels & trim rings and white letter tires. Rally sport equipment (including front vacuum headlight doors), (76) Daytona yellow paint with black stripes, cowl tag stamped "X22" indicating SS 396.



#598

1969 CAMARO SS 396



The Super Sport (SS) was a performance option that included upgraded suspension, higher performance engine, louvered SS hood, and SS striping and badging. Several 396 engines were optional: the L35/325hp, the 68-69 L34/350hp, and the L78/375hp. This wonderful example has been rotisserie restored to the smallest detail. The numbers matching 350 horsepower 396 V8, along with the Muncie 4 speed transmission, power front disc brakes, power steering, gauge package, premium interior, center console, Sport wheels, and BF Goodrich Radial T/A tires, all come together to provide a great driving experience. Quality, color, and all the right options, what are you waiting for?



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#544



1969 PLYMOUTH HEMI GTX

This is a 1969 426 Hemi Plymouth GTX, 4 speed, all numbers matching, true California car. The miles shown on the odometer, approximately 50,000, are actual and correct.

This is 1 of 98 Hemi GTX's produced in 1969 with a 4 speed manual transmission, and it comes with the original build sheet. It is a solid, rust free car with all original sheet metal.

This GTX spent approximately 18 years of its life in a car museum in California, and it remains a museum quality car.

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2007 LAMBORGHINI GALLARDO SPYDER

As with every Lamborghini, the Gallardo Spyder adopts the stylistic principles of purity, athleticism and sharpness. The designers of the Centro Stile Lamborghini have succeeded in creating an athletic body with a sports car's ideal dimensions. This rear mid-engine sports car, which measures 4.30 meters in length, 1.90 meters in width and just 1.19 meters in height, conveys an impression of extreme power potential even when stationary. The design language, inspired by contemporary aircraft construction, is clearly discernible. Like the Gallardo Coupé, the Spyder's far forward cockpit with its steeply raked windscreen gives it a dynamic silhouette. In keeping with the style of the Coupé, the Spyder's flowing roofline mirrors the Coupé when the soft top is closed. The tail has a short overhang for a powerful rear profile. However, the design was dictated to achieve the authentic Spyder

experience, hence no visible roll-over bars but instead a fully retractable glass window and invisible pop-up bars which are activated in case of an emergency. Designers and engineers collaborated closely throughout the development phase of the new Lamborghini Gallardo Spyder. The fully integrated design and technical development has yielded stylistic elements that invariably have an underlying practical function. At the same time, all technical functions are implemented aesthetically. The body, which has an inverted wing profile, which ensures optimal aerodynamic flow, firstly to provide the ten cylinder, mid-engine with sufficient air intake. Its design also generates downforce at the rear axle, which is reinforced by the automatic controlled rear spoiler. Driven only 4,800 miles, this exciting car still presents as new!



#579

This beautiful accident free, rust free classic MG TD Roadster just came out of the restoration shop.

The car runs and drives as well as it looks, very tight, quiet and strong with good suspension and brakes.

1952 MGTD



#542

High point restoration. Tan leather interior, tan canvas top with side curtains and tonneau cover. Radial tires. Outstanding paint.

1952 MGTD



NO RESERVE



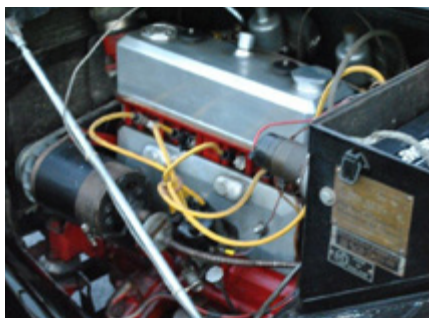
1948 MG TC

The TC Midget was the first postwar MG, launched in 1945. It was quite similar to the pre-war TB, sharing the same 1,250 cc (76 cu in) pushrod-OHV engine with a slightly higher compression ratio of 7.4:1 giving 54.5 bhp at 5200 rpm. The makers also provided several alternative stages of tuning for "specific purposes" the TC engine was a slightly improved version of the XPAG first introduced to MG in the TB.

It was exported to the United States, even though only ever built in right-hand drive. The export version had slightly smaller US

specification sealed-beam headlights and larger twin rear lights, as well as turn signals and chrome-plated front and rear bumpers. 10,001 TCs were produced more than any previous MG model. Fuel consumption was 28 mpg and its 0–60 mph time was 22.7 seconds, a respectable performance at the time. U.S. service men were fascinated with the little sports car and the fever began.

This particular TC has been thoughtfully cared for, is in excellent tune and performs quite well.



#567



1950 BENTLEY MARK VI RECREATION

Chris Lawrence knew a thing or two about chassis, suspension, engines and such. With a Morgan Plus 4 set up and driven by Lawrence he won his class at LeMans. Chris was the logical engineer who did not care for body roll, vague steering or inadequate braking.

There have been those who make new, old style clothes for a modern power unit, i.e. Excalibur, Panther and the multitude of 540 K posers, and then a few others who re-body an old car with matching make vintage body work. Chris, whose shops were near

Brighton, England took Bentley MK VI autos (1950-51) and re-dressed them with coach work reminiscent of Bentleys of the 20' and 30's. So, what you have here is a 4 ½ liter Bentley 6, set back considerably into the chassis, manual shift located in the center, 30's styling, Connolly leather and performance that will take you anywhere with a smile on your face. It is a delightful car to drive with all the right sounds and responses from its admirers who when asking can be answered with "it's a Bentley". Because it is.



#575



1987 De La Chapelle TYPE 55 BUGATTI REPLICA

In 1975 Xavier de La Chapelle, a great nephew of a well known engineering and auto design family decided to re-launch their adventure. His passion for exceptional cars guided him into one of the most beautiful sportscars of the 30's. The Bugatti type 55 was the creation of Jean Bugatti, son of Ettore.

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The car presented here, rightfully named a de La Chapelle was first presented the Salon de Geneve under the name "Stimula 55", a homage to the Bugatti family marquee, with the stamp of approval from a surviving family member in Paris, Hispano Bugatti.

It is powered by a 3 Series BMW engine and drive train with a very smooth 4 speed transmission and all the comforts and amenities of a modern automobile. Ideal for show or touring.



#561



1979 ROLLS ROYCE PRINCESS Di

The Branson Auction is pleased to present the Rolls Royce that carried Diana, Princess of Wales, and Prince Charles during the Princess' first-ever visit to the U.S. in November 1985. The visit by the Royals included a state dinner at the White House with President and Mrs. Ronald Reagan. This Rolls Royce is thoroughly documented to be the United Kingdom's official embassy car, specifically retrofitted for use by the Royal Family and other UK dignitaries of the highest order.

The car is all-original except for a gorgeous new paint job. Gleaming silver with a red leather interior, it features a 600 lb, inches-thick windshield, and nearly equally hefty rear window. Side windows, also bullet-proof, are sealed against possible toxic gas exposure, and the exterior trim is fitted with intercoms in order to talk to people on the outside of the car without opening a door.

Documents show an excess of \$200,000 was spent arming the Silver Wraith II, and the process took 3 years. While the car is listed as a 1979 car, it was not put into use until 1982.

But the most exceptional document is the diplomatic logbook, in which entries show it used during Princess Diana's introduction to the United States. The logbook shows all the VIPs that rode in the car, including the Prince of Wales. The car has been driven 50,000 miles and is complete with original owner's manual, all tools, car cover, removable flagstaff, shop manual, etc. A standard Rolls weighs about 5,000 lbs. This car is about 10,000 lbs. Great care was taken to make this car look exactly like a regular street car.



#570

1976 FERRARI 308 GT4



This beautiful 308 Dino GT4 just came out of the shop from receiving a complete belt service. Car is ready to drive anywhere. The car shows no indication of accident or rust history. Tires are deep in the tread. Run and drive is very tight and strong. Clutch and transmission feel perfect. All glass is good and the windows work perfectly. The body panels are straight, the body gaps are factory straight. All gauges work as designed, the car runs cool with strong oil pressure.



#577

2000 FERRARI 456 GTA COUPE



A stunning black with tan interior 456 GTA. V-12, automatic. Low miles, under 21,000 original miles. Comes with all manuals. Motor is like new. Excellent interior. Very clean car.

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#591

1990 PORSCHE 911 CABRIOLET

This beautiful, accident free, rust free, original paint 911 Cabriolet is void of oil leaks, door dings, dash cracks, chips, scratches and leather seat splits. In other words, it's all there! The car is straight and the engine is dry, the body cladding is still straight tight to the tub. The top is as new and has just undergone a refurbishing and recalibration of top mechanism issues that 964 Cabriolets are wrought with. Tires are deep in tread, air conditioning works as designed and all the gauges work. Transmission shifts at proper power curve points.



#569

1984 PORSCHE 911 TARGA CARRERA

Beautiful 911 Targa Carrera finished in vibrant Ruby Red paint with a matching interior. Flat 6, 5 speed with under 27,000 original miles. Excellent tires and wheels. New targa top, new floor mats but also comes with the originals mats.



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#582



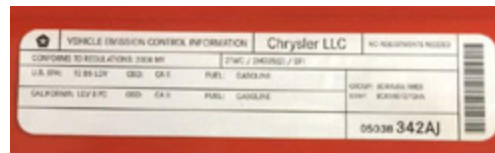
2008 DODGE CHALLENGER SRT 8

This 2008 Challenger SRT 8 Limited Edition was purchased brand new and has been stored for investment purposes. This collector's dream car has been driven only 85 miles.

It had an original MSRP sticker price of \$40,145.00. This vehicle has the original MSRP, the manifest, vehicle shipping order, job serial number from the factory, and build sheets.

Equipped with the 6.1 L SRT Hemi V-8, this is one of only 1500 of the 2008 Challenger SRT 8 Limited Editions built with this engine.

All the paper documentation from the dealer is provided along with the letter from Dodge to dealers.



1934 FORD PICKUP

#531



This is an all Henry Ford steel body, dressed in a fresh yellow finish with red steel wheels, chrome caps and rings, and wide whites. Power is provided by a Chevrolet 350 V8, using a three speed automatic transmission, and a GM ten bolt rear end. Vintage Air and a CD player in a nice interior, make this great running and driving little truck a joy to cruise.



1939 CHEVROLET MASTER DELUXE

#519



This is a very original appearing car, with the exception of 14 inch Rally wheels. It has been upgraded to modern performance standards, utilizing a 330 horsepower GM crate engine, with an Edelbrock intake and carburetor. Power is routed through a 3 speed automatic transmission with a B&M shifter, to a Chevrolet Nova differential.

1939 CHEVROLET MASTER DELUXE

#264



V-8 350 engine, automatic transmission, Nova tilt steering wheel, Nova suspension, air conditioning, swing out bucket seats, Mag wheels, new tires with a safety fuel cell.

1941 PLYMOUTH SEDAN

#621



Fresh paint, Coker Classic white wall tires. Battery moved to under hood.

NO RESERVE



1935 PLYMOUTH COUPE

#211



4.3 I V-6 Chevy engine, 350 turbo automatic transmission, Mustang front suspension, Mustang rear-end, tilt steering wheel with Mag chrome wheels

#568

1934 FORD 5 WINDOW COUPE



Equipped with an LT1 engine, overdrive transmission, tubular a-arm front suspension with rack and pinion steering, Wilwood disc brakes on all four corners, this top of the line street rod drives as great as it looks. Something not often seen, this all Henry Ford steel car has not been chopped, and still retains the unfilled original roof. It is packed with modern features, including a leather interior, tilt steering wheel, power windows, power back glass, power rumble seat, Vintage air conditioning, Moon instruments, and Boyd Coddington wheels. If you appreciate the finest, this one is for you!



#540

1937 PLYMOUTH SLANTBACK SEDAN



"Got a Hemi in That?" Absolutely! Built from a rare 1937 Plymouth two door slantback sedan, chopped, dropped, and smoothed from every angle, it is equipped with a Chrysler 354 Hemi with two fours, GM turbo 350 transmission, and a Ford nine inch 3.50 Traction-Loc rear end. A Mustang rack and pinion front suspension with coil-overs is utilized, along with a parallel leaf rear spring arrangement.

Open the door with the remote control unit, and you will find VDO instruments, tilt steering wheel, power windows, power Tahoe seats, Vintage Air Conditioning, a Secret Audio sound system with a ten CD player, a traffic light viewer, and much more. Finished in DuPont basecoat and clearcoat system, and rolling on Vintique wire wheels with Coker Classic wide whites, it is setting low and ready to go, and has passed the NSRA Safety 23 inspection.



1956 PONTIAC CHIEFTAIN

#228



This beautiful rust free car has been restored to original specifications. Restoration includes, refinishing in the original colors, all chrome was re-plated, and new glass installed. The engine, interior, and trunk have been freshly detailed. Documentation proving just over 84,000 miles comes with the car.



1950 CROSLLEY STATION WAGON

#536



Here is an inexpensive collector car, rare and fun!

SAVE THE DATE APRIL 20 & 21, 2018



1982 CHECKER CAB

#513



NO RESERVE



1970 CHECKER MARATHON

#514



NO RESERVE



1980 MGB ROADSTER



#516

British Leyland introduced a USA version Limited Edition, All Black equipped with special and unique features in 1980. They had a front air dam spoiler, special L.E. (Limited Edition) five spoke alloy wheels with MG hub center appliques, three spoke steering wheel with a special center hub, silver lower body stripes, and a luggage rack. A Limited Edition dash plaque was installed on the glove box. There were 6,668 of these sold. Faithfully serviced and garage kept, this rare two owner example has been driven only 39,450 miles, and runs and drives as it should.



1979 MGB CONVERTIBLE



#508

Weber carburetor, after market header, original alternator, starter rebuilt, new top and new carpet in 2009. New front brake hoses fluid flushed. Wind blocker included. New spare, fresh oil, filter with zinc additive.

1968 VW BEETLE CVT.



#503

Nice interior, good convertible top, one repaint.

1973 TRIUMPH STAG



#255

One owner car with 72,107 actual miles. Seller purchased new in June 1973. V-6 Buick motor added in 1977. New steering rack 3-3-2015. Transmission replaced in 2010. Sun visor and seat belts replaced. Soft top replaced twice. AM/FM stereo added. Toggle switch under left side dash activates radiator fans. Comes with original Window Sticker.



1977 MGB CONVERTIBLE



#607

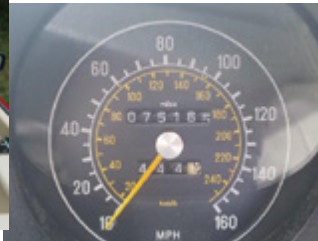
NO RESERVE

1979 MERCEDES BENZ E 450SL ROADSTER

#522



A beautiful two owner, 450 SL roadster, enjoyed by the first owner for 36 years! Comes with both soft and hard removable tops. A/C is not operable.

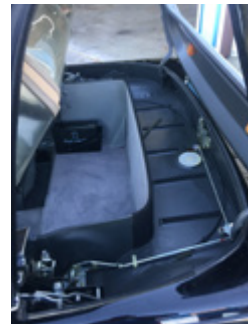


1984 MERCEDES BENZ 380SL

#238



Purchased new in the fall of 1983, and driven until 2006, it has been stored in a climate controlled building since that time. One family ownership since new with receipts from day one included. This car is sold with both the hard and soft tops, Mercedes Benz service box and first aid kit, owner's manual and record book, and the original window sticker.



1991 MERCEDES BENZ E 500 SL

#509



1999 MERCEDES BENZ E CL500

#507



NO RESERVE

1992 CHEVROLET CORVETTE

#625



1965 FORD THUNDERBIRD

#620



1971 CHEVROLET K5 BLAZER



The Blazer was designed and marketed to compete with International Harvester Scout and the Ford Bronco. Both were originally aimed at the short Jeep CJ series, which were much smaller than other trucks. The Blazer quickly became popular. For the first time, it married the off road capabilities of the Scout with the "luxury" features like air conditioning and automatic transmissions routinely available on pickup trucks. By 1970, the Blazer was already outselling both of its older rivals.



Equipped with a lightly modified 350 V8, Turbo 350 automatic transmission, 4X4 with locking hubs, power steering and brakes, tilt column, center console, new upholstery, and new weatherstripping, it rides on Rally wheels with new tires.



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* Some restrictions may apply

1970 GMC PICKUP

#244



This fine little truck has been nicely modified, including a computerized LT1 small block engine, automatic transmission, power steering, power brakes, air conditioning, and a nice interior with an aftermarket sound system. It has a great stance, and a killer set of American 5 spokes. A nice driving combination you can thoroughly enjoy.

1966 FORD F100 PICKUP

#241



Equipped with a 352 V8, 3-speed on the column. Runs and drives as good as it looks!

1963 FORD RANCHERO

#523



Venetian Blue Metallic. High Performance EVERYTHING! American Racing custom wheels, new Cooper Cobra GT Radial tires and custom dual high flow exhaust, bench seat, bed cover, too much to list it all.

1957 FORD RANCHERO

#622



The Ranchero was produced by Ford between 1957 and 1979. Unlike a pickup truck, it was adapted from a two door station wagon platform that integrated the cab and cargo bed into the body. A total of 508,355 units were produced during the production run. Kept in a private collection.

1976 FORD F250 PICKUP

#248



4x4 Highboy, 360 V8, 4-speed manual transmission. A You-Tube sensation with over 76,000 views! Comes with standard Marti Report.

1958 CHEVROLET YEOMAN

#227



Produced by Chevrolet for one model year. Chevy 350 V8 with Turbo automatic transmission, front disc brakes and Vintage Air and heat. The older restoration on this Yeoman still looks great!

#587

1948 FORD F1 4X4



Very rare 1948 Marmon-Herrington LD-7 Ford F-1 four wheel drive pickup. This New Mexico work truck received a complete ground up restoration. Geared to go wherever it needed to go!

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#270

1948 FORD F1



Introduced in late 1947, the F Series was the first post war truck design from Ford. The first generation would remain in production until 1952. The first F Series truck (known as the Ford Bonus Built) was introduced in late 1947 (went on sale January 16, 1948) as a replacement for the pre War designed Ford trucks.

This fine example retains the flathead V8, and 4 speed compound low gear transmission. Updates include a 12 volt ignition system, dual carbs, Mustang style front suspension with rack and pinion steering, and dual exhaust. The paint and body are great, and the engine runs perfectly.



1997 CHEVROLET CORVETTE

#580



A major change from its predecessor the C4, the C5 featured a hydroformed box frame, a design that offered an improved structural platform. To improve handling, the transmission was relocated to form an integrated, rear mounted transaxle assembly. Connected to the new LS1 engine via a torque tube, the engine/transmission arrangement enabled a 50-50% front to rear weight distribution. The LS1 engine produced 345 hp. This well equipped example runs and drives great, with only 47,000 miles on the odometer.



NO RESERVE

1995 CHEVROLET CAMARO Z28

#233



1995 was also the first year the fourth generation Camaro had the option of painted side bars and mirrors. Traction control became available as an option on LT1 Camaros, but was installed on the base Camaros. Z28 rooftops, door handles, and mirrors, which were previously only available in black, now had the option to be painted the same as the body color. A very nice Z28, finished in Translucent Blue, with a fresh tan interior, it is equipped with T tops, automatic transmission, and an aftermarket sound system.



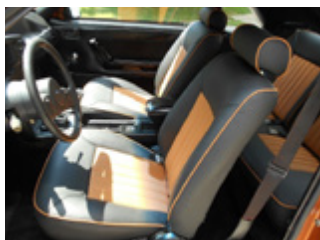
NO RESERVE

1987 FORD MUSTANG

#512



Freshly finished in Burnt Orange base and clearcoat, with new matching custom leather interior, this colorful example is equipped with a freshly built 5.0 V8 with a mild cam, and a T 5, five speed transmission. Nearly all of the mechanical parts are new.



1992 FORD MUSTANG CVT.

#219



This car has undergone a full bumper to bumper restoration, and is loaded with upgrades, including: complete engine rebuild with installation of GT-40 heads and larger upper/lower intakes, Cobra brake upgrade, Eibach lowering kit, Flowmaster dual exhaust, BBK X-pipe, stainless headers, and Maximum Motorsports subframe connectors. Convenience upgrades include: keyless entry, remote start, A/C conversion to R134a, Pioneer AM/FM/CD/MP3, and Cobra style bumpers and sideskirts.



1961 OLDSMOBILE STARFIRE

#596



394 V8 – 330 Horsepower. Oldsmobile's all-new 1961 full-size car was significantly smaller than its 1960 predecessor. The styling was clean and lean, from the bold horizontal grille to its missile-pod-shaped tail-lamps. It was an exciting season for Olds, and the mid-year introduction of the ultra-sporty Starfire was icing on the cake. Priced at a line-topping \$4,647 and available as a convertible only (on the 88 chassis), the Starfire was a show-stopper. Inside, the Starfire was styled to the latest trend, with ultra-plush leather front bucket seats, center console, even chrome-accented floor mats. Powering this beauty, a 330-horsepower version of the Olds 394 cubic-inch V8 teamed to the new-for-1961 three-speed Hydra-Matic transmission. Total Starfire production was 7,800 units in 1961. This example has been in a private collection of some note for many years and was restored by its current owner. Close inspection is invited.

1967 PONTIAC BONNEVILLE

#520



One repaint, equipped with a 455 V8 automatic and power steering, NOS front grill and front and rear bumpers. Drives like new!

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1963 FORD FALCON DELUXE CVT.

#266



This convertible features a V8 engine with aluminum intake and 4 barrel carb, 4 speed transmission, air conditioning, and aluminum radiator with electric cooling fan. It is a good project car you can drive and enjoy as you make improvements.

1965 FORD ECONOLINE DELUXE

#224



This is a fully restored 5 window pickup. A rare model, known to Econoline fans as the "Spring Special", it features the Deluxe cab with special Poppy Red paint, bright body side trim, and front and rear chrome bumpers. The side trim is wider, and unique to the "Spring Special" edition. Approximately 2,300 of these were built, and less than 300 were equipped with automatic transmissions. A Clifford head, HEI ignition, and performance package are also featured.

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2005 MINI COOPER

#262



The BMW engineered suspension and steering make this one of the most fun cars of the current era to drive and own. Fully equipped with A/C, power windows, power locks, power mirrors, cruise control, and a CD player, it is rather like an affordable, comfortable, yet safe, go kart for grownups.



2006 MINI COOPER

#252



When the Mini Convertible went on sale in September 2004, it became the smallest soft top model in the U.S. market. Both supercharged Cooper S and regular Cooper Convertibles are offered. The Mini's fabric top can be rolled back 16 inches to serve as a sunroof. Equipped with a heated glass rear window, the fully insulated top opens in 14 seconds. Aluminum roll hoops behind each rear seat feature integrated head restraints. Convertibles have a reinforced frame and include side impact airbags for the front seats. Dynamic Stability Control is optional. The drop down tailgate is fitted with external hinges.



NO RESERVE

2004 CHRYSLER SEBRING CVT.

#220



Lot of power options , upgraded wheels.



1997 LINCOLN MARK VIII

#214



An excellent maintenance history is provided, documenting the under 37,000 miles traveled.



1972 PONTIAC HEARSE



1972 Pontiac Bonneville Hearse/Ambulance. This car was produced in 1972, by the Superior Coach Company, believed to be one of only 40 produced that year. Powered by the 455 c.i.d. engine, it has recently seen new life as a promotional prop for haunted house venues, earning thousands of dollars every year.



1980 MAZDA RX7 COUPE



Low miles, new tires, drives excellent!



NO RESERVE

1986 EL CAMINO



Older Choo-Choo Customs restoration, nearly new tires, transmission repaired and overhauled in August of 2017, black paint has a few scratches, runs great, drive anywhere

1978 LINCOLN TOWN CAR



For 1977, following the downsizing of the Cadillac full size line, the Continental became the largest mass market automobile produced worldwide. Around mid Year, to increase the fuel economy of the Continental, the small block 400 cubic inch V8 became the standard engine. Outside of California, the 460 V8 became a \$133 option. For 1978, in a move intended to cut weight and cost, and to refresh the interior, the steel framed dashboard used since 1970 is replaced with the plastic one sourced from the Mercury Marquis. The rear fender skirts were redesigned, showing more of the wheel opening. Still held by the original owners, and lovingly cared for.

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Friday #'s 201-300 ~ Saturday #'s 501-650
PARTIAL LISTING OF CONSIGNMENTS!
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Lot#	Year	Make	Model	No Reserve
567	1950	Bentley	MK VI	
261	2005	BMW	325i	No Reserve
276	2003	BMW	Z4	
502	2001	BMW	740i	
575	1987	Bugatti	De la Chapelle Type 55	
527	1941	Buick	Series 40	
212	1984	Cadillac	Eldorado Biarritz	
263	2005	Cadillac	XLR	
513	1982	Checker	Cab	No Reserve
514	1970	Checker	Marathon	No Reserve
210	1987	Chevrolet	Monte Carlo SS	
213	1933	Chevrolet	Street Rod	
222	1966	Chevrolet	Impala	
227	1958	Chevrolet	Yeoman	
230	1960	Chevrolet	Impala	
233	1995	Chevrolet	Camaro Z28	No Reserve
234	1969	Chevrolet	Camaro RS/SS 396	
237	1973	Chevrolet	Corvette	
240	1964	Chevrolet	Impala	
242	1967	Chevrolet	Camaro	
243	1963	Chevrolet	Impala SS	
246	1968	Chevrolet	Camaro	
247	1962	Chevrolet	Corvette	
249	1970	Chevrolet	Corvette	
251	1968	Chevrolet	Camaro SS	
254	1969	Chevrolet	Camaro Z28	
264	1939	Chevrolet	Master Deluxe	
271	1970	Chevrolet	Corvette Stingray	
272	1985	Chevrolet	Camaro Iroc Z	
273	1994	Chevrolet	Corvette	
274	2002	Chevrolet	Corvette	
504	1957	Chevrolet	210	
515	1954	Chevrolet	Bel Air	No Reserve
519	1939	Chevrolet	Master Deluxe	
525	1974	Chevrolet	Corvette	
526	1993	Chevrolet	C1500 Club Cab	
529	1971	Chevrolet	Blazer K5	
532	1962	Chevrolet	Impala	
533	1968	Chevrolet	Corvette	
537	1954	Chevrolet	Bel Air	No Reserve
539	1958	Chevrolet	Impala	No Reserve
541	1932	Chevrolet	Roadster	
543	1961	Chevrolet	Impala	
545	1959	Chevrolet	Impala	No Reserve
558	1955	Chevrolet	Bel Air	No Reserve
563	1955	Chevrolet	Bel Air	
571	1949	Chevrolet	Deluxe	No Reserve
572	1956	Chevrolet	Bel Air	No Reserve
573	1960	Chevrolet	Impala	No Reserve
574	1957	Chevrolet	Bel Air	
580	1997	Chevrolet	Corvette	No Reserve
581	1963	Chevrolet	Corvette	
583	1970	Chevrolet	Chevelle SS LS5	
584	1952	Chevrolet	Deluxe	No Reserve
585	1953	Chevrolet	Bel Air	No Reserve
586	1957	Chevrolet	Bel Air	No Reserve
588	1965	Chevrolet	Corvette Sting Ray	
592	1957	Chevrolet	Bel Air	
598	1969	Chevrolet	Camaro SS396	
601	1950	Chevrolet	Deluxe	No Reserve
603	1951	Chevrolet	Deluxe	No Reserve
606	1941	Chevrolet	Special Deluxe	
609	1975	Chevrolet	Caprice Classic	No Reserve
612	1986	Chevrolet	El Camino SS	No Reserve

Lot#	Year	Make	Model	No Reserve
616	1919	Chevrolet	Model Four Ninety	
625	1992	Chevrolet	Corvette	No Reserve
220	2004	Chrysler	Sebring	No Reserve
536	1950	Crosley		
510	1937	DeSoto	Touring	No Reserve
277	1966	Dodge		
582	2008	Dodge	Challenger	
518	1926	Dodge Bros	Touring	No Reserve
602	1958	Edsel	Pacer	No Reserve
570	1976	Ferrari	308 GT4	
577	2000	Ferrari	456 GTA	
215	1979	Ford	Mustang	
218	1977	Ford	Thunderbird	
219	1992	Ford	Mustang	
224	1965	Ford	Econoline	
225	1972	Ford	Mustang Mach 1	
236	1959	Ford	Fairlane 500 Skyliner	
241	1966	Ford	F100	
253	1940	Ford	Deluxe	
257	1961	Ford	Thunderbird	No Reserve
258	1976	Ford	F250	
266	1963	Ford	Falcon	
270	1948	Ford	F1	
278	1957	Ford	Country Squire	
506	1914	Ford	Model T Depot Hack	
512	1987	Ford	Mustang	
521	1954	Ford	Mainline 2 Door	
523	1963	Ford	Falcon	
524	1928	Ford	Model A Open Cab	No Reserve
528	1964	Ford	Fairlane Thunderbolt	
530	1961	Ford	Starliner	No Reserve
531	1934	Ford	Pickup	
534	1941	Ford		
538	1953	Ford	Sunliner	No Reserve
546	1929	Ford	Model A	No Reserve
548	1957	Ford	Custom 300	
550	1970	Ford	Mustang Boss 302	No Reserve
551	1912	Ford	Model T	No Reserve
552	1956	Ford	Thunderbird	
559	1955	Ford	Fairlane Sunliner	No Reserve
560	1931	Ford	Model A	No Reserve
564	1935	Ford	Phaeton	
568	1934	Ford	5 Window	
587	1948	Ford	F1 1/2 Ton	
593	1930	Ford	Model A Hot Rod	
594	1964	Ford	Thunderbird	
605	1913	Ford	Brass Model T	No Reserve
610	1939	Ford	2 door	No Reserve
611	1926	Ford	Model T	
613	1957	Ford	Thunderbird	
614	1931	Ford	Model A	
615	1930	Ford	Model A	No Reserve
620	1965	Ford	Thunderbird	No Reserve
622	1957	Ford	Ranchero	No Reserve
623	1934	Ford	Sedan	No Reserve
617	1923	Franklin	Racer	No Reserve
244	1970	GMC	Short Bed	
223	1985	Honda	Motorcycle	No Reserve
260	1990	Humvee	M998	
226	2002	Hyundai	Sonata LX6	
256	2001	Jeep		
259	2000	Jeep		
275	1975	Jeep	CJ5	
627	1950	Jeep	Jeepster	

Lot#	Year	Make	Model	No Reserve
618	1947	Kaiser	Custom	No Reserve
547	2007	Lamborghini	Gallardo	
214	1997	Lincoln	Mark VIII	No Reserve
268	1978	Lincoln	Towncar Signature	No Reserve
517	2004	London	Taxi Cab	
624	1980	Mazda	RX-7	No Reserve
207	1988	Mercedes Benz	420 SL	
208	1995	Mercedes Benz	500 SL	
232	1982	Mercedes Benz	380 SL	
238	1984	Mercedes Benz	380 SL	
239	2007	Mercedes Benz	C280	
505	2005	Mercedes Benz	SLK 350	
507	1999	Mercedes Benz	CL500	No Reserve
509	1991	Mercedes Benz	500 SL	No Reserve
522	1979	Mercedes Benz	450 SL	
578	2003	Mercedes Benz	SL 500	
535	1965	Mercury	Comet Cyclone	No Reserve
576	1940	Mercury		
231	1979	MG	B	
508	1979	MG	B	
542	1952	MG	TD	
553	1948	MG	TC	No Reserve
579	1952	MG	TD	
607	1977	MG	B	No Reserve
516	1980	MGB	Roadster	
252	2006	Mini	Cooper	No Reserve
262	2005	Mini	Cooper	No Reserve
235	1954	Oldsmobile	88	
265	1967	Oldsmobile	Toronado	No Reserve
511	1901	Oldsmobile	Horseless Carriage	
596	1961	Oldsmobile	Starfire	
911	1917	Overland	Model 90 Touring	
555	1954	Packard	Convertible	
597	1941	Packard	120	No Reserve
211	1935	Plymouth	Hump Back	
269	1966	Plymouth	Satellite	
540	1937	Plymouth	Slantback	
544	1969	Plymouth	Hemi GTX	
590	1949	Plymouth	Business	
604	2001	Plymouth	Prowler	
621	1941	Plymouth		No Reserve
216	1981	Pontiac	Firebird	
217	1972	Pontiac	Hearse	No Reserve
228	1956	Pontiac	Chieftain	
229	1980	Pontiac	Trans Am	
520	1970	Pontiac	Bonneville	
595	2002	Pontiac	Trans AM	
600	1970	Pontiac	GTO	No Reserve
626	1980	Pontiac	Firebird	
569	1984	Porsche	911 Targa	
591	1990	Porsche	911 Carrera	
608	2000	Porsche	911	
557	1965	Rambler	America 440H	
599	1923	Reo	Speed Wagon	
561	1979	Rolls Royce	Silver Wraith II	
288	1998	Spirit	'23 Bucket	No Reserve
221	1963	Studebaker	Hawk GT	
556	1956	Studebaker	Golden Hawk	No Reserve
255	1973	Triumph	Stag	
503	1968	Volkswagen	Beetle	
245	1950	Willys	Jeepster	
619	1948	Willys	Jeepster	



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Auction Contact:
Kathy Cox 800-335-3063
kcox@bransonauktion.com

Auction Times:
Friday October 20 11:30am
Saturday October 21 9:30am

Open to the Public: Tickets on Sale
Friday October 20 10am
Saturday October 21 8am

General Admission:\$15 daily
2 Day Pass\$25 daily
Military w/ID\$10 daily
2 Day Pass Military w/ID\$15 daily
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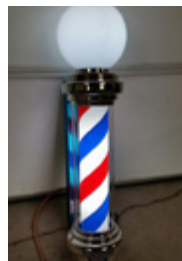
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Marketing Fee Per Vehicle: (Non-refundable)

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Saturday \$400/\$500

MEMORABILIA AUCTION

FRIDAY 11:30 SATURDAY 9:30



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1930 MODEL A HOT ROD

Lot#593

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THE BRANSON AUCTION



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