

# THE BRANSON AUCTION



ONLINE CATALOG

OCTOBER 14 & 15, 2016

BRANSON CONVENTION CENTER  
BRANSON, MISSOURI



## The Forum in Branson "A discussion about collector cars"

Friday, October 14, 2016 10:00 am – 12:00 pm in the Roark Room at the Branson. Convention Center  
Make your reservation today! Call 800-335-3063.

Many years ago we presented a series of seminars covering the intricacies of collecting significant automobiles and we titled the conversations "Knowledge is Power". Since that time many things have changed in our hobby as well as our national economy. Consequently, we felt compelled to bring together a select group of individuals and pose the question "What should I do now, a discussion about collector cars".

The panel, as you can see below is extremely qualified, very experienced and all are willing to share their knowledge.

There will be a fee for your attendance of \$25. Which will all be donated to VCRA as they benefit Autisim with 100% of the funds they raise annually.

.....



### "IF YOU WERE FAMOUS, YOU HAD THE CAR..."

Les Brown Jr. grew up in Beverly Hills, as we say "in the day". That privileged background combined with a life long passion for the automobile is part of what qualifies him as the moderator for this forum. As a friend of Steve McQueen, Harry Finer and others Les Jr., when called upon, would go down to the Beverly Wilshire Hotel where Steve kept his cars and pick up whichever car Steve wanted him to drive. When McQueen passed, Les had his new black Rolls Corniche that Phil Hill had refined to McQueen's specs. Les's personal ownership included Ferrari, Maserati, Porsche and Mercedes, you had to have the right car says Brown. "That's why I'm here with Tom Jones, Rick Carey, Steve Plaster, Jay Quail and Jim Cox at The Branson Auction. I will attempt to extract information from these experts as we continue to look for answers about what's next and why in the collector car world".



Auctions Editor for sportscardigest.com, Victory Lane Magazine. Auction results contributor to Ferrari Market Letter. Valuation Consultant to Hagerty Insurance.

Started the newsletter Auto Market Journal in 1991, publishing it through 1993 along with Parker Converse's LOTS auction reports. Callaway Cars/Advanced Technology Marketing Director 1993-1997, organized sponsorship for Callaway's FIA GT and SCCA World Challenge racing teams.

Auctions Editor of Sports Car Market Magazine 1997-1999, ditto for Car Collector Magazine 2000-2009.

Collector car auction catalog description author.



Served as an honorary judge for several Concours, raced in vintage events and participated in touring events in the U.S. and Europe. He has served on the Classic Car Club of America as a national board Director and currently holds the position of President. Together with his wife, Connie, they founded and continue to co-chair the Keeneland Concours d'Elegance in Lexington, Kentucky, now in its thirteenth year, which benefits the Kentucky Children's Hospital. Tom also serves on the Lexington region board of Central Bank, The Reefs in Bermuda, and The Kentucky Manufacturers.



A life-long resident of Lebanon, Missouri and graduate of the University of Missouri in 1980, after which he began his first career with Empire Gas Corporation for twenty-two years. When the company sold in 1996 Stephen had been President for 3 years. In the late nineties until today he focuses his attention on the significant and ever changing Evergreen Historic Automobile collection, real estate development projects and as Chairman and CEO of many privately held corporations as well as innumerable charitable organizations that benefit from his participation.



Current Executive Director of the Classic Car Club of America. He has held this position since his appointment in 2008. He oversees the day to day operations of the organization from the Chicago headquarters.

He also sits on the CCCA and the CCCA Education Foundation Board of Directors, Ex Officio.





## 1908 FORD MODEL S SPEEDSTER

The Model "S" was the last of the so called "Alphabet Fords" or "Letter Cars" of the pre-1909 era, which included model A,B,C,E,F,K,N,R and S. Production of the Model S lasted from 1907 through 1909 with a total of 3750 examples produced. The rear "Mother-in-Law" seat made this car a Roadster, which cost an extra fifty bucks, for a total FOB Detroit price of \$750. The base version of the Model "S" was called the Runabout, which only had the 2 front seats.

The bodywork of the Model S was more elaborate than that of the N or the R. The Model S was the only Ford of that year to have a curved steel cowl. and was fitted with improved fenders, complete with running boards and splash screens The Body was a standard "N," but the seats have been raised, made larger and set farther back from the dash than in the earlier ones. The pointed deck of the Model "N" has been much in favor among

buyers and many liked it better than the round one which characterized the Model "R". So, the "S" may be said to combine the choicest features of those two wildly popular models.

Model S no. 5360, presented in Red on Red Running Gear with Black leather seats, is in great running and driving condition. The older restoration still shows well. It has been well maintained while living the last 15 years of its life in a well known private collection.





#605



## 1933 CHEVROLET CA SPORT RUMBLE SEAT

Chevy's new styling for the 1933 Model Year featured a V-shaped radiator, rear slanting hood door louvers, skirted fenders, and a "beaver tail" rear panel to complete their "airstream design". A fixed position windshield, Fisher Body designed "No-Draft" ventilation, chrome headlight buckets, and the Eagle radiator mascot all set the 1933 Chevy apart from its predecessors and competition. The optional dual fender mounted spare tires, step plates, and dual horns add the finishing touches and complete the classic Chevy look.

This car was the 1,462nd off the line and only one of 2,846 2 Door Rumble Seat Roadsters produced. The R/S Roadster was the second rarest behind the 4 door phaeton. These cars in any condition and body style are extremely uncommon, and hard to find.

The vehicle offered here has been lovingly cared for while living in a prominent private collection for the last 25 years. It is presented in a nice yellow and black with brown leather interior that still shows very well for an older restoration.





#577



## 1934 FORD CABRIOLET ROADSTER

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This 1934 Ford Cabriolet Model 40 Roadster is one of the most elegant and recognizable vehicles of the 1930's. Featuring its numbers-matching Ford flathead V8, paired with the original 3 speed transmission, this car is nothing short of a true classic. Beautiful chrome work and red wheels wrapped with white walls just enhances the classic tan paint topped with red pin striping, tan cloth interior and convertible top. Completing this vehicle is its leather-wrapped rumble seats perfect for those extra passengers and historic 1934 Kansas license plate!





#600



## 1939 NASH LAFAYETTE CONVERTIBLE

For 1939, the Nash-Lafayette became the base Nash series. These vehicles were identical in appearance to their senior Nash siblings, except for a shorter hood and front fenders. Located just above the running board and affixed behind the front fender was a small Lafayette body plate.

Power was from a 234.8 cubic-inch six-cylinder power plant offering nearly 100 horsepower.

The Lafayette name had originally been used by Nash in 1921, when the company built a luxury automobile by that name. Production ended in 1924 and the name remained dormant until revived in 1934.





#535



## 1948 BUICK ROADMASTER SEDANETTE

Customized in 1949 by the original owner who sold it to his neighbor in 1966 who owned for the next 49 years. Straight 8, 3 speed transmission. Original interior, 49,000 original miles, LED Chrome Glider Tour, dependable driver with too many options to mention!





#576



## 1949 DODGE WAYFARER ROADSTER

The Dodge Wayfarer was an automobile produced by Dodge from February 1949 until 1952. The Wayfarer was the first true roadster built by the Big Three since the 1930s. 9,325 roadsters and Sportabouts were built, out of a total of 217,623 Wayfarers of all body styles.

The roadster had removable plastic side windows instead of wind down units, and a short top which eliminated the need for rear

quarter windows. More permanent swing out vent windows were available as an option.

However, California regulations on hand signaling meant that roll down windows had to be added quick and retro fitted to California market vehicles. This happened in September, after which the roll down windows became a rarely selected delete option.





#550



## 1957 DAIMLER CONQUEST CENTURY DHC

The Daimler Conquest is an automobile which was produced by The Daimler Company Limited in the United Kingdom from 1953 to 1958. Based on the Lanchester Fourteen, the Conquest replaced the Daimler Consort. Sales were affected by increasing prices and by the fuel shortage caused by the Suez Crisis, and production ended by 1958.

The Conquest's engine produced 75 hp at 4000 rpm. In Century form the dry liner, pushrod engine with its balanced crank and large water jacket, delivered 100 hp, at 2400 rpm. A Daimler four speed preselector gearbox with "fluid flywheel" was used.

Only 234 Conquest Century Drophead Coupes were produced.

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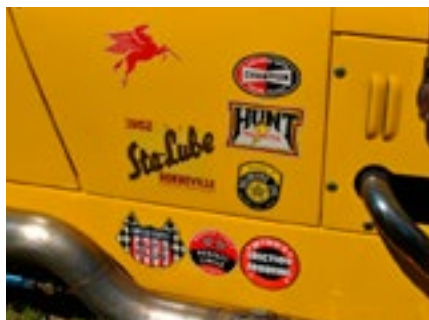
## 1953 KURTIS K2 500S ROADSTER

In December 1953, Road & Track wrote the following: "Frank Kurtis of Glendale, California, deserves full credit for being the first man in America to attempt to produce an American production sports car..."

An example of Kurtis' sports car bearing a 300 bhp Cadillac engine was tested for the article and the acceleration figures were characterized as, "the best ever recorded for any car anywhere, so far as we know. 0-60 in 4.7 seconds." In 1956, Motor Life wrote, "The Kurtis 500S practically owned West Coast sports racing for a couple of years." A 500S broke the Del Monte Forest track record

by five seconds in Pebble Beach in 1954, and another was on the pole at 1955's 12 Hours of Sebring. As the accolades mounted, Frank Kurtis earned his place in sports car history.

This Continuation Car was built with the same spirit. A 400 cu. in. small block Chevrolet engine with Brownfield aluminum cylinder heads powers the NASCAR Jericho four-speed transmission with quick-change rear end and Quartermaster double-disc clutch. The JFZ disc brakes stop this car safely while the 32-gallon fuel cell ensures plenty of time between stops.







## 1953 MUNTZ JET

The 1953 Muntz Jet created by Earl "Madman" Muntz, entrepreneur extraordinaire who earned his fortune plying consumer electronics and used cars. But selling yesterday's iron wasn't enough for the "Madman," so he embarked on creating his dream car. The Jet was a production car, though only 436 units are thought to have been manufactured between 1951 and 1954. Only about 50 are known to have survived, and it's estimated that only 12 examples from 1953 are left. Muntz Jets are removable hardtop convertibles. Designed by the famous Frank Kurtis of Indianapolis, the sweeping beauty and intrigue of the design lines of this rarest of 1950s production classics

is an unforgettable statement of what truly great automobile manufacturing and vision once represented. It's easy to see how they were snapped up by movie stars like Clark Gable, Marilyn Monroe, Mario Lanza and many, many others. Each Jet was handmade, each was unique, and all were dressed-out differently. The Jet made use of both Lincoln and Cadillac V8 drivetrains, 53M522 is fitted with a Lincoln set up. These stunning cars are among the most difficult to find...and never fail to make an instant and unforgettable visual statement that turns heads and draws crowds wherever they are displayed.





#546



## 1957 CHEVROLET BEL AIR F.I. CONVERTIBLE

Certainly, the ability to achieve 20 mpg in easy highway driving was appreciated by those who'd paid the substantial \$550 premium for fenders displaying the iconic fuel injection badge. Another benefit of the fuel injection was an overwhelming power band, with no flat spots, that simply was unparalleled anywhere else in the world.

The 1957 Chevrolet was called by some a "Baby Cadillac", because of many similar styling cues to Cadillacs of the time. V8 optioned cars got a large gold "V" under the Chevrolet script on the hood and trunk lid.

The fuel injected Belair Convertible has become one of the most highly prized cars in the world, and this wonderful example is your opportunity to join a very exclusive group of owners.





#562



## 1957 CHEVROLET SEDAN DELIVERY

Power steering, power windows, 15" American wheels, 350 Chevy. TH 350 transmission, Corvette rear end, power brakes, AC, rear TV 13", power locks, Air Ride suspension, electric doors, LED tail lights, back-up camera, custom head lights, custom billet grille, bumpers narrowed & welded, shaved door handles, hood and deck, stainless hinges, stainless firewall, custom radiator support, Flaming River steering column and wheel, custom radiator, power rack & pinion steering, chrome suspension, stainless custom exhaust system, tilt license plate, navigation system/

security system/keyless entry, auto meter gauges, rear view mirror, built-in temperature sensor, removable vent windows, complete custom interior in tan leather (all fabricated professionally with custom dash, console, dual power bucket seat, door panels, headliner and rear tail gate, etc.) This stunning Sedan Delivery is finished in custom paint, Mercedes Maroon.

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#565



## 1957 CHEVROLET CORVETTE PRO TOURING

There was no doubt Chevrolet was in the sports car business with the release of the 1956 model. It featured a new body, a much better convertible top with power assist optional, real glass roll up windows (also with optional power assist), and an optional hardtop. The 3 speed manual transmission was standard. The Powerglide automatic was optional. The six cylinder engine was gone. The V8 remained at 265 cubic inches, but power ranged from 210 to 240 horsepower. Visually the 1957 model was a near twin to 1956.

This completely modern adaptation features a 2012 Corvette LS3 engine (430 horsepower), T-56 6 speed manual transmission, and a Dana 44 rear end with 3.43 gears. Billy Dawson of Correct Correction did the complete drive train, including the double rail frame, Corvette C-4 suspension, Baer four wheel disc brakes,

Doug's electronic exhaust cutouts, stainless steel fuel tank, and fuse box relocated to the trunk.

Mike Colletta did the complete rebuild of the body work, electrical, and interior. Jason Brewer refined the car. C-4 Corvette wheels are utilized, 8 ½ x 17 front, and 10 x 18 rear.

The interior features Al Knoch leather upholstery, original faced gauges converted to electronic operation, Vintage Air IV air conditioning, electronic cruise control, power steering and brakes, original Wonderbar radio converted to AM/FM and I pod, and windshield wipers converted to intermittent operation. A truly wonderful driving experience, this great pro touring build has it all. The look, the power, the handling, and the comfort, are all here for you to enjoy.







## 1962 CHEVROLET CORVETTE

The Corvette looked cleaner for 1962, with less chrome and without the two-tone paint option, though bright rocker-panel trim was added. 1962 also marked the last of the straight axle Corvettes, and was the first year the Corvette was offered with a 327 small block V8. The 327 was offered with several horsepower options including a 250, 300, 340 and the biggest yet 360hp "fuelie". The Corvette was a true sports car, as power steering, power brakes, and air conditioning, were not available.

This is a rare Fawn Beige exterior with red interior combination. It has the great 340 horsepower engine, and 4 speed transmission. The hardtop and white convertible top are included.

A truly stunning example, this car is certified with a Bloomington Gold certificate and Top Flight award, and score sheet showing a 98.7 total points.

If you want one of the finest 1962 Corvettes in existence, this is one not to be missed.





#549



## 1957 FORD THUNDERBIRD E CODE

Complete body-off frames, rotisserie restoration by Hogg Classic Cars of Longview Texas, in business 43 years specializing in 55-57 T-bird restoration. Looks as good underneath as on top. Everything is correct to the data plate. Factory E-Code 285 H.P. engine

T-Bird with power steering, power seats, power windows and power brakes. Black Stay-Fast convertible top, stick shift 3 speed overdrive.

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## 1965 PORSCHE 356 SC

The 356 Porsche is the design and development of Ferdinand Porsche. Production commenced in Gmund, Austria in 1948. In an interview in 1972 he had this to say about the concept; "September 1972. "...I had always driven very speedy cars. I had an Alfa Romeo, also a BMW and others. By the end of the war I had a Volkswagen Cabriolet with a supercharged engine and that was the basic idea. I saw that if you had enough power in a small car it is nicer to drive than if you have a big car which is also overpowered. And it is more fun. On this basic idea we started the first Porsche prototype." The rest is history, and a very good one at that.

Of the 76,000 total of the 356 production, approximately half survive. However, that is not all there is to say about this particular car. This '65 356 SC Sunroof Coupe from the last year of production, has been augmented with a historical perspective. Prior to completion of 356 production, Porsche had developed a higher-revving 616/36 version of the 356's four-cylinder pushrod engine for installation in a new 912 model that commenced production in April 1965. Although the 912 used numerous 356 components, Porsche did not intend for the 912 to replace the 356.

That 616/36 version was the inspiration for a man named Harry Pellow. Or, as 356 enthusiasts (the author is one) knew him "The Maestro". Harry was legendary for his modified 356/912 engines.

Ask Jerry Seinfeld, he's owned several. And... this is one. When fully restored, the restoration included a Harry Pellow 912. Highly sought after. Definitely desirable.





#541



## 1969 PLYMOUTH ROADRUNNER HEMI

Real "J" code 426 Hemi. Rare, out of 84,420 Roadrunners built in 1969 only 194 two door Hemi coupes with a factory four speed were built. Laminated build sheet including decoding. Factory fender tag in place with rebuilt original 2 X 4 bbl carburetors. N.O.M. vintage Hemi engine cast 6.27.66 and water tested block date 8-5-66 (no other stamping on pad except the WT may indicate it was a counter exchange block.)

Original VIN stamped 18 spline Hemi transmission, Dana 60 sure grip rear end replaced in 1991, original AM/FM radio works, original tinted glass all windows, rare Q5 bright turquoise metallic paint with black vinyl roof (as per fender tag codes), power drum brakes and power steering. Newer correct Redline tires installed.

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## 1971 CHEVELLE LS5 SS CONVERTIBLE

The 1971 Chevelle LS5 was equipped with not only the biggest muscle car 454ci turbo jet engine available in 1971, but also the meanest at 365 hp. SS 454 convertible production was extremely limited in 1971 and true documented examples are very rare and difficult to obtain. This triple black example is finished in correct factory colors of Tuxedo Black with black buckets and a black power top. Research conducted has found that in 1971 only 167 LS5 convertibles were produced. With the power options included, the number drops to 54. The options on this car include; an SS LS5 454 engine with a TH 400 transmission, and F41 HD performance

suspension. It comes with a UM2 am-fm 8 track stereo, AU3 power door locks, power steering, brakes, and top. Glove compartment light, ZL2 operative cowl induction, tach and gauge package, and K85 heavy duty 63 amperage alternator are all part of this Chevelle SS. The floor horseshoe console buckets and lighting group, A39 custom deluxe seat belts, and A85 deluxe shoulder harnesses, of which only 72 of all convertibles produced were installed, complete the interior. Protect-O-Plate included.

A true SS 454 in immaculate # 1 condition.





#234



## 1969 MERCEDES BENZ 280 SL

Very original survivor, only one owner since new extremely well documented with original title, original vehicle invoice, original registration, build sheets, owner's manuals and book. Owned by famed New Orleans club owner, actress and entertainer Chris Owens. Factory air conditioning, Becker radio, power steering and brakes. Spent its life garaged under a car cover. Hard top and new black soft top. All original interior.







## 1989 FERRARI TESTAROSSA

This 12 cylinder mid-engined Ferrari went into production in 1984 and continued to 1991 prior to the introduction of the 512 TR. The mid engine rear wheel configuration keeps the center of gravity to the middle of the car with a center of gravity distribution of 40% front and 60% rear. The cars cornering ability is spectacular.

Likewise the acceleration. The 4.9 litre flat twelve engine produces over 360 ft. lbs of torque and close to 400 horsepower. The

5 speed transmission allows 0 to 60 times of approximately 5 seconds, 100 in 11.4 and a top speed of 180 mph.

This beautiful example in fly yellow with black leather interior has been recently serviced and drives and handles as you should expect. Carefully maintained and serviced it is a thrilling and exotic supercar you can enjoy.

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If you have a modern Ford, Dodge, Toyota or Volkswagen, you probably know where to have your car serviced.

But perhaps you are the proud owner of a treasure like a 1932 Packard Roadster, a vintage Jaguar or an old family heirloom Chevrolet, any of which may present a challenge to care for. Not everyone knows how to set the timing on a '70's Ferrari, or tune up a vintage Mercedes. That's why The Shop at Branson Collector Cars is here to serve you. Whether you require a full ground-up restoration, a needed but confusing repair, or simple maintenance of your collectible automobile, the experts at The Shop offer unsurpassed service for your vintage car.

**We are located at 144 Industrial Park Drive in Hollister, MO. Call 417-336-1155 for an appointment.**





#527

## 1955 FORD THUNDERBIRD



1955, this is the first year that started the T-bird craze. This one is dressed in the Black exterior with Tuxedo black and white interior. It comes with the removable hard top, 3 speed manual transmission, fender skirts, and a whole lot of driving fun! The V8 runs awesome. The frame is solid, the interior is very clean, and the exterior paint is in 10 foot condition with some flaws but overall a really nice car.



#558

## 1955 MERCURY MONTCLAIR CONVERTIBLE



The Mercury Montclair is a full-size automobile that was produced by Mercury from 1955 to 1957, the M-E-L Division of Ford Motor Company 1958 to 1959 and by the Lincoln Mercury Division of the Ford Motor Company from 1964 to 1968. Its appearance followed the concept show car in 1954 called the Mercury XM-800. The vehicle name was introduced in 1955 and applied to Mercury's premium automobile line. Ford historians are at a loss as to where the name originated; the consensus is that it's taken from the upper class community of Montclair, New Jersey. For 1955 and 1956, Montclair featured Mercury's best appointments, extra chrome trim, and different two-tone paint combinations to set them apart from other Mercury products.





#528

## 1939 FORD 2 DOOR SEDAN

The Ford flathead V8 is a V8 engine of the flathead type designed by the Ford Motor Company and built by Ford and various licensees. During the engine's first decade of production, when overhead-valve engines were rare, it was usually known simply as the Ford V-8, and the first car model in which it was installed, the Model 18, was (and still is) often called simply the "Ford V-8", after its new engine. 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 5 years. Fully restored, both mechanically and visually, featuring a Lebaron Bonney interior done at the factory, it runs and drives perfectly.



#548

## 1934 FORD RS/CABRIOLET

Easily-recognizable for its medieval shield-shaped front grille, round headlights mounted to the side of the grille, sweeping fenders and running boards. The 1934 Ford holds a special place in automotive history. Particularly popular because of its V8 engine, it also marked a change in automotive design.

The Ford Deluxe represented the shift from the traditional styling of the time to smoother, more aerodynamic shapes. For the same reasons that both the cops and the robbers prized these cars in the 1930s, both the Collectors and the Hot-Rodders prize them today.

Only 15,100 Rumble Seat Cabriolets were produced in 1934. And it is becoming more and more difficult to find examples like this made completely out of Henry Ford's steel.



This vehicle has been in the capable hands of a prominent private collection for the last 10 years. It is in great shape mechanically, the tan paint and red leather interior still show nicely. This car will turn heads anywhere it goes.





#531

## 1948 BUICK SUPER SEDANETTE



Rare fastback model.  
Straight 8, standard shift.  
Excellent original interior.  
New paint and chrome.  
Outstanding mechanics  
and drive.

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#620

## 1948 LINCOLN CONTINENTAL



1948 Lincoln Continental Restomod Coupe, finished in a period rich dark green exterior, rare Restomod Custom, recently rebuilt 351ci Windsor V8 engine, upgraded to 12-volt electric system with electric cooling fan. Rebuilt C4 automatic transmission, wide white wall Coker tires on 15 inch steel wheels with period correct chrome wheel covers and beauty rings. Power steering and power windows.



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## 1955 STUDEBAKER PRESIDENT

#245



A great looking '55 President in a Coral and Gray combination with original cloth interior and wide whitewalls. Runs and drives great!



## 1948 PLYMOUTH BUSINESS COUPE

#269



This 1948 Special Deluxe Business Coupe is a full sized automobile produced by Plymouth from 1946-1950. Waiting lists were common at dealerships when these came out, and scalpers were getting prices considerably higher than what they had paid. It came in two trim levels, the Deluxe and the top of the line, Special Deluxe. This Business Coupe runs and drives great and had been in the same family since the late 1980's until current owner purchased. It has a new clutch, pressure plate and throw out bearing and is ready to hit the road!

## 1959 EDSEL RANGER

#220



The Edsel Ranger was produced and sold by the newly formed Edsel Division of Ford in the 1958, 1959 and 1960 model years. It was built on the shorter, narrower Edsel platform, shared with Ford and Edsel Pacer models. For 1959, the Ranger and the new top-line Corsair both shared the same 120 in wheelbase. Styling for the cars became more conservative, with the horse collar grille being replaced by a shield shape filled with rows of bars. Just out of long term storage, the carburetor was rebuilt, and it runs great.

~NO RESERVE~

## 1954 CHEVROLET

#224



The Chevrolet Bel Air is a full-size automobile produced by Chevrolet from 1950 to 1981. This '54 is the first generation body style with manual transmission and a 6 Cyl Powerglide engine. It is a great car and fun to drive and has the original 1000 mile coupon from General Motors.





#592

# 1959 FORD SKYLINER



Beautiful, solid, rust free 1959 Ford Skyliner Retractable Hardtop. Finished in its very rare factory born color of Germania with its correct interior, this car sets itself apart from the rest. Options include 292 CI V-8 motor, Fordomatic Automatic Transmission, Power steering, dual exhaust, continental kit, rocker moldings, stainless fender skirts & much more. The chrome and brightwork on this car are in extremely good condition. Just driven on a 120 mile round trip to a car show, it is very reliable. The retractable hardtop works flawlessly. This is the final and most rare year of the retractable hardtop Skyliner.



#264

# 1954 FORD SUNLINER



1954 Ford Crestliner Sunliner dressed in maroon with white convertible top, maroon and white vinyl interior. Powered by V-8, 3 speed manual with overdrive transmission and wide whites.

An after market stereo system with an amp plus the factory radio. This is a great daily cruiser.



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#258

## 1957 CADILLAC DeVILLE

1957 Cadillac DeVille 2 door hardtop is top of the line for the 1957 year with power steering, power brakes, power seats and power windows. Both the engine (365) and transmission have been professionally rebuilt. The engine valve seats have been hardened. All wheel cylinders, brake shoes and master cylinder are new. The power brake booster, front steering and suspension have been rebuilt. The underside of the car has the original undercoating. Interior upholstery and panels are restored to original. Sound proofing is installed on the interior and the trunk is covered with durable upholstery. All instrument gauges were refurbished by a professional and the clock keeps excellent time. The radio is after market AM/FM with cassette player. Air conditioning is installed.



#557

## 1959 CHEVROLET IMPALA

The 1959 Impala saw major restyling. It was stretched, and widened two inches and gained 150 lbs. The styling reflected the "batwing fins" and "cats eye" taillights.

This is a very nice older restoration, with the 283 V8 engine, powerglide transmission, and power steering. It is in very good condition, with excellent chrome and stainless trim. A beautifully detailed engine, and a near perfect interior with a perfect original material headliner, all add up to a very pleasing package.





#530

## 1956 FORD THUNDERBIRD



The first generation of the Ford Thunderbird is a two-seat convertible that was produced by Ford for the 1955 to 1957 model years. The Thunderbird was the first 2-seat Ford since 1938. And, until the eleventh-generation Ford Thunderbird was unveiled in 2002, this was the only version of the Thunderbird to be produced as a two-seat convertible. This excellent example is finished in Fiesta Red.



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#588

## 1956 FORD THUNDERBIRD



This beautiful T-Bird features the original V8 292 ci engine, Fordomatic transmission, Master Guide power steering, power seats, and power windows. There were only 15,631 Thunderbirds built in 1956 which was the lowest year of production for the T-Bird. It comes with a black Stayfast soft top and a white hard top painted the original color of Fiesta Red. AM/FM radio, factory tachometer, fender skirts, roadster wire wheels and white radial tires. This Bird is beautiful, enjoyable, and a great driving car.





#268

## 1937 MORGAN

Harry Morgan - the engineer, not Mash's Colonel Potter, was the genius designer, and founder, of the Morgan Motor Company. Since its establishment in 1910, Aero Racing Limited and Morgan 3 Wheeler Ltd have joined Morgan Motor Company as divisions of Morgan Technologies and to this day still produce hand-assembled cars. The F-4 came equipped with a new pressed-steel chassis, a four seat body, and beneath the bonnet lay the 4 Cyl Ford Sidevalve engine-produced for over 30 years. The Ford Sidevalve routinely produced 40 bhp, delivering satisfactory, if not exhilarating, performance. Production of the Ford-engined three-wheelers continued until 1952, however 1937 was the last production year for the Morgan 3-wheeler Type 4. This particular Morgan F4 was restored circa 2001 by Cantab Motors in Virginia-the East Coast's Morgan dealer at the time. The paint is excellent as is the interior. The wheels have been rebuilt as well as new tires. The car runs well and attracts a lot of attention.



#524

## 1936 MERCEDES BENZ REPLICA

The Marlene Roadster was a replica of the 500K Mercedes that actress Marlene Dietrich had commissioned Mercedes to build, but a slightly smaller version in 7/8th scale. This is one of the 500 built by Classic Roadsters of Fargo, North Dakota that is no longer in business. Deluxe leather interior and carpeting, tilt steering wheel, instruments, air cleaner, lights, all wood dash, Bosch Alternator and Bosch chrome horns, Becker stereo with Blaupunkt speaker and a MB190 SL clock. The picnic basket is a nice added accessory along with the authentic German license plates. Ford V-6 engine with a C4 automatic transmission. Features include A/C, heater and defroster, disc brakes, rack & pinion steering, lokar shifter, folding convertible soft top and roll up windows. California car and titled as a 1936 model.





#623

## 1959 BERKELEY SE 492



Berkeley Cars Ltd of Biggleswade, Bedfordshire, England produced economical sporting microcars with motorcycle-derived engines from 322 cc to 692 cc and front wheel drive between 1956 and 1960. In late 1957 a new derivative model was introduced, using a 30 bhp, Excelsior three cylinder 492 cc engine with triple carburetors. This engine configuration was made possible by the vertically split crankcase of the Excelsior engine, and modular crankshaft and barrels, which made adding a central cylinder relatively easy. A four speed gearbox was standard, and the top speed was now 80 mph.



#568

## 1965 SUNBEAM TIGER MK1



Finished in signal red, Sunbeam O.A.C. authenticity no. 0938, ID tags fixed with original rivets, performance 260 CI Ford V-8 engine, 4-speed transmission, upgraded stance with new VTO 15 inch alloy wheels, JAL tag no. 562817, new black soft top and new interior.



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## 1960 NASH METROPOLITAN

#260



The Nash Metropolitan is an automobile that was sold from 1953 to 1961. The Metropolitan was designed in the U.S. and it was patterned from a concept car, the NXI (Nash Experimental International), that was built by Detroit based independent designer William J. Flajole for Nash-Kelvinator. It was designed as the second car in a two car family, for Mom taking the kids to school or shopping or for Dad to drive to the railroad station to ride to work: the "commuter/shopping car" with resemblance to the big Nash, but the scale was tiny as the Met's wheelbase was shorter than the Volkswagen Beetle.



## 2004 LONDON CAB

#520



The TX4 is the latest in a long line of purpose built taxis produced by The London Taxi Company. The TX4 takes virtually all of its body styling from its predecessor, the TXII. The TX4 features a new front radiator grille, an updated interior design, updated front and rear bumpers, and a different rear vehicle registration number plate surround compared to the TXII. There are now internal headrests as a result of EU safety regulations. The only engine offered in the UK is a 2.5 litre VM Motori R 425 DOHC diesel engine mated to a Chrysler five speed automatic transmission. An Eaton five speed manual transmission is also available.

## 1974 CHEVROLET NOVA

#552



This beautiful Torch red two door post is powered by a custom built 350 motor. Dart Iron Eagle heads contain 1.60" valves that are lifted by a L82 Corvette cam, Crane pushrods and Harlan Sharp roller rockers. Fuel is fed by a 650 Edelbrock carburetor. A Custom aluminum radiator keeps it all running cool. A TCI Street Fighter transmission gets this power to the pavement. Vintage air cools the inside and an Alpine sound system with Sirius XM capability, keeps you entertained. The chrome plated parts on the car include front suspension and many parts under the hood, too numerous to mention. A great show car and fun driver.



## 1959 GOGGOMOBIL DART

#616



The Goggomobil Dart is an automobile which was developed in Australia by Sydney company Buckle Motors Pty Ltd and produced from 1959 to 1961. The Dart was based on the chassis and mechanical components of the German Goggomobil microcar, which was a product of Hans Glas GmbH of Dingolfing, in Bavaria, Germany. The car featured an Australian designed fiberglass two seater open sports car body without doors, the whole package weighing in at only 761 lb. It was powered by a rear mounted twin cylinder two stroke motor available in both 300 cc and 400 cc variants and had a small luggage compartment built into the nose. The Dart was designed in 1958 and went on sale the following year with around 700 examples produced up to the time that production ceased in September 1961.



## 1960 FIAT BIANCHINA



Transformabile Special, Series 2 is a rare Italian micro car only produced from 1959 to 1961. Only 1,500 of these semi-convertible 'Transformabile Specials' models were made. Powered by a 500cc/21HP, air cooled, rear mounted 2 cylinder engine, backed by a 4-speed manual gearbox, 4-wheel independent suspension and 4-wheel hydraulic drum brakes. This is an example of one of the world's most attractive micro cars. A complete high quality restoration done to show quality standards. While the Bianchina was just one of the many fascinating European micro cars that were available during the 1950s and 1960s, it was an unqualified success. In fact, with its decidedly sporty demeanor and limited production cachet, it was quickly regarded by enthusiasts as the rich mans' Fiat!



## 1956 BMW ISETTA 300 BUBBLE-TOP



Introduced to the motoring press in 1953 was the BMW Isetta, a car like no other ever produced. Four and a half feet wide and only seven and a half feet long with a seat just wide enough for two. A heater was optional and ventilation was provided by opening the fabric sunroof.

The big news however was the fact that it was a mass produced car that delivered 78 miles per gallon! Take that Prius. It was the top selling single-cylinder car in the world.





#617

1 of est. 9,500 in existence, finished in correct Sunset red exterior, optional black leather bucket seats, black soft top in great condition, solid body and frame, rebuilt brakes and fuel system with rare factory heater.



## 1960 TRIUMPH TR3A



#582

This great little TR4 is a very early car (Vin # CT68L), reported built on the third day of production. The car was totally rebuilt and restored a few years ago in Oklahoma City. The rebuild included engine, transmission and rear end along with the body and the top. Weber carburetors now feed the engine. As an early production car it has several unique features including no brace over the transmission tunnel, no front latches for the top, stainless top surround and oval glass on the gauges. The light blue paint and dark blue top make for a great color combination and a beautiful car.

## 1961 TRIUMPH TR4

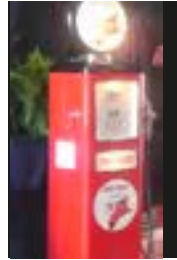


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\* Some restrictions may apply



#581

Series 2 4.2 inline six with automatic transmission, finished in a very handsome midnight blue with red interior, same owner for the past 39 years, purchased on 02/03/77. 65,000 actual miles proven by 40 years of extensive records and receipts. Long time Jaguar Club of North America member, scored a 932.90 out of 1000 in 1995 and a near perfect 999.6 in 2010 at the JCNA Concours d' Elegance and numerous other years of judging. Engine and transmission rebuilt at 65,000 actual miles by Le Stable in Glen Carbon, Illinois, Nardi wood steering wheel and chrome knock-off wire wheels, 3 folders full of receipts, records and registrations dating past 1977.

## 1970 JAGUAR XKE 2+2



#578

Series 2 4.2 inline six with automatic transmission, finished in a very handsome midnight blue with red interior, same owner for the past 39 years, purchased on 02/03/77. 65,xxx actual miles proven by 40 years of extensive records and receipts. Long time Jaguar Club of North America member, scored a 932.90 out of 1000 in 1995 and a near perfect 999.6 in 2010 at the JCNA Concours d' Elegance and numerous other years of judging. Engine and transmission rebuilt at 64,000 miles by Le Stable in Glen Carbon, Illinois, Nardi wood steering wheel and chrome knock-off wire wheels, 3 folders full of receipts, records and registrations dating past 1977.

## 1979 FERRARI 308 GTS





## 1986 FERRARI MONDIAL 3.2 SPYDER

#538



The final Mondial evolution was 1989's Mondial t. The 't' called attention to the car's new engine/transmission layout: the previously-transverse engine mounted longitudinally while the gearbox remained transverse, thus forming a 't'. By adopting this layout, a longer engine could be mounted lower in the chassis, improving handling dramatically. The 't' configuration was used by Ferrari's Formula One cars of the 1980s, and would be the standard for the marque's future mid-engined V8 cars. The engine was up to 3.4 L (3405 cc) and 300 hp.



Owned and maintained by a well known collector for several years, this unique Ferrari is a great example for the discriminating tourer driver.

## 1990 FERRARI 348 CHALLENGE

#584



The Ferrari 348 (Type F119) is a mid-engined, rear-wheel-drive V8-powered. Ferrari replaced the 328 in 1989 and continuing until 1995. It was the final V8 mid-engine model developed by Enzo Ferrari before his death, commissioned to production posthumously.

The 348 Challenge carried all safety regulated kits but was supposed to be used on the road and driven to the events by their gentleman owners.

The Ferrari Challenge was initiated by Ferrari Club Nederland and designated for the Ferrari 348; the series debuted in 1993 and included the Italian and European series, using the un-modified engine.





#574

## 1960 CHEVROLET IMPALA CONVERTIBLE

The Impala became a separate series, adding a four door hardtop and four door sedan, to the two door Sport Coupe and convertible. Sport Coupes featured a shortened roof line and wrap-over back window. Standard were front and rear armrests, an electric clock, dual sliding sun visors, and crank operated front vent windows. A contoured hooded instrument panel held deep set gauges.

Equipped with the 250 hp 348 engine, 3 speed manual transmission, and power steering, this is a very rare find.



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#580

## 1963 PONTIAC ACADIAN

Acadian is a make of automobile which was produced by General Motors of Canada from 1962 to 1971. The Acadian was introduced so that Canadian Pontiac-Buick dealers would have a compact model to sell, since the Pontiac Tempest was unavailable in Canada. Plans originally called for the Acadian to be based on the Chevrolet Corvair, which was produced at GM's Oshawa plant, however, the concept was moved to the Chevy II platform to be introduced for 1962. The brand was also offered in Chile, with models built in Arica. Initially, Acadians were re-trimmed Chevy IIs, offered as a base model, mid priced Invader and top line Beaumont. The car used Pontiac styling cues such as a split grille but was marketed as a separate make, never as a



Pontiac. As with the concurrent Chevy II, Acadians were offered with 4 cylinder, 6 cylinder and V8 engines. There was a choice of transmission, depending upon the model and engine, 3 and 4 speed manual gearboxes or the 2 speed Powerglide automatic were available.

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# 1963 FORD FALCON SPRINT



The only time a V8 option was available in a first generation Falcon was the 1963½ model, and these cars were produced in very limited numbers (Sprint two-door hardtop (bucket seats) 10,479 produced, and Sprint convertible (bucket seats) 4,602 produced). These first generation Falcon Sprint cars were the basis for the 1964½ Mustangs released by Ford one year later. Many of the Mustang's interior, chassis, suspension, and drivetrain components were derived from those used on the 1963 Ford Falcon Sprint and Fairlane models. In simplest terms, the Falcon Sprint is nearly mechanically identical to the 1964 Mustang, while being aesthetically different.



## 1964 CHEVROLET IMPALA SS



Factory four speed Muncie and original shifter, factory air conditioning (needs servicing), original interior, new dash pad and seat belts. Rebuilt 1968 small block 327 with new crank, pistons and rods. Small block 400 heads, new Holley 4 barrel carburetor, new clutch assembly, new U joints and center support bearing. Rebuilt rear end and brakes with newer tires. Starts, runs and drives great. Nice unmolested Muscle Car!



## 1964 CHEVROLET BEL AIR



2 door post completely restored a few years ago. High performance 350 V8 engine, live side pipes, brand new tires and wheels and Muncie 4 speed transmission. Power steering, brakes, seats and an expensive stereo system. Absolutely runs and drives great, built to drive on highway.





#275

## 1964 PONTIAC CATALINA

Restored approx 16 years ago. Super duty Tribute car with 421 ci, 3 X 2 barrel, 4 speed car. Original eight lug wheels in trunk, wearing reproduction eight lug wheels. Correct eight lug adapter spare in trunk. Original Aquamarine metallic color repainted at time of restoration. Runs very well.



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#273

## 1966 PLYMOUTH BARRACUDA

Automotive trends in the early to mid-1960s had all the U.S. manufacturers making vehicles in the rapidly increasing sporty compact-size market segment. This Mopar is powered by a 360 V8, bored and stroked to 408 cubic inches, was professionally built by Blueprint Engines, and has been driven approximately 1,000 miles since.

It is equipped with a 4 speed manual transmission, and 8 3/4 rear end. The interior is original, and all Formula S trim is original and complete. The original, rebuildable 273 V8 will be included for the new owner.





## 1963 1/2 FORD GALAXIE 500

#534



Factory 427 "R" Code engine with 425 H.P., 4 speed manual transmission. Very solid rust free body that has never had any patch panels. All power train and chassis has been rebuilt including engine, clutch, transmission, rear end, brakes, front end and suspension.



## 1966 CHEVELLE SS

#573



Muncie 4 speed transmission with Hurst shifter, L34 350 H.P. engine, 3:73 open rear end, new aluminized exhaust, low miles, frame off restoration. Sprayed frame with original GM black paint, original GM spare wheel with original Uniroyal tire in trunk. New front suspension.

~NO RESERVE~





#621

## 1967 OLDSMOBILE CUTLASS CONVERTIBLE

Highly desirable red and black color combination, 350 CI V-8 engine, Jetaway 2-speed automatic transmission, black convertible soft top, power brakes and power steering. Last year for this generation of Cutlass.



#211

## 1967 PONTIAC FIREBIRD

This car is a blast to drive and it turns heads everywhere. This is a rust free, very clean, straight body Firebird.

No dings, dents, scratches or rust. Car has a big block 455 engine with a Holly 650 double pumper. A very fast car!





# 1968 PLYMOUTH BARRACUDA CONVERTIBLE

#594



The second-generation 1967 to 1969 Barracuda was heavily redesigned. Second generation A body cars were available in fastback, notchback, and convertible versions. In 1968, the 273 was replaced by the 318 cubic inch engine as the smallest V8 available.

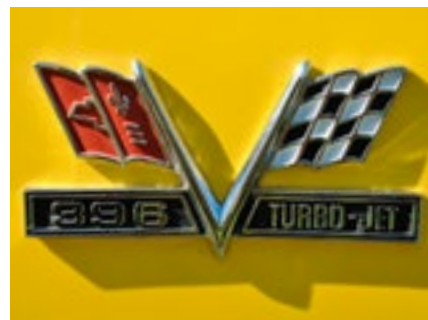


# 1967 CHEVELLE 396 CONVERTIBLE

#532



1966 saw a complete restyle of the Chevelle. The 1967 models got some styling tweaks that resulted in a longer, more straightforward appearance. Large wraparound taillamps went into a new rear end with standard backup lights. Otherwise, visible change was modest. "What you'll see inside," claimed the sales brochure for the 1967 Chevelle, "will probably bring on a severe compulsion to go driving." A well equipped SS tribute, featuring a big block V8 and automatic transmission, this car is sure to impress, at the shows and cruise ins.





## 1968 CHEVROLET CAMARO

#237



Painted Rally Green, paint code JJ, with black bucket seats and center console. 4 speed Muncie transmission and 12 bolt rear end. Original interior. Under the hood is 1967 327 ci motor, casting #3892657. A very rare California built car. 4 new tires on 15" Rally sport wheels. GM center caps and beauty rings just as it was originally. It has been through a frame off restoration, repainted underneath and undercoated. The car restored in 2014, always garaged, and has won too many trophies to mention.



## 1968 CAMARO RESTOMOD

#545



An outstanding car, it is equipped with a small block engine with double hump heads, 4 speed transmission, positraction rear end, power steering, and power disc brakes.

Looking good, with the Lemans Blue exterior and 17 inch wheels!



## 1968 CHEVROLET CAMARO SS

#614



The first generation Camaro has become one of the most popular models for collectors of Chevrolet's. This car's beautiful pewter paint with appropriate black accent make this a great show car and the performance enhancements this car has received make it a great car to drive and enjoy. The car has a 383 motor with TH 400 transmission and 12 bolt rear end. Rack and pinion steering, 8-point roll cage, disc brakes, vintage air and a big audio system make for a great driver.

**NO  
RESERVE**



## 1967 FORD MUSTANG GTA CVT.

#238



The 1967 model year Mustang was the first redesign of the original model. Ford's designers began drawing up a larger version even as the original was achieving sales success, and while lacocca later complained about the Mustang's growth, he did oversee the redesign for 1967. The major mechanical feature was to allow the installation of a big block V8 engine. This is a very seldom seen GTA convertible, in excellent condition.





#591

## 1969 CHEVROLET CAMARO RS/SS



Meticulously rotisserie restored SS/RS. Correct big block 396/375 hp engine with L89 aluminum heads. M22 Muncie 4 speed transmission, 3.73:1 positraction 12 bolt rear end and power disc brakes. Tuxedo black with a black vinyl top exterior and classic white standard interior. Soft Ray tinted glass, a pushbutton am radio, GM floor mats, and a factory high HP tachometer round out the package.



It comes with Super sport wheels with new Goodyear Polyglas tires, the correct spare and jack assembly, and front and rear bumper guards. Less than 100 miles on a serious show car with all the details.

Concourse quality, investment grade restoration.

#560

## 1962 CHEVROLET IMPALA SS



The 1962 Chevrolet Impala Super Sport was an appearance package variant of the Chevrolet Impala that featured a distinct turned aluminum trim pattern. While the Impala was available as a two and four door vehicle, only the hardtop coupe and two door convertible were eligible for the SS package in 1962.



With a very nice Champagne Gold exterior, and 17 inch American Hopster wheels, this is a great looking car. You can drive in comfort with the 350 V8 engine, overdrive transmission, power steering, power disc brakes, air conditioning, and a great lowered stance.



#563

## 1970 CHEVELLE SS CONVERTIBLE

Very desirable 1970 Chevelle SS convertible with 450HP LS-6 motor, 4 speed transmission, 3.42, 12 bolt positraction and Cowl Induction. Engine is not #'s matching but is a correct LS-6 "512" casting block with 4 bolt mains, GM Hi Performance "627" rectangular port heads and correct LS-6 aluminum intake. Engine has been totally rebuilt less than 1,000 miles ago and comes with \$7,000.00 plus receipts for engine rebuild. The car has been ground up restored with new paint, interior, dash, gauges, brakes, SS Sport wheels with period correct tires, suspension parts, exhaust system, gas tank, convertible top and much more. This car runs strong and looks and drives like new.



#601

## 1970 CHEVROLET EL CAMINO SS

LS5 454/365 hp with 500 ft #'s torque. This is a complete numbers matching drivetrain with a Turbo 400 automatic transmission and F41 heavy duty suspension. It comes with factory air conditioning, power steering and brakes, tilt column, and optional and functional ZL2 cowl induction. It has Rally SS wheels with BF Goodrich Radial T/A tires and a correct spare assembly. This El Camino SS is painted Fathom blue with a black vinyl top and comes with a deluxe black interior with buckets. Original owner's manual, Protect-o-plate and partial build sheet are included.

A true SS LS5 454 in awesome condition!





#596

## 1976 PONTIAC TRANS-AM



One of 319 Y82 non T-Top coupes produced. One owner car until 2014. This matching numbers WX-suffix 455 HO V-8 engine is the last year for the 455 HO. It has Rochester four barrel carburetion and a factory original Hurst four speed transmission. Air conditioning, rear window louvers, power windows and locks, and an 8 track player are some of the options on this freshly painted bird. The interior, wheel trim rings, trunk matting, mini spare, wheel, and gas tank are all original to the car. It comes with new BF Goodrich tires, the original invoice and paperwork as well as the original owner's manual. A reproduction window sticker, PHS documents, notarized odometer statement from July 31, 2014, and a document accounting for the 50th anniversary emblem that was installed upside down from the factory.



Built to commemorate Pontiac's 50th anniversary. A rare investment grade Pontiac up and comer.

#256

## 1972 OLDS 442 CONVERTIBLE



Very rare 1972 Olds 442 convertible! 350 V8 engine with 4BBL carburetor. This car has been restored with a lazer straight body. Electric convertible top, automatic transmission, power steering, power brakes and new interior. Great driver!





#583

## 1978 CHEVROLET CORVETTE

A very nice example of a 25th anniversary model Corvette. This example has only 9,000 actual miles and features the unique Oyster leather interior. Documented with the original warranty book, original dealer invoice, original odometer statement, window sticker, original sales literature, original spare tire, jack and lug wrench, original T-Top storage bags and prior owner paperwork. Equipped nicely with the L-48 350 engine, automatic transmission, power windows and locks, power antenna, factory 8-track, dual rear speakers, cruise, tilt/telescopic steering wheel, ZX2 convenience package, aluminum wheels, sport mirrors and original Good Year tires. Original exhaust system and catalytic converter still on car!



## 1978 CORVETTE PACE CAR EDITION

#248



The 1978 Corvette was the pace car for the Indy 500. Chevrolet created a limited edition pace car replica, this option added over \$13,000 to the price of the car (more than the base price!). This car has distinctive Black and Silver two tone paint with a red pinstripe. Production of the pace car replica was limited to one for every Chevrolet dealership. This amounted to 6,502 pace cars built in 1978.



## 1980 CHEVROLET CORVETTE

#618



One owner, 19,970 miles! Comes with the original owner's title and all vehicle documents. 350 ci V-8, automatic transmission, T-Tops, AM/FM stereo with 8 track player, electric rear window defogger, power door locks, power antenna, dual rear speakers, aluminum wheels with original Goodyear PolySteel Radial Tires. Seldom seen combination of Dark Brown Metallic exterior and beige leather interior.





#619

## 1966 CHEVROLET CORVETTE



Seller purchased this '66 Coupe in California 2 years ago. Running on new polished aluminum 16" Cragar wheels and black wall tires. Believed to be an original big block car with original side pipes, rear end and Muncie transmission. No rust and extremely clean. Mechanically sound and can be driven anywhere.



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#508

## 1973 CHEVROLET CORVETTE RESTO MOD



Restored car with a rebuilt 350 c.i.4 BBL V8 engine and some modern upgrades. Updated monoleaf front and rear suspension from VBandP. All rebuilt trailing arms, rear end assembly, complete undercarriage restoration. American Racing 17' Torque Thrust Wheels mounted on BF/Goodrich G-Force Tires.

Features include automatic, Air, power disc brakes, PS, PW, deluxe leather interior all new including seat belts, tilt/telescopic steering wheel, unique removable rear window like the '68-72 models, custom retro AM/FM stereo radio with hidden 10 disc cd changer, LED tail lights and interior dash bulbs, new window glass, and more! A detailed sheet of everything done goes with the car including all information on a micro chip. Thousands spent on this car. Just driven on a 250 road trip with no issues.





## 1931 FORD HIBOY

#598



1931 Ford Model A Sport Coupe Street Rod, full steel body with deuce grill. Designed and built by a team of professionals who know the ins and outs of fabrication and assembly and that really shows! Ford 8BA Flathead V-8 engine and dual carburetors, period correct Edelbrock aluminum heads, period correct Thickstun aluminum high rise intake, Walker radiator, 1939 Ford 3-speed manual transmission, 2 inch chop top roof and Lebaron Bonney cloth top. Custom "One Eye Crow" exhaust headers, large diameter dual exhaust, 1940 Ford juice hydraulic brakes and Wilwood master cylinder, upgraded to drop axle with gas shock absorbers front and rear.



## 1955 CHEVROLET BEL AIR

#239



TPI fuel injected engine, 700 R4 automatic transmission, chrome, tilt steering column and Torque Thrust wheels. Nice driving, running car.



## 1936 FORD 5 WINDOW COUPE

#572



This is a freshly build street rod with less than 1,000 miles traveled since restoration. A Henry Ford steel body, powered by a Chrysler 354 Hemi with 2 4 barrel carbs, built by Gary Hart, backed by a Chrysler 833 4 speed transmission, and a Ford 9" rear end with 4 link suspension, provides the go power. The hot rod feel is further enhanced by a Super Bell dropped front axle.

Comfort features include Bonneville Speed Roulette Series Gauges, Alpine sound system, a red leather interior and rumble seat, crank out windshield, and a roll down rear window. This is one great "Old School" hot rod.



## 1936 CHEVROLET 2 DOOR SEDAN

#244



Powered by a Chevrolet V8 with MSD ignition, using a TH 350 transmission with Lokar shifter, Mustang II front suspension with disc brakes, and power steering, this is a great driver. Also featured are a dash with Autometer instruments, tilt steering wheel, power windows, power trunk, sound system, power antenna, a nice custom interior, and neon under the car and under hood. The exterior is finished in Deltron Red Velvet paint.





## 1940 CHEVROLET 2 DOOR SEDAN



The 1940 Chevrolet Master and Special were completely redesigned from the 1939 Chevrolets.

The 1940 Chevrolet Master and Special were advertised with the slogan "Royal Clipper Styling." Lines were more flowing, and an "alligator" hood was used.

This street rod has been fully updated, in March 2015 a Jasper 350 LT1 engine was installed, driven less than 1,000 miles since, it comes with a transferable 3 year or 100,000 mile warranty. A new ACE remanufactured transmission has been installed. Also featured is a Nova front clip, power steering, 4 wheel power disc brakes, Vintage heat and air conditioning, tilt steering wheel, new battery, 3.42 geared 10 bolt rear end, frenched antenna, custom Wabbit dash, and three inch exhaust.



## 1957 CHEVROLET CAMEO PICKUP



The Chevrolet Task Force was Chevrolet's successor to the Advance Design trucks. The Task Force Series ran from late 1955 (second series) through 1959. 1957 was the only year for a more open grille. The hood is flatter with two spears on top, similar to the 1957 Bel Air. Fender emblems are still above fender line, but are now oval shaped, as opposed to previous versions in script.



This intriguing Cameo look alike has air brushed trim, and is equipped with a 350 V8 and 700R4 automatic transmission. A tilt steering wheel and the red and white vinyl interior are added features.



## 1931 FORD MODEL A TANK TRUCK

#253



This is a fun to own, show or parade truck. Restored with many new parts, it features 7 new tires, Lebaron Bonney interior, new brakes, battery wiring, horn, tail light, top wood, and top covering.

The tank is for show only, and cannot be used.

**NO  
RESERVE**



## 1925 WILCOX TRUX

#255



An older restoration, this very rare Wilcox delivery truck still looks great. Probably the only one left on the planet, this is a rare opportunity to own a piece of Automobile and truck history that is always a star of the show at events.

It was made in Minnesota by a company that primarily made firetrucks. If you want a one of a kind truck this is it.



## 1946 CHEVROLET

#263



A great running and driving street rod, this little truck is equipped with a 350 V8, automatic transmission, and power steering. It still retains the tilt out windshield. Bright red finish, flames, great wheels, and the right stance, make this little hauler a very fun ride.



## 1957 FORD F-100 STYLESIDE

#507



This gorgeous Custom Cab was built in the first year Ford offered a "Styleside" version of its pickup bed. Equipped with a 272 cubic inch "Y" block mated to a Ford-O-Matic transmission, this vintage truck is sure to drive with ease.

Included with the sale are multiple parts and service receipts as well as the original owner's manual and dealer's promotional item.





## 1967 CHEVROLET C-10



#267

Nice, extremely solid 1967 C-10 pickup. First year of the desirable, collectible short bed model. Powered by a 454 V-8 engine, making this one fast truck! Automatic transmission. Runs and drives great!



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## 1963 CHEVROLET K-20 4WD



#223

Family owned since new, this rare 4 wheel drive long bed pickup is equipped with the numbers matching 292 6 cylinder engine, and 4 speed transmission. Power steering has been added. Grandparents of the current owner pulled a 12 foot camper to Yuma, Arizona, and California destinations, on many vacation trips, to escape the cold Missouri winters. These vacations were an annual event, up into the 1990s. Faithfully maintained, this truck still runs and drives very well.



## 1968 CHEVROLET C-10



#246

A great little short bed Fleetside, with new 1967 sheet metal, new exhaust from headers to tips, new interior, tires and wheels, small block Chevy engine, and 700R4 transmission. Handmade oak flooring is installed in the bed. Also featured are new exterior lighting and bezels. The undercarriage is in excellent condition. It also features air conditioning.



## 1968 FORD F-100



#279

The fifth generation of the Ford F-Series is a line of pickup trucks and commercial trucks that were produced by Ford from 1967 to 1972. Built on the same platform as the fourth generation F-series trucks, the fifth generation had sharper styling lines, a larger cab and expanded engine options.





## 1972 CHEVROLET CHEYENNE

#630



Outward appearances on the '72 Chevrolet Trucks were the same as the previous year minus the Black finished grille surround. Again, the Custom Deluxe, and the Cheyenne options were available which came with black pinta coated fabric, antique medium tan pinta coated fabric or antique light cover coated fabric. C10 or K10 models could be equipped with either a 115 in or 127 in wheelbase with a 6 1/2 ft. or 8 ft. cargo box available in Fleetside or Stepside models. This is a fully restored, very well equipped truck, with the 8 ft. Fleetside bed.



## 1972 CHEVROLET CHEYENNE

#632



Everything on this truck has been replaced with new parts. Front custom drop A frames, front sway bar, Hedman headers with turbo mufflers. Original rust free body. 12 bolt posi rear end, overload bags and rear sway bar. Edelbrock electric fuel pump with new rear mounted gas tank. Custom built 383 Chevy stoker crate engine with 450HP. Fully machined seasoned factory roller 4 bolt main block from Pro-Performance Unlimited with receipts & Dyno test sheets. Edelbrock carburetor, PS, PB, and air conditioning. Pro-Performance Unlimited specialty TH400 transmission. Painted with base clear coat and two tone colors of blue and white. Custom seats and sliding back glass. Kenwood custom sound system with 10 CD changer, power booster and speaker box.

## 1971 CHEVROLET BLAZER

#631



Sand blasted with replaced rocker and floor boards. Sealed and repainted clear base coat with blue exterior. Equipped with a 350 Chevy V8 engine. New clutch, pressure plate and flywheel. Custom roll bar. All new interior and 15" tires. Pleasure to drive with a 3 speed on the column transmission.



## 1984 CHEVROLET BLAZER

#265



In 1973, GM's line of full size trucks was redesigned and updated. Although rear wheel drive Blazers were manufactured until 1982, the majority sold were four wheel drive. Until 1975, the K5 had a removable convertible top. In 1976, a half cab design was introduced and used until 1991. The second generation K5 models incorporated the rear hatch glass and tailgate into a single unit, which allowed the glass panel to retract inside of the tailgate by use of a manual crank mounted on the tailgate or an electric motor activated by a key operated switch on the tailgate and a dash mounted switch. Probably the only one on the planet, all steel body panels have been fully chromed. Try not to be noticed, when you are driving this unique machine!





## 1990 CHEVROLET 454 SS



#266

The 1990 Chevrolet 454 SS is a high performance full size pickup that mated the C1500 standard two wheel drive cab with an absolutely killer 454ci 7.4 liter, eight cylinder engine, the 3 speed automatic transmission and a 3.73 rear axle ratio helped thrust the 454 beast under the hood, the engine produced a maximum of 230hp,



385 foot pounds of torque, All this power was pushed out to Goodyear tires on Special 454 SS rims. The interior comes equipped with a special plush Garnet Red cloth interior and high back reclining sport bucket seats with a Center Console.

## 1990 CHEVROLET 454 SS



#278

In 1990, Chevrolet introduced a high-performance variant of the GMT400 under the Super Sport emblem called the 454SS. It was available only as a 2WD half-ton regular cab short box in Onyx Black only with a garnet red interior.



This is a true 454 SS, redone in a black and silver 2 tone combination. The 454 is equipped with a gear drive, and headers. Foose wheels and a Kicker sound system finish off the package.

## 1990 DODGE RAM CHARGER



#217

1990 Ramcharger with V8 motor full of power, air conditioning and comes with owners manual and clean Carfax report.



## 1997 FORD F-350 CAR HAULER



#270

This is a two wheel drive Dually Xcab car hauler, that has never been driven in the winter and always been stored inside. Options include cold air conditioning, tilt, cruise, power windows, and power door locks. The truck has new battery, alternator, belts, hoses, plugs, wires, brakes, shocks, and 6 new tires.



A Hodges Custom Hauler bed was installed in June, 2015. Equipped with factory Ford aluminum wheels, and it is a smoke and pet free vehicle!



#519

# 1974 FORD BRONCO

Full fiberglass body on a super nice '74 Bronco 4x4. Finished in Periwinkle Blue with black vinyl interior. Ford Lightning engine, 351 HO-EFI C-4 automatic transmission, BFG tires, Baja-33x12x50x15, Kenwood remote stereo, Mickey Thompson wheels, James Duff shocks and springs, 3" lift, aluminum radiator, B&M shifter, overhead console, AC, power steering and power brakes.



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# 1973 JEEP CJ5

#216



The Willys CJ-5 (after 1964 Jeep CJ5) was influenced by new corporate owner, Kaiser, and the Korean War M38A1 Jeep. The CJ5 repeated this pattern, continuing in production for three decades while three newer models appeared. "The CJ5 has the distinct honor of being a vehicle that was hard to kill off... equaling the longest production run of note." The many changes during this exceptionally long production run (e.g. location of the gas tank in 1971, and frame length and width changes in 1976) however resulted in low parts compatibility between early and late model CJ5s despite sharing the same name. A total of 603,303 CJ5s were produced between 1954 and 1983.



# 1929 CHEVROLET TANKER

#300





# 1978 FORD CORTINA MKIV GHIA



This is a fourth-generation Cortina. The Dagenham built Cortina Mark IV went on sale September 29, 1976. Equipped with the 2.0 Pinto engine which was always the most popular option for Ghia models and mated to the four speed transmission, it provides the desired combination of performance and economy.



## 1977 FIAT 124 SPIDER CVT.



#250

A true Italian sports car, equipped with a twin overhead cam 1800 cc 4 cylinder engine, 5 speed stick, white pearl essence metallic paint, new black convertible top, new black vinyl top, new upholstery, it is rust free, runs great, fun to drive, great mileage, everything works as it should, am/fm cassette stereo, new Rally wheels and tires, new battery, original spare, jack, and tool kit, trophies, owners manual, and an extra set of wheels and tires are included.



## 1985 TVR 280i



#219

The TVR 280i is a sports car manufactured by TVR between 1981 and 1988, being the successor of the TVR M series. This TVR model is available in two body styles, 2 door coupe and 2 door convertible, and is designed by the famous designer Oliver Winterbottom who also worked for Lotus Elite, Lotus Eclat, and Lotus M90. What's interesting is that the TVR 280i has multiple Ford parts, including the suspension system, from Ford Cortina, the transmissions, from Ford Cortina and Ford Sierra, the brakes, from Ford Granada, and the engine from Ford Cologne with Bosch fuel injection.





## 1978 OLDSMOBILE TORONADO

#261



This 1978 Oldsmobile Toronado is a one owner car that was bought new in Billings, Montana. The car ended up in Kansas City after the original owner passed away and the children received it through the estate. The car is all original (except for new quarter extensions) and has always been garaged its entire life as is evident by the exceptional appearance of the vinyl top, dash pad and the interior. All of the power equipment is still in perfect working order, including the cruise control, air conditioning, factory AM/FM radio and the factory clock. Comes with original books and owners manual. This very clean Oldsmobile Toronado makes an excellent every day driver and is one of a kind!

## 1975 CHRYSLER IMPERIAL Le BARON

#214



For 1975, other than an enhancement to the waterfall grille, the front bumper and a few minor details, little changed. This was to be the last model year of the independent Imperial marque, with only 8,830 1975 models sold. The last Imperial, a Le Baron sedan, rolled out of the factory on 12 June 1975. This nice 4 door hardtop traveled only 64,000 miles, and has remained with the same family since new. It runs and drives very well and is a great example of the last large cars of the 1970s.

**NO  
RESERVE**

## 1968 CADILLAC SEDAN DeVILLE

#222



1968 was the first year for the powerful 472 cubic inch engine. In 1968 grilles had an insert with finer mesh and step down outer section which held the rectangular parking lights just a little higher than before. The most obvious change was an 8.5-inch-longer hood designed to accommodate recessed windshield wiper-washers, which now came with three speeds standard.

Purchased new in California, by his uncle, inherited by the current owner in 1988, this Caddy has traveled only 70,000 miles since new. It has had 1 repaint in 1991, and comes with past maintenance records. The original spare tire is still in the trunk.

## 1987 LINCOLN TOWN CAR

#513



After lagging behind rival Cadillac for three model years, Lincoln became the final American luxury brand to market downsized full-size cars for the 1980 model year, with the introduction of the redesigned Lincoln Continental and all new Continental Mark VI. As before, Lincoln offered the Continental two and four door in its standard trim with the Continental Town Car and Town Coupe as the top line trim. This great running and driving car has been lovingly cared for since 1994.

**NO  
RESERVE**



# 1980 DATSUN 280 ZX



Getting hard to find in this condition, this coupe comes equipped with a fuel injected engine and 5 speed manual transmission, repairs include radiator, steering, and brakes. Rims are Western brand, wire spoke. Options include detachable sun roof, am/fm radio with tape deck, clock, and air conditioning. It has a special inflatable spare tire that works perfectly. Fuel mileage is 19 city, and 30 highway. The car has always been garaged.



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# 1994 CHEVROLET CORVETTE



#249

The C4 Corvette was known for its evolved, sleek and modern look. In a departure from the fiberglass panels of its forebearers, the C4 rear bumpers and panels were made from molding plastics, a sheet molding compound. The coupe was the first general production Corvette to have a glass hatchback. The Corvette C4 came standard with an electronic dashboard with a digital liquid crystal display dash, with graphics for speed and RPM and digital displays for other important engine functions. In 1992, the second-generation Chevy small block, LT1, was introduced, markedly improving the C4s performance. A very well cared for coupe, used for weekend and show duty, this car has a full complement of chrome and polished under hood accessories.

# 1990 CHEVROLET CORVETTE CVT.



#213

The 1990 Corvette boasted improved safety and comfort features, including a driver's side airbag and a redesigned dashboard. The C4 Corvette was known for its evolved, sleek and modern look. In a departure from the fiberglass panels of its forebearers, the C4's rear bumpers and panels were made from molding plastics, a sheet molding compound.



## 1993 CADILLAC ALLANTE

#208



1993 was the last year Allante was produced and the only year for the Northstar engine. This is an all original car with all service records since new. Digital dash and wind screen. Produced in Italy with all running gear by Cadillac. A very nice personal luxury automobile.

## 1992 CHEVROLET CAMARO CVT.

#215



The Camaro's design owed nothing to previous generations. The front windshield reclined at 62 degrees, thus breaking an internal GM rule limiting such angles to sixty degrees. The rear seat folded down to expand the luggage compartment. 1992 was the final year of the third generation Camaro. This was also the last year of production at the assembly plant in Van Nuys, California (and the United States as a whole). The last third-generation Camaro produced was a red Z28 coupe on August 27, 1992.

## 1989 CHEVROLET CORVETTE

#229



350 V8/ 5.7 L, C4, L98 tuned port injection. Automatic transmission, dual power seats, factory glass top.

**NO  
RESERVE**



## 1981 PONTIAC BONNEVILLE

#240



An excellent original, unrestored, 1981 Pontiac Bonneville, the last year of the full sized Bonneville. Equipped with the 307 V8, and automatic transmission, beautiful original red interior, excellent chrome, and the paint shines like new. It comes with many pieces of the original paperwork, including the window sticker. The 8 track tape player still works.





## 2001 PLYMOUTH PROWLER



The Plymouth Prowler, later the Chrysler Prowler, is a retro-styled production car manufactured and marketed in 1997 and 1999-2002 by DaimlerChrysler, based on the 1993 concept car of the same name.

The Prowler was offered in a single generation in a front engine, rear drive, rear transmission configuration, with an overall production of 11,700. This easy on the eyes, little hot rod has traveled less than 11,000 miles.



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## 2002 CHRYSLER PROWLER



#593

Chrysler engineers were given free reign to design whatever they wanted in a "hot rod" or "sportster" type vehicle. Thomas C. Gale, Chrysler's design and international director, whose love for 1930s era hot rods, inspired Chrysler's latest design triumph, the retro styled Plymouth Prowler. Gale, who has a 1932 Ford, street rod in his garage, approved the rod inspired Plymouth Prowler as the company's follow up show stopper to the Dodge Viper. An early influence is credited to a Chrysler sponsored project at the Art Center College of Design, that resulted in a thesis by Douglas "Chip" Foose, that included drawings of a retro roadster. Foose designed it as a coupe to begin with, but modified it to a roadster version.

## 2003 DODGE VIPER



#585

The Dodge Viper underwent a major redesign in 2002, courtesy of DaimlerChrysler's Street and Racing Technology group. The new Viper SRT-10, which replaced both the GTS and the RT/10, was heavily restyled with sharp, angled bodywork. The engine's displacement was increased to 8.3 L, which, with other upgrades, increased output to 500 horsepower and engine weight was reduced to about 500 lb. The chassis was also improved, becoming more rigid and weighing approximately 80 lb. less than the previous model. A carefully driven, garage kept convertible finished in "Arrest Me Red" is sure to capture attention wherever it goes.

#277

## 2003 FORD MUSTANG MACH I

Original 4.6 L, 32 valve overhead cam V-8 engine, Mach 1 stereo system, Factory functioning Shaker, Vintage style wheels, BORLA racing exhaust, TR 3650 Tremec manual transmission, and a Hurst equipped 5 speed shifter.

An awesome, fun driver!



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#282

## 2003 FORD MUSTANG MACH I

4.6L 32 valve overhead cam V-8 engine with 5 speed manual transmission. Options include a Mach 1 stereo system, performance upgrades, Kooks custom headers, a Kooks catted X-pipe, and SLP Loudmouth I Cat-back exhaust. This Mach 1 includes air conditioning, PHP intake spacer, SCT X3 hand held tuner and MGW short shifter. It sits on 18 x 9 Saleen replica front wheels, 18 x 10 Saleen replica rear wheels and new BF Goodrich G-force radial T/A tires.





## 2007 ROUSCH MUSTANG STAGE 3



This fastback is equipped with a 4.6 liter SOHC V8 with 415 horsepower and 385 ft lbs of torque, supercharged and intercooled, free flow intake manifold and air induction system, larger radiator, and a Roush calibrated engine computer. A 5 speed gearbox, with short throw shift kit, and billet shift knob handles the shifting duties. 18 inch billet aluminum wheels, with sticky 275/40 tires, ABS brakes, with 14 inch front rotors, and 4 piston floating calipers, custom tuned front struts, rear shocks, springs, and sway bars are all provided for extreme road control. Two tone leather seating, with Stage 3 embroidered logos, Roush white face gauges, aluminum pedals, and custom floor mats round out the comfort package.



## 2006 PONTIAC SOLSTICE



The Pontiac Solstice is a sports car that was produced by Pontiac. Introduced at the 2004 North American International Auto Show, the Solstice roadster began production in Wilmington, Delaware, starting in mid 2005 for the 2006 model year. The exterior styling of the production Solstice is similar to that of the 2002 Solstice concept that preceded it. The Solstice was nominated for the North American Car of the Year award and Design of the Year award from the Automobile Journalists Association of Canada for 2006. It was a runaway hit for Pontiac, with 7,000 orders in the first 10 days of availability and 6,000 more orders before winter. Although first year production was planned at 7,000, General Motors apologized to customers for delays and increased production, delivering 10,000 by March 1.



#230

## 2004 MERCEDES BENZ SL500

This beauty has a 5.0 liter (302HP/339lb-ft) V8 engine with a 7 speed automatic transmission. Clean Autocheck showing no accidents. Heated seats with power lumbar and memory, power windows and locks, AM/FM/CD /Navigation, sport mode, adjustable suspension/ride height, automatic Bi-Xenon HID headlights, dual climate control and 18" alloy wheels. New brakes and rotors 5,000 miles ago.



#609

## 2000 PORSCHE 911 CARRERA

This very sharp 2000 Carrera Convertible turns heads everywhere! It has power leather seats, power windows, power locks, power mirrors, keyless entry, power convertible top, K & N cold air intake, Fabspeed high performance exhaust system, original floor mats.

This 911 comes serviced and Missouri inspected.





# 2000 ROTORWAY HELICOPTER



So, if you already have a Ferrari (or you can get one at the auction) but you still haven't gone full tilt on your way to reliving Magnum PI because you really do look like Tom Selleck's body double, then, just for you - here it is! A 2000 Rotor Way 162 Pro. You'll have to find TC on your own.



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# 1985 ROLLS ROYCE SILVER SPUR



#291

Rolls-Royce produced the Silver Spur from 1980 to 1989 as a long wheel base variant of the Silver Spirit. It was lower and wider than the outgoing Silver Shadow, but shared the same floorpan and 6.25 liter V8. New features included Girling automatic ride height control and Bosch injection from 1986 onwards. Limousine versions were available.

# 1975 ROLLS ROYCE CORNICHE



#610

87,211 original miles , 6.8L V-8 engine, three-speed automatic transmission, Oxford Blue exterior, blue Connolly leather with Wilton wool carpet, air-conditioning, cruise control, power steering, power four-wheel disc brakes, power windows and blue power top. AM/FM stereo with 8-track tape deck.



## 1972 HONDA 600

#529.1



The Z600 was Honda's first attempt at importing cars to the United States and helped to solidify their presence as a leading import car manufacturer. Powered by a 2 cylinder 36 horsepower engine, the 600 was capable of about 80 miles per hour and could seat 4 comfortably. Of the 50,000 that were imported between 1970 and 1972 it is thought that less than 1,000 survive.

~NO RESERVE~

## 2001 CHRIS CRAFT REPLICA

#509



19' Chris Craft replica from a Ken Hankinson design. Equipped with a period correct 283 Chris Craft V8 with Velvet Drive Transmission. A 2000 Spartan trailer is included.

## 1946 CUSHMAN WALK THRU

#504



## 2011 CT&T ELECTRIC CAR

#503



CT&T, maker of e Zone City & c Zone electric vehicles, is the largest Electric Vehicle Manufacturer in the world. C-ZONE has been acknowledged as the next generation golf car, leading the global golf car market through the CT&T 's exclusive high technology and ergonomic design. This multi purpose electric car has independent suspension, 4 wheel hydraulic brakes and heated seats. Ridged frame construction. Glass windshield and wipers. Sold on a bill of sale.

## 1972 TRIUMPH 650 TIGER

#510



Not every Triumph 650 twin is a Bonneville. The single-carb 650 of the early 1970s adopted another of the marque's famous names for just a couple of years... Triumph resurrected the Tiger title for this roadster-style single-carb 650 twin which, like its twin-carb Bonneville brother, slotted in to the firm's new oil-in-frame chassis. This Tiger has had a very well done and correct restoration. It sounds great and rides like the venerable bikes should.



#287

## 1968 DODGE CHARGER



Originally from St. Louis, Missouri. Restored to original drive train and equipment. 383 4 barrel, column shift, automatic, Tick-Tock-Tach, Magnum 500 wheels, new tires and new upholstery. Engine and transmission overhauled approximately 5 years ago

~NO RESERVE~



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#289

## 1969 DODGE CHARGER RT



The General Lee is the name given to a 1969 Dodge Charger driven in the television series The Dukes of Hazzard. The car appears in every episode but one. The car's name is a reference to American Civil War general Robert E. Lee. It bears a Confederate flag on its roof, and also has a horn which plays the first twelve notes of the song "Dixie".

Restoration was completed approximately 7 years ago, of a 1969 Dodge Charger RT, and has faithfully recreated a "General Lee" which includes the front push bumper, Dixie horn, Hazzard County plates, American Racing "Vector" wheels, side markers were removed, Confederate flag on the roof, "General Lee" painted above the side windows, and "01" on the doors. The drive train is a 440 cubic inch, 3 two barrel "Six Pack" with a Torque Flite 727 automatic, with a console mounted floor shift.



~NO RESERVE~

PARTIAL LISTING OF CONSIGNMENTS!

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Lot#	Year	Make	Model	No Reserve
233	1986	Alfa Romeo	Spider	
292	1970	AMC	AMX	
703	1990	Beringer Knights Valley	Cabernet Sauvignon	
623	1959	Berkeley	SE 492	
587	1956	BMW	Isetta 300	
254	1972	Buick	Opal GT	
262	1955	Buick	Century	No Reserve
283	1939	Buick	Special Deluxe	
288	1939	Buick	41	
299	1955	Buick	Century	
531	1948	Buick	Super Sedanette	
535	1948	Buick	Roadmaster	
208	1993	Cadillac	Allante	
222	1968	Cadillac	De Ville	
258	1957	Cadillac	DeVille	
298	2005	Cadillac	XLR	
526	2005	Cadillac	XLR	
213	1990	Chevrolet	Corvette	
215	1992	Chevrolet	Camaro	
223	1963	Chevrolet	K20	No Reserve
224	1954	Chevrolet	Bel Air	
227	1972	Chevrolet	Nova	
229	1989	Chevrolet	Corvette	No Reserve
237	1968	Chevrolet	Camaro	
239	1955	Chevrolet	Bel Air	
243	1955	Chevrolet		
244	1936	Chevrolet	Street Rod	
246	1968	Chevrolet	C10 Short Bed	
248	1978	Chevrolet	Corvette	
249	1994	Chevrolet	Corvette	
252	1957	Chevrolet	Cameo	
259	1964	Chevrolet	Impala	
263	1946	Chevrolet	Street Rod	
265	1984	Chevrolet	Blazer	
266	1990	Chevrolet	C1500	
267	1967	Chevrolet	C10	
278	1990	Chevrolet	454 SS	
284	1961	Chevrolet	Impala	
285	1967	Chevrolet	C10	
293	2002	Chevrolet	Camaro Z-28	
296	1957	Chevrolet	Bel Air	
297	1955	Chevrolet	Bel Air	
300	1929	Chevrolet	Tanker	
508	1973	Chevrolet	Corvette T-Top Resto Mod	
514	1925	Chevrolet	Superior K	
516	1940	Chevrolet	2 Door	
518	1965	Chevrolet	Corvair	
532	1967	Chevrolet	Chevelle 396	
540	1954	Chevrolet	3100	
542	1990	Chevrolet	Corvette ZR1	No Reserve
545	1968	Chevrolet	Camaro	
546	1957	Chevrolet	Bel Air	
552	1974	Chevrolet	Nova	
553	1932	Chevrolet	Phaeton	
554	1972	Chevrolet	Cheyenne Super	
557	1959	Chevrolet	Impala	
560	1962	Chevrolet	Impala SS	
561	1962	Chevrolet	Corvette	
562	1957	Chevrolet	Sedan Delivery	
563	1970	Chevrolet	Chevelle SS	
565	1957	Chevrolet	Corvette	
569	1971	Chevrolet	Chevelle LS5 SS	
573	1966	Chevrolet	Chevelle SS	No Reserve
574	1960	Chevrolet	Impala	
583	1978	Chevrolet	Corvette	
591	1969	Chevrolet	Camaro RS SS	
601	1970	Chevrolet	El Camino SS	
602	2005	Chevrolet	SSR	
603	1929	Chevrolet	Touring	
605	1933	Chevrolet	CA Sport Rumbleseat	
606	1978	Chevrolet	Corvette	
613	1964	Chevrolet	Bel Air	
614	1968	Chevrolet	Camaro	No Reserve

Lot#	Year	Make	Model	No Reserve
619	1966	Chevrolet	Corvette	
630	1972	Chevrolet	Cheyenne	
631	1971	Chevrolet	Blazer	
632	1972	Chevrolet	Cheyenne	
635	1970	Chevrolet	Corvette	
509	2001	Chris Craft	Replica	
214	1975	Chrysler	Imperial	No Reserve
593	2002	Chrysler	Prowler	
633	1925	Citroen	SCV Boat Tail Roadster	
503	2011	CT & T	C Zone	
504	1946	Cushman	Walk Through Scooter	
707	1963	Cushman		
236	1937	Daimler	DB 17-1 Saloon	No Reserve
550	1957	Daimler	Conquest	
624	1952	Daimler	Regency Empress	
218	1980	Datsun	280ZX	
251	1967	Datsun	Fairlady 1600	
217	1990	Dodge	Ram Charger	
287	1968	Dodge	Charger	No Reserve
289	1969	Dodge	Charger RT	No Reserve
290	2005	Dodge	Ram SRT 10	
506	1989	Dodge	Dakota Convertible	
576	1949	Dodge	Wayfarer	
585	2003	Dodge	Viper	
521	1921	Dodge Bros.	Touring	
705	1948	Doodle Bug	Scooter	
220	1959	Edsel	Ranger	No Reserve
710		EZ-Go	Golf Car	No Reserve
538	1986	Ferrari	Mondial Spyder	
547	1989	Ferrari	Testarossa	
578	1979	Ferrari	308 GTS	
584	1990	Ferrari	348 Challenge	
250	1977	Fiat	124 Spider	
529	1960	Fiat	Autobianchi	
225	1951	Ford	Victoria	
238	1967	Ford	Mustang GTA	
253	1931	Ford	Model A	No Reserve
264	1954	Ford	Sunliner	
270	1997	Ford	F350 X Cab	
277	2003	Ford	Mustang	
279	1968	Ford	F100	
280	1963	Ford	Galaxie	
282	2003	Ford	Mustang	
286	1966	Ford	Fairlane 500	
294	1957	Ford	Thunderbird	
507	1957	Ford	F100	
511	1978	Ford	Cortina MK IV Ghia	
512	2007	Ford	Roush Stage 3 Mustang	
517	1921	Ford	Model T Touring	
519	1974	Ford	Bronco 4x4	
522	1908	Ford	Model S Speedster	
527	1955	Ford	Thunderbird	
528	1939	Ford	2 Door	
530	1956	Ford	Thunderbird	
534	1963	Ford	Galaxie 500 XL	
548	1934	Ford	R/S Cabriolet	
549	1957	Ford	Thunderbird	
572	1936	Ford	5 Window Coupe	
577	1934	Ford	Cabriolet	
588	1956	Ford	Thunderbird	
589	1963	Ford	Falcon "Sprint"	
592	1959	Ford	Skyliner	
598	1931	Ford	Model A Sport	
604	1931	Ford	Model A	
612	1930	Ford	Model A Phaeton	
836	1963	Ford	F100	
616	1959	Goggomobile	Buckle Dart Roadster	
201		Harley Davidson	Golf Cart	
529.1	1972	Honda	600	No Reserve
570	1948	Hudson	Commedor	
235	1997	Jaguar	XJ8	
257	1995	Jaguar	XJS Cabriolet	
551	1936	Jaguar		

Lot#	Year	Make	Model	No Reserve
581	1970	Jaguar	XKE 2+2	
216	1973	Jeep	CJ-5	
564	1953	Kurtis	K2 500S Roadster Cont.	
513	1987	Lincoln	Town Car	No Reserve
620	1948	Lincoln	Continental	
520	2004	London	Cab	
209	1984	Mercedes Benz	380SL	
230	2004	Mercedes Benz	SL500	
247	2003	Mercedes Benz	SL55 AMG	
271	2001	Mercedes Benz	S500	
234	1969	Mercedes Benz	280 SL	
533	2003	Mercedes Benz	SL500 AMG	
636	1987	Mercedes Benz	560 SEC	
502	1968	Mercury	Cougar	No Reserve
558	1955	Mercury	Montclair	
597	1949	Mercury	M5	
523	1952	MG	TD	
607	1951	MG	TD	
281	2001	Monaco	Motor Home	
268	1937	Morgan	F4	
629	1959	Morris	Minor 1000	
537	1953	Muntz	Jet	
6	1961	Mustang	Motorcycle	
7	1963	Mustang	Motorcycle	
704	1961	Mustang	Motorcycle	
706	1963	Mustang	Motorcycle	
260	1960	Nash	Metropolitan	
600	1939	Nash	LaFayette Cabriolet	
205	1967	Oldsmobile	Delta 88	
256	1972	Oldsmobile	442	
261	1978	Oldsmobile	Toronado	
621	1967	Oldsmobile	Cutlass	
202	2007	Orange County	Chopper	
539	1948	Packard	Convertible Coupe	
4	1994	Pine Ridge Vineyards	Cabernet Sauvignon	
269	1948	Plymouth	Special Deluxe	
273	1966	Plymouth	Barracuda	
276	1963	Plymouth	Savoy	No Reserve
541	1969	Plymouth	Hemi Roadrunner	
575	2001	Plymouth	Prowler	
594	1968	Plymouth	Barracuda	
211	1967	Pontiac	Firebird	
231	2006	Pontiac	Solstice	
241	2002	Pontiac	Firebird TA	
272	1967	Pontiac	Lemans	
275	1964	Pontiac	Catalina	
579	1965	Pontiac	Bonneville	
580	1963	Pontiac	Acadian	
596	1976	Pontiac	Trans Am	
232	2000	Porsche	911 Carrera	
571	1965	Porsche	356 SC	
609	2002	Porsche	911 Carrera	
291	1986	Rolls Royce	Silver Spur	
610	1975	Rolls Royce	Corniche	
544	2000	Rotor Way	162 Pro	
5		Schwinn	Bicycle	No Reserve
515	1905	Sears	Runabout	
524	1936	Special Mercedes	Replica Marlene Roadster	
708	1941	Steelcraft	Ranch Wagon	
709	1941	Steelcraft	Chrysler	
245	1955	Studebaker	President	
568	1965	Sunbeam	Tiger MK1	
501	1970	Triumph	TR6	
505	1976	Triumph	TR6	
510	1972	Triumph	Tiger 650	
582	1961	Triumph	TR4	No Reserve
617	1960	Triumph	TR3 A	
219	1985	TVR	280i	
207	1964	Vespa	90 Motor scooter	
255	1925	Wilcox Trux	1 1/2 Ton Delivery	





**Auction Location:** Branson Convention Center  
200 E Main • Branson, Mo 65616

**Host Hotel:**  
Hilton Hotel at the Branson Convention Center  
800-445-8667 mention "The Branson Car Auction"

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

**Auction Times:**  
Friday October 14 ..... 12 Noon  
Saturday October 15 ..... 9:30am

**Open to the Public:** Tickets on Sale  
Friday October 14 ..... 10am  
Saturday October 15 ..... 8am

**General Admission:** ..... \$15 daily  
2 Day Pass ..... \$25 daily  
Military w/ID ..... \$10 daily  
2 Day Pass Military w/ID ..... \$15 daily  
Children ..... Under 10 - FREE

**Sellers Commission:**  
Reserve ..... 6%  
No Reserve ..... 4%

**Buyers Premium:**  
Vehicles ..... 10%  
Memorabilia ..... 15%

**Bidders Fee** ..... \$100  
(refunded with vehicle purchase)  
(includes: Bidder pass, 1 Guest pass, complimentary valet parking, preferred seating and invitation to reception and preview)

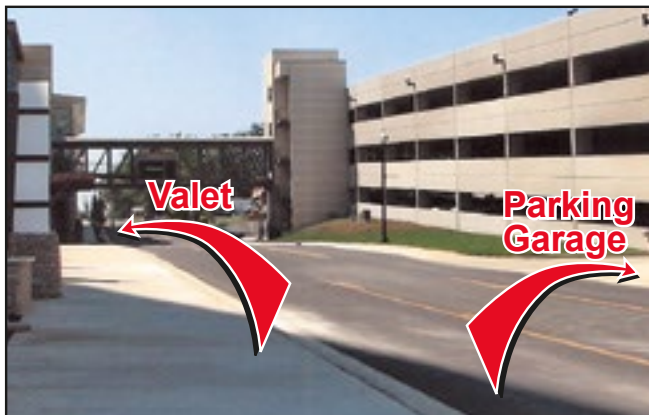
**Check-In:**  
Thursday October 13 ..... 9am - 6pm  
Friday October 14 ..... 9am - 6pm

**Marketing Fee Per Vehicle:** (Non-refundable)  
Friday ..... NO COMMISSION \$500  
Saturday ..... \$400/\$500

**Shippers:**  
Passport Exclusive On-Site Carrier. . . 800-325-4267  
On-Site Agent John Scharff 314-703-8445

## BIDDER AND SPECTATOR PARKING

**Bidder Registration and General Admission tickets located right inside the Valet Parking entrance**



General Admission Tickets and Event "Valet" Parking on left under Skywalk. Event Valet parking is \$6.00 daily. Additional parking on right in parking garage. Hourly rate up to \$8.00 maximum per day.

**Buyer Terms & Payment:** Payment is made directly to the consignor from the buyer same day as the auction. Payments must be made with good funds which are defined as cash, cashier's check, travelers checks or personal/company checks backed by an irrevocable letter guaranteeing the amount to be covered by the check. This currently dated letter must be presented and will be attached to our copy of your bidder registration form. Drafts are not acceptable. No exceptions.

**Note:** The items and information in this catalog (advertisement) have been provided by the consignors and have not been verified by Collector Cars International. Before making a special trip to this sale to bid on a specific item please call our sale site office to ensure that the item has been delivered and admitted into the auction. Announcements made sale day take precedent over printed material. All Sales "AS IS, WHERE IS", subject solely to the buyer's advanced inspection. No guarantees or warranties of any type are made by Collector Cars International. Cash purchases in excess of \$10,000 will be reported subject to state and/or federal law. Bidder Passes are non-transferable.

**Plan Now for Spring 2017  
At the Branson Convention Center  
April 21 & 22, 2017**

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## 1956 BMW ISETTA 300 BUBBLE-TOP

Lot#587

Friday #'s 201-300 ~ Saturday #'s 501-650

**MAKE PLANS FOR APRIL 21 & 22, 2017**

THE BRANSON AUCTION



*Thank You.*