

Central Pennsylvania Auto Auction



16th Annual Antique & Classic Auction



52 Vehicles To Be Offered
From The Collection Of

"Grant's Classic Cars"

44 To Be Sold
Absolute

400 Vehicles Offered

4% Buyers & Sellers Fee
\$500 Minimum - \$2000 Maximum

Exit 178 of Interstate 80 Lock Haven, Pa 17745

Call 1-800-248-8026 For More Information

16th Annual Classic & Antique Auction

Dear Friends and Customers,

It's hard to believe, but this coming July 13-15, 2017 will be our 16th Annual Classic and Antique Auction. What started as a small local event, has turned into a must attend event for collectors from all over. With over 400 desirable vehicles on offer through the single auction lane and another 200 car corral spots filled, we think you will be very pleased with the offering at our upcoming classic event. Thanks to all of our attendees, consignors, bidders and staff who helped make last year's event so successful. Over 425 classic's crossed the block with 71% sold and a total sales volume over \$6,100,000! This year promises to be even better than last and we know with your continued support, this event will continue to grow.

- 225 units Friday and 175 units on Saturday
- Over 600 registered and qualified bidders expected
- 4% Buyer/Seller commission - \$500 minimum/\$2,000 maximum (some of the lowest fees in the industry)
- Car Corral with 200 spaces available
- Check/titles available within 10 minutes of the transaction to qualified buyers and sellers
- No fee motor home/trailer parking (hard surface) with dumping facilities & fresh water
- Conveniently located at Exit 178 of I-80 in Lock Haven, Pennsylvania (800) 248-8026

Schedule of Events

Thursday July 13, 2017

7:00pm-11:00pm Buyers/Sellers Reception at Grant's Place With Live Country
Entertainment by David Zentner and the Nashville Music Company

Friday July 14, 2017

9:00am-6:00pm Auction Offering 225 Vehicles
7:00pm-12:00 midnight VIP GALA CELEBRATION at Grant's Place with "The Impact
Band"

Saturday July 15, 2017

9:00am-4:00pm Auction Offering 175 Vehicles

Please visit our website www.cpaautoauction.com for pictures of consignments and bidder registration forms for on-site, telephone and absentee bidding.

We welcome you to be part of our event and promise that we will exceed your expectations.

Sincerely,
Grant and Jeanne Miller

NEWS FLASH

Said it before and I will one more and final time; "I AM DOWN SIZING!!"
Of the 50 + classic and antique vehicles in my collection, 44 (YES 44!) will be sold at **No Reserve** to the highest bidder with the balance being offered with a reserve.

Over time, I have tried to acquire some of the best and I believe you will agree, after viewing the collection, that the entire collection will stand the "Test of the Best."

Thursday the 13th of July at 5:00 p.m. we will offer shuttle service to and from the museum for your viewing pleasure of the entire collection followed by a Gala Event at Grant's Place.

Don't miss out on the opportunity to own some of the best classics at **No Reserve** prices.

See You There!

Grant

**Pictured In This Catalog Is Just A Sampling Of The 400
Quality Vehicles That Will Be Offered July 14th And 15th.
The Probability Always Exists That There Could Be No Shows. If You Are
Coming For A Specific Car, You Might Call Ahead.**

A Note To Our Consignors

**As We Go To Press With This Publication, We Are Very Near Total
Capacity For The Auction At 400 Units.**

**We Do Have Paved Car Corral Spots On Site
Available @ \$150 Per Spot**

**For Friday, July 14th and Saturday, July 15th -
(\$150 For 2 Days).**

These Spots May Be Pre-Bought Or Acquired Upon Arrival.

Call 800-248-8026 For All The Information

Car Corral Located At Auction Site

From The Collection of "Grant's Classic Cars"

"Featured Car"

1958 Pontiac Bonneville Fuel-Injected Convertible



In the late 1950s, fuel injection was still in its infancy. It was racing technology that General Motors was offering on its street cars. It was prohibitively expensive (a \$500 option) for many. For the Bonneville, a top-of-the-line series, roughly 200 examples were given a fuel-injection system. The Rochester fuel injection system gave the 370ci V8 a 10.5:1 compression and boosted horsepower to 310hp (up from 285).

The Bonneville convertible offered here is fitted with the fuel-injected engine and is equipped with front and rear bucket seats; power steering, power brakes, and power windows; and dual spotlights. The dashboard contains the desirable Trans-Portable radio, a transistorized unit that can be removed from the car and toted with its owner on a picnic.

Its previous owner, a well-known connoisseur of 1950's convertibles, acquired the car out of Tennessee several years ago. The car was previously the recipient of a concours-quality restoration, correct down to primed floor pans. The Rangoon Red and Graystone White paint scheme matches the trim tag. Today, its overall finishes are still utterly beautiful, and it would be suitable for display at the most exclusive Pontiac show or perhaps the ultimate conversation piece for any local cruise-in this summer. Accompanying it are a correct spare wheel and tire, and a top boot.

The 1958 Bonneville is a rarity unto themselves, few more so than this fuel-injected beauty.



From The Collection of "Grant's Classic Cars"

"Featured Car"

1929 Packard 640 Custom Eight Runabout



On January 23, 1929, The Scranton (Pennsylvania) Republican newspaper proclaimed that "Packards Shown at Special Salon." The story stated that "Because of the comprehensive line of Packard motor cars and the necessarily limited space at the Armory, Packard cars will be displayed at a special Packard salon in the Scranton Packard headquarters of the Lackawanna Automobile Company." The Lackawanna Automobile Company was the distributor for all of northeastern Pennsylvania, and had the largest display rooms in the entire Eastern United States, even exceeding in size most of the metropolitan branch salesrooms.

As detailed in the January/February 2007 issue of CCCA's Torque magazine, this 640 Custom Eight was acquired by its previous owner in March 2002 after having received restoration work in 1999 from renowned expert Jack Dietz, curator of the William Lassiter, Jr. Collection. A CCCA Premier Classic, the car has since been awarded numerous honors at several prestigious concours events that includes Amelia Island Concours, Ault Park Concours and Lake Mirror Classic.

During its restoration, the car was finished in black with orange artillery wood spoke wheels and a beige folding top piped in saddle leather to match the richly appointed interior leather. The car remains in show-quality condition throughout, from the beautifully upholstered rumbleseat to the restored and detailed engine bay. The power comes from Packard's 384.8ci, 106hp inline eight-cylinder engine which is mated to a three-speed manual transmission. After nearly 90 years, these roadster bodies have become particularly sought after by collectors as they epitomize truly open motoring and embody the classic Packard grandeur of a bygone era.



From The Collection of "Grant's Classic Cars"

"Featured Car"

1955 Chevrolet Bel Air Convertible



It's tough today to grasp the significance of the 1955 Chevrolets when they arrived. They were a total departure from anything that had come before, at least at their price-point. Here was a modern chassis with modern suspension, and a state-of-the-art new V8 at a time when many manufacturers had only 4 and 6-cylinders. And it was all wrapped in that svelte new shape. Even the interior popped. The new '55 was many things, but what Chevrolet really did was bring style and performance to the masses, sort of like Henry Ford brought basic transportation to the masses. It broke new ground by every measure, and paved the way into the modern age. Every other car soon followed suit: double ball joint front suspension, boxed frame, double wall front bulkhead, modern V8 in the small block Chevy mold. It was an immediate success, and the Bel Air became the best-selling American car of 1955, with nearly 771,000 examples being produced.

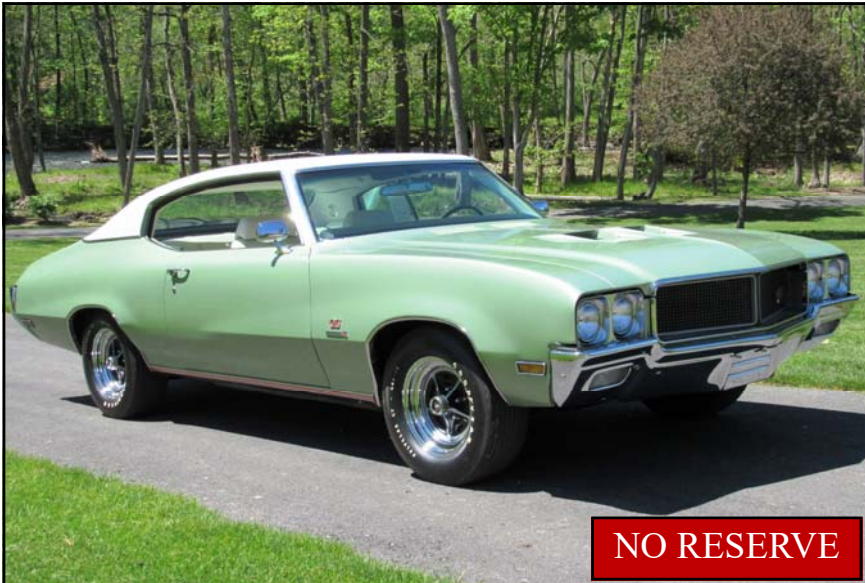
A professional rotisserie restoration with only 1,000 miles since restoration. It is powered by a 265ci V8 Engine with a 2-speed Powerglide automatic transmission. The features include power convertible top, power steering, hockey stick chrome trim, windshield washer, dual outside mirrors and stone guard fender skirts. It won the best original restored at Frank Moratta's Auto & Race-A-Rama Show in Springfield, Massachusetts. This terrific 1955 Bel Air is one of the nicest driving examples you'll find and certainly needs nothing. It comes with a folder full of receipts and restoration pictures. As nice as they come.



From The Collection of "Grant's Classic Cars"

"Featured Car"

1970 Buick GS455 Stage 1



Buick introduced the Stage 1 package as an assembly line upgrade to its 1969 GS 400ci V8. The benefits of adding the Stage 1's special Quadrajete carburetor, functional cold-air scooped hood, high-lift camshaft, 2.25-inch exhaust, and 3.64:1 gears was far greater than the advertised five-horsepower boost to a ridiculously underrated 345 horsepower.

For 1970, Buick squeezed its 455ci V8 between the GS fenders and once again offered a Stage 1 option with components similar to the previous year's equipment. In Stage 1 form, the 455 GS engine put out 360 (underrated) horsepower and a staggering 510 lb-ft of torque. To give an idea of the accolades heaped on the mighty Buick, Hot Rod declared it "Mr. Muscle of 1970." In the quarter-mile, a GS Stage 1 could fly through the lights in the 13-second range at more than 100 miles per hour.

If you want to own an absolutely gorgeous 1970 Stage 1 that will stand out from the common red, yellow, blue and black cars, take a close look at this Seamist Green beauty.

This California car was restored from a rust-free example. This car scored a very impressive 399 out of 400 at the 2009 GS Nationals in Bowling Green. 1 of 664 4-speeds produced as documented by the Sloan Museum in Flint, Michigan. Powered by a date code correct and decked 455ci V8. It has the original Muncie 4-speed manual transmission with a 3:64 posi rear end. The paint and body work were performed by Creative Concepts of McKinney, Texas. These 4-speed Stage 1 cars are the most desired of all collectable muscle cars. The restoration cost exceeded \$125,000 on this wonderful example.



From The Collection of "Grant's Classic Cars"



1933 Ford Five-Window Coupe Custom

In 1954 J.G. Mullaly, Ford Motor Company's special events manager forwarded the idea of giving special attention to the youth with a display of FoMoCo based custom cars and hot rods at their famed Rotunda. In its heyday the Rotunda was one of the most visited tourist destinations in the United States, on par with the magic of today's Smithsonian National Air and Space Museum. What makes the 1933 Ford being offered so special is that, not only has this hot rod been documented for over 60 years, this machine was one of the 13 invited to participate in that famous Rotunda Custom Show in March 1955 and won the Sweepstakes Award. The builder, Oliver Hine of Charlotte, Michigan utilized parts from no less than 25 different cars in the construction of this renowned hot rod and it gained the nickname "Hine's 25 Varieties" as its reputation grew and subsequently would appear on the cover of many magazines. The hot rod culture in the 1950s grew. Hot rods, custom cars and street rods became very popular as young men with spare money and knowledge of mechanics turned cars into individualized stylish rides. Appreciation of the original machines from this era has now reached its own new heights and Mr. Hine's masterpiece is the perfect means to experience the history for yourself.

Nineteen fifty-seven is most famous as the year that Pontiac gave up some of its most sacred traditions in favor of performance excitement. Most notably, the "Silver Streaks" on the hood, which had been a Pontiac trademark since 1935, disappeared. In keeping with industry trends, chrome and flash expanded throughout, with an oversized grille and a body-side "sweepspear". Suspension was improved, and the V8 engine was enlarged to 347ci and could produce, in its hottest standard form, 290hp.

This Star Chief had a rotisserie restoration completed in July of 2016. It was restored to original specifications and the options include power steering, power brakes, electric windshield wiper, windshield washer, rebuilt factory air conditioning, reconditioned fuel tank, new power windows, new glass, tissue dispenser, rebuilt Wonderbar radio and an NOS steering wheel. It has Coker white-walls with OEM Spinner hubcaps. The chrome and stainless were redone and the interior has been duplicated to exact factory specs. It has all new wiring. The engine is the 347ci V8 with tri-power, dual exhaust and an automatic transmission. The frame and suspension were sand blasted and painted before reassembly. The body was media blasted then epoxy primed and finished. A wonderful example.



1957 Pontiac Star Chief Coupe

From The Collection of "Grant's Classic Cars"



1967 Chevrolet Corvette Coupe

The second generation of "America's Sports Car" was even more of a bombshell than the first. Dubbed "Sting Ray" for its distinctive styling, this new Corvette was completely new apart from its engine and front suspension. Utilizing a new ladder-type chassis frame and stronger body support structure, this would be the first U.S. production car to utilize an independent rear suspension.

1967 Corvette 427 Bloomington Gold Survivor car. This special Corvette only has 23,695 actual miles! This car was judged by Chip Miller at Bloomington for its survivor certificate. The car has its original Goodwood Green paint, black vinyl interior, chrome, glass, engine bay and complete undercarriage. It is one of the finest unrestored survivors available. The car has the rare 427ci 390hp V8 with Factory Air Conditioning, M-20 4-Speed manual transmission, Side Exhaust, G-81 Axle, K-66 Ignition, Factory Headrests, AM/FM radio and the original floor mats. This car comes with the original tank sticker, Bloomington Gold Judge sheets and certification. The car also has previous titles and owners history with the car. One of the lowest mileage, best unrestored Survivor benchmark cars in existence.

The 1967 Corvette Sting Ray was the last Corvette of the second generation, and five years of refinements made it the best of the line. Although it was meant to be a redesign year, its intended successor, the C3, was found to have some undesirable aerodynamic traits. The designer, Zora-Arkus-Duntov demanded more time in the wind tunnel to devise fixes before it went into production.

This 1967 Corvette has had a fresh body-off restoration and is a numbers matching car. Has only 186 miles since the restoration. It has the original 327ci 300hp V8 with a 4-speed manual transmission and it runs and drives as good as any example on the road. It has a white convertible top, power steering, power brakes, side pipes, AM/FM radio and new red line tires. It has the protect-o-plate and other original paperwork that comes with this Corvette. Sold new at Ayers Chevrolet Oldsmobile in Dover, New Jersey on April 19, 1967. The cost when new was \$4,671.60. It is finished in the beautiful and correct Lynndale Blue with Teal Blue vinyl interior. A very nice Corvette that will not disappoint. If you are looking for a Corvette to drive, then this is the one you want.



1967 Chevrolet Corvette Roadster

From The Collection of "Grant's Classic Cars"



1936 Packard 1401 Convertible Coupe

Many consider the 1935 to 1939 senior cars to be the finest automobiles ever produced by the Packard Motor Company. Although the Eight was the most affordable senior Packard, at \$2,730 this handsome Convertible Coupe still cost six times the price of a new Ford. Largely carried over from the 1935 restyling, the Packard fourteenth series for 1936 was comprised of an ambitious 17 body styles on three wheelbases. A welcome change was the new grille design, which was raked back five degrees and gave the car a much sleeker look. 1936 would also be the last year for the 17-inch wire wheels and the traditional double blade bumpers with hydraulic dampers. This amazing example received a professional Concours quality nut and bolt, frame-off 100 point restoration. It is an AACA Senior and Grand National award winner. It features a rumble seat and rear removable trunk. This Packard has the 134 inch wheelbase and is powered by the 320ci Straight Eight with a 3-speed manual transmission. If you have your heart set on a 1930's Packard, then this excellent example is the one for you and a great investment as well.

As America inaugurated a new President in March 1933, Packard retained its place as the nation's leading luxury car and was prominently placed in the parade on Pennsylvania Avenue. The new Tenth Series had debuted in January, and featured two eight-cylinder lines, Eight and Super Eight, and an extensive catalog of Twelves, the latter including cataloged customs from coachbuilders Dietrich and LeBaron.

A California car for much of its life, this 10th Series Packard was originally sold by Packard, Inc., of Philadelphia. Professionally restored in the early 1990's, it has seen excellent care and very few miles since. The seats are upholstered in buttoned tan leather, and the instrument panel is nicely restored, with attractive gauges and excellent wood-grain. The chassis and underbody are very clean. The car is equipped with a rear-mounted spare, rumble seat with golf bag door, Trippe driving lights, adjustable shocks and a Bijur automatic chassis lubrication. The title shows 89,010 actual miles on this 84 year old Packard. It bears CCA Senior medallion 1462, testament to its honors on the show circuit. Fewer than 1,800 Series 1001 Packards were built during the short model year. This is an opportunity to acquire a rare and desirable example.



1933 Packard Eight Coupe Roadster

From The Collection of "Grant's Classic Cars"



NO RESERVE

1956 Chevrolet Bel Air Sport Coupe

While certain Chevrolet enthusiasts prefer the subtlety of the 1955 Chevrolet and others favor the more flamboyant 1957 models, many continue to appreciate the 1956 line as the perfect balance of the two extremes. Subtle changes to the Chevy's body design for 1956 gave it a remarkably new and lighter appearance, while a growing list of available powertrain options and combinations proved that these cars were more than rolling sculptures. Thanks to the lower weight of the recently introduced small-block V-8 and a high power-to-weight ratio, the V-8 powered 1956 Chevrolet models were rightly advertised as the "Hot Ones."

This stunning hardtop is in immaculate condition and striking in its black and white paint scheme and matching interior. It has the 265ci V8 engine with a Powerglide automatic transmission. It is highly optioned including Vintage air conditioning, aftermarket AM/FM CD player, 4-barrel carburetor, dual exhaust, factory correct wire wheel covers, hockey stick rocker panel moldings, Wonderbar Radio and fender skirts. The wonderful 1956 Bel Air rides, drives and handles as great as it looks.

As buyers continued to prefer closed bodies during the early 1930s, many manufacturers saw sales of open body styles, particularly truly open cars like tourers and roadsters, shrink dramatically. The happy, if unintended, result of this was that cars like this 1936 Ford DeLuxe Roadster were so rare when new—with only 3,862 of this model built—that the survivors are hotly desired by collectors today and are among the most sought-after and valuable of all period V-8 Fords.

This particular 1936 Deluxe Roadster was reportedly one of the first built for the 1936 model year, with a September 1935 build date. The car had a body-off restoration in 1998 by Ford expert Jerry Veley. The top and interior are beautifully fitted utilizing LeBaron-Bonney materials. The car is equipped with a rumble seat, and a very desirable original accessory radio. The restoration was judged three times by the Early Ford V-8 Club, eventually receiving a perfect score of 1,000 points and no fewer than three of the famed Dearborn Awards. In 2009-2010 Mr. Veley refreshed the restoration. The car is powered by a 221ci L-head V8 which is paired to a three-speed manual transmission. It performs, runs and drives extremely well and will not disappoint.



NO RESERVE

1936 Ford V8 Deluxe Roadster

From The Collection of "Grant's Classic Cars"



1967 Pontiac GTO Convertible

In late-1963, John DeLorean and his engineering team developed the GTO as a performance option for the light-weight Pontiac Tempest, circumventing GM's prohibition of engines over 330 cubic inches in their intermediate models. Powered by a tuned 389-cubic inch V-8 engine, the GTO combined great acceleration, aggressive handling, and handsome styling. The GTO option attracted 32,540 buyers in 1964, and according to legend, Pontiac received 5,000 orders before the GM brass even learned of the car's existence! For 1967, engine displacement was increased to 400ci. While many competing automakers responded with their own mid-sized performance cars, the GTO was the standard against which all the others were judged.

A PHS documented real GTO with a professional rotisserie restoration on a lifelong 3-owner Arizona car. Powered by the 400ci 360hp V8 with Tri-Power and a 4-speed transmission. Beautiful in its Regimental Red paint and Parchment interior with a white convertible top. It is loaded with over 24 factory and dealer added options including, factory style air conditioning, hood-mounted tachometer, dual side view mirrors, power steering, power brakes, power top, power rear antenna, Hurst wheel package and an AM radio. An older restoration that has held up extremely well.

Documented 1 of 1 Concours quality 4-Speed 428 Cobra Jet Mach 1. Ordered in the very rare Light Ivy Yellow exterior, 1 of only 6 in this color. An unusual Mach 1 sleeper without the spoilers, Magnum 500's and window slats that most were equipped with. With the Firestone Wide Oval White Wall Tires it all adds up to one subtle and rare Mach 1.

Kevin Marti has documented this as a 1 of 1 Cobra Jet, built with the close ratio 4-Speed and this combination of options. The fully rebuilt engine is the correct date coded 428 Cobra Jet and 4-speed top-loader with the correct numbered heads, exhaust manifolds, intake manifold, bell housing and the correct Holley Carburetor.

It is well equipped with quick ratio power steering and power front discs and competition suspension with staggered shocks. This is all part of the fully detailed undercarriage that, like the carefully detailed engine compartment includes the correct finishes and factory markings of a Dearborn built Mach1. The interior features Clarion Knit bucket seats, fold down rear seat, wood grain trim, Hurst shifter, rim blow steering wheel and passenger side dash mounted clock.

Freshly completed, backed by documentation including a Marti Report, factory invoice and letter from Ford, this is one rare and striking Mach 1.



1970 Ford Mustang Mach 1

From The Collection of "Grant's Classic Cars"



1969 Chevrolet Camaro RS Z28 Coupe

Although Chevrolet's Camaro was inarguably a response to Ford's incredibly successful Mustang, in a way Chevrolet had the last laugh. Certainly no Mustang model has become as iconic as the Z28 Camaro. It surely wasn't planned that way. If it had been, Chevrolet would have conjured up a name that evoked style and performance, as opposed to using the alphanumeric option code applied to the performance car package.

This Z/28 was rotisserie restored in 2010 and was a top 10 Muscle Car of the Year finalist at the Goodguys meet in Raleigh, North Carolina in 2015. It has a 302ci V8 with a Cross-Ram manifold with 2 4-barrel carburetors and a 4-speed manual transmission. Has the rare Rally Sport options on a Z28. Has some other rare options including the JL8 4-wheel disc brakes, steel cross ram hood and the chambered exhaust system with the factory smog system. Other features include a deluxe interior, Rosewood steering wheel, power steering and an AM/FM radio. It was sold new at Dunlap Chevrolet in Macon, Georgia. It comes with a Protect-O-Plate, new vehicle checklist, magazine article from August 2015 Goodguys Gazette and a reproduction owner's manual. It has all the correct factory markings and tags. An extremely well done example.

Long renowned for its series of outstanding "Rocket" V8 engines and engineering prowess, Oldsmobile launched its own muscle car in 1964. The car's name, 442, signified a four-speed transmission, a four-barrel carburetor and dual exhaust outlets. Automatic transmissions became available, but the 442 always stuck to its roots by providing high levels of performance in attractively understated bodywork as a "gentleman's hot rod".

You are looking at a very rare 1966 Cutlass 442. This car has the correct 400ci engine with the correct tri-power carburetors. It has 70,441 actual miles and is marked that way on the title. This car has the rare and desirable color combination of Silver Metallic over Parchment interior and a black vinyl top, which is the correct factory colors. There were only 93 dealer installed tri-power set ups in 1966 and this tri-power is date code correct for this vehicle. The car also has the 4-speed manual transmission and a 3:90 posi-traction rear end. It has been meticulously restored and has a beautiful paint job that has been polished to perfection. An amazing example that is absolutely beautiful. If you are in the market for one of the best performing 442's available, look no further.



1966 Oldsmobile Cutlass 442

From The Collection of "Grant's Classic Cars"



NO RESERVE

1947 Dodge 1/2 Ton Pickup

After World War II, the 1 1/2-ton pickup was dropped and the one-ton was built only on the 120-inch wheelbase with a 7 1/2-foot cargo box. Beginning in 1939 all pickups featured boxes with wood floors covered with steel skid strips. The grille design was changed in 1941 but this one continued through 1947 except that the lower chrome strips were deleted after the War. Dodge engineers revised the light-duty truck's engine availability in 1942. The 95hp 218 six powered half- and 3/4-ton pickups and the 105hp 230ci six powered the one-ton. No further engine changes were made through 1947.

This 1947 Dodge received a 7 year professional frame-off restoration, completed in 1995. That year, it won the MO-PAR Nationals in Indianapolis. It has reportedly been trailered to every show since it was restored and remains in fantastic condition. It is presented in red with black fenders and a wood bed. The truck rides on a new in 2016, set of wide whitewall tires mounted on red steel wheels with factory hubcaps. Additional exterior features include cowl lights, a crank-out windshield; as well as dual wipers and mirrors. It is powered by a 230ci, 95hp six-cylinder engine which is mated to a floor mounted three-speed manual. This is one of the finest and rarest trucks on the market today.

The Terraplane was a car brand and model built by the Hudson Motor Car Company of Detroit, Michigan, between 1932 and 1938. In its maiden year, the car was branded as the Essex-Terraplane; in 1934 the car became simply the Terraplane. They were inexpensive, yet powerful vehicles that were used in both town and country, as both cars and trucks bore the Terraplane name. In 1938, knowing they were going to drop the Terraplane, Hudson management chose to phase out the Terraplane name similarly to how it had been introduced, and the 1938 cars were named Hudson-Terraplanes.

This Business Coupe had a total frame-off restoration in Arizona that was completed 5 years ago. The total cost of the restoration was over \$68,000, not including the cost of the car. The Business Coupe had no back seat so that the traveling salesman had plenty of room for his wares. This is a total show car and one of the finest examples ever offered. 212ci Straight 6-Cylinder with a 3-speed manual transmission. Runs and drives exceptionally well and needs nothing. Will win every orphan car show. You just don't see these in any condition and especially as nice as this one is.



NO RESERVE

1936 Hudson Terraplane Coupe

From The Collection of "Grant's Classic Cars"



NO RESERVE

1951 Ford Custom Convertible

By far, one of the most popular and desirable Ford models for collectors of this year has always been the Custom Convertible. Seven body styles were offered in the Custom V8 series with 793,763 built total and just 40,934 being the desirable convertible. It was an uncommon sight on the roads then and that scarceness has only increased with time.

Beautifully restored and a former AACA National First Prize (Junior) winner in Gainesville, Florida, this 1951 Custom V8 Convertible was a very solid original car before being restored by a Ford marque specialist. The Ford runs and drives like new. This car is driven by the renowned 239ci, 100hp flathead V8 engine and is matched to a three-speed manual transmission. The uncommon Casino Cream paint presentation is beautiful and it looks spectacular with its tan convertible power-operated top and similarly shaded interior. Among the equipment features are rear fender skirts, heater/defroster, clock, beautiful brightwork and trim elements, AM radio, stylish dashboard and interior appointments, color-keyed steel wheels with center caps and trim rings and Firestone wide whitewall tires. Along with the AACA First Prize, the Ford is also a "multiple-time" Early V-8 Ford Club of America Dearborn Award winner.

The 1941 Chevrolet Master DeLuxe and Special DeLuxe were a sensation from the day of their introduction, for a number of good reasons. First, the 1941 Chevrolet Master DeLuxe and Special DeLuxe lineup were really good looking, substantially bigger and more impressive than before. For the third time in as many years it was fully restyled by Harley Earl's Art and Color Section, and more than ever it resembled the costlier Buick. The convertible top was only available on the top of the line Special Deluxe in 1941. Over 1,000,000 Chevrolets were produced in 1941 and of those, only 15,296 were convertibles.

This beautiful example is an AACA First Place winner and is in excellent condition. It is highly optioned including full fender skirts, perfect wood grain dash and door trim, electric clock, factory heater, parking lights, gravel shields, correct wide whitewall tires and a black Haartz cloth top. Purchase includes both the owner's manual and shop manual. The engine is the 216.5ci Inline 6 with a 3-speed manual transmission. This great convertible is a joy to drive and will not disappoint. Please note, this vehicle has a North Carolina assigned VIN number with a clean Pennsylvania title.



NO RESERVE

1941 Chevrolet Special Deluxe Convertible

From The Collection of "Grant's Classic Cars"



1976 Volkswagen Beetle Convertible

Volkswagen made only minor upgrades to its popular Beetle for 1976. The car was now fully carpeted, and came with a rear window defroster and special metallic paint in addition to other standard paint colors. The front seats were redesigned for improved comfort, and the adjustments for the seat backs were improved as well. The Beetle came with an air-cooled, rear-mounted, fuel-injected four-cylinder engine that generated 58 horsepower. A four-speed manual transmission, dual braking system, four-wheel independent suspension, and a flow-through ventilation system were also part of the package. This vehicle is a true time capsule with only 21,825 original miles and is 100% original paint, interior and top. This triple white example has a white exterior, white interior and a white top. One of, if not the, very best examples of a completely original classic Beetle. If you truly want the best and most original, you can stop looking any further as this car is absolutely magnificent. Vehicle has been properly and meticulously maintained, with the utmost care. Has been kept in an indoor, climate controlled environment, since new and was started consistently/monthly and cared for by a true VW enthusiast.

Ford's hugely successful Thunderbird was given a few subtle changes for 1956, which was its second season in production. The spare tire was relocated from the trunk to a "Continental" mounting on the rear bumper. Wind wings were added to the trailing edge of the windshield, cowl vents were added to the front fenders, and the hard-top gained porthole windows in the rear quarters.

A complete 5 year nut and bolt professional frame-off restoration with less than 3,000 miles added since completion. Multiple award winning car including an International Thunderbird Club award. It is finished in its original color "Code K" Fiesta Red with a matching Fiesta Red/White interior. The engine is the Y-Block 312ci 225hp V8 with a 2-speed Ford-O-Matic transmission. It comes with both the porthole hard top and a tan soft top. It features a continental kit, full wire wheel covers, Master Guide power steering, Swift Sure power brakes, back-up lights, fender skirts, air conditioning, heat/defroster, Town and Country radio, upgraded larger radiator, electronic fuel pump, seat belts and new Coker Classic radial tires. Other than some desirable upgrades, this fine Thunderbird was built to original Concours specifications.



1956 Ford Thunderbird Roadster

From The Collection of "Grant's Classic Cars"



1936 Ford Deluxe Phaeton 4-Door Convertible

Ford's 1936 models are considered among the most attractive of the era, courtesy of a front end restyle by Holden "Bob" Koto, of Briggs Manufacturing Company. Koto, whose career spanned nearly 40 years, later helped Dick Caleal model the 1949 Ford and worked for Raymond Loewy on the 1953 Studebaker. Although the car was in most respects a continuation of the best-selling 1935 models, a number of appearance changes made it seem almost completely new.

By 1936 Chevrolet had already begun to phase out open bodied cars in its top-of-the-line Master Deluxe Series, foreshadowing a move toward closed, all-steel bodywork. While Ford likewise was beginning to supplant its distinctive open body styles, Phaeton and Convertible Sedan variants were still available on the Standard and DeLuxe series, albeit in much smaller quantities. Of the nearly 800,000 Ford motor cars produced in 1936, less than 6,000 were Phaetons and they were priced at \$590. This Model 68 example is a breathtaking show winner with all the 1936 Ford options including the dual windshield with wings, rear mounted spare and the luggage rack. Powered by the L-Head 221ci 85hp V8 with a 3-speed manual transmission. A professional concours restoration on a solid car. Runs and drives as if new and will not disappoint.

This Eldorado was with the same owner from May 2001 to 2016, and over the 2001 to 2002 timeframe, this car was professionally and beautifully restored by Harbor Auto Restorations in Pompano Beach. It is presented in factory Alpine White with an Ivory, power-operated soft-top and red and white leather interior.

It is unsurprising that this fine car (Antique Automobile Club of America Class: 29 Car #: W15003) has a show pedigree that is commensurate with its presentation.

Among the awards are an AACA First Junior in Hiawassee, Georgia (June 1, 2002); Cadillac and LaSalle Club Grand National First Primary (100 of 100 points earned), and AACA Grand National Senior, New Bern, (May 15, 2010).

It is powered by a smooth 365ci, 305hp V8 engine that features two Carter four-barrel carburetors and the factory "batwing" air cleaner. Among the many standard features that the Biarritz exhibits, you will find numerous courtesy lights, remote driver's side mirror, power windows, power six-way front seat, power steering and power brakes.

Among the optional accessories on this particular car is the quite rare and very desirable air conditioning (code K). It is quite worthy in noting that it is reported that less than 20 similar cars also had the factory air option in 1956.



1956 Cadillac Eldorado Biarritz Convertible

From The Collection of "Grant's Classic Cars"



1958 Chevrolet Impala Convertible

For 1958, the styling of the full-size Chevrolets was fresh and new and the cars were longer, lower, wider, and more luxurious. The trusty 283 remained the mainstay power plant, but new for 1958 was the first of the company's legendary big blocks. The new 348 was available in four different states of tune. Despite a weak American economy, Chevrolet's sales remained strong, and the new high-line Impala series accounted for more than 15 per cent of sales. Chevrolet continued to dominate the low price field, with more than 1.1 million cars sold

This Impala Convertible is spectacular in every respect. The exterior is Snowcrest White with a White convertible top and Red/Black/Gray interior. The restoration that started in 1994 was completed in 1996 at a cost of \$223,000. It has only 1,029 miles since completion. In 2003, it received an AACA National First prize. It comes with receipts and photos during the restoration. It has the 348ci V8 with a 4-barrel carburetor and a 3-speed manual transmission. It features power steering, factory air conditioning, Wonderbar radio, traffic light viewer, tissue dispenser, wide whitewall tires, full wheel covers with spinners, fender skirts and exhaust ports. If you are looking for most likely the finest there is, then you have found your car.

The 1961 Chevrolet Bel Air and Biscayne clearly showed the influence of Bill Mitchell, who had headed GM styling since 1959. Though far from compact, the totally redesigned Chevrolets -- a tad shorter and narrower, but roomier than ever with their widened door openings -- were called "parkable." Final vestiges of tailfins disappeared. The '61s were also claimed to have "the most quiet, vibration-dampened, relaxing ride you've ever tried."

Billed as "America's most popular model," the Bel Air assortment included both a hardtop Sport Coupe and a Sport Sedan, along with pillared sedans. Low-budget Biscayne sedans sold the slowest, as usual. Six station wagons rounded out the lineup. Model-year output totaled 330,000 Bel Airs, 201,000 Biscayne's, and 168,900 wagons.

This beautiful example is powered by a 348ci V8 with tri-power and a 4-speed manual transmission. It had a frame-off rotisserie restoration and looks spectacular. It features power brakes, AM radio and added Vintage air conditioning. It has a steering column mounted Sun tachometer. It shows 44,723 miles, not sure if they are original. It comes with a reproduction owner's manual. An outstanding automobile that runs and drives great.



NO RESERVE

1961 Chevrolet Bel Air Bubbletop

From The Collection of "Grant's Classic Cars"



1969 Pontiac GTO Judge Ram Air III Coupe

Originally built at the Fremont Plant, this 1969 Pontiac GTO "Judge" Coupe was shipped to Louis Frahm Pontiac in Downey, California. The odometer shows 5,959 miles. This motorcar is powered by its 400ci, 366hp V8 engine and the optional upgraded GTO Judge four-speed Muncie transmission. Another rare feature of this vehicle is the optional hidden headlamps. This 1969 Pontiac GTO Judge is documented with PHS papers and a copy of the original GM Build Sheet and Window Sticker.

This Judge was previously the recipient of a full body-off-the-frame restoration. This vehicle was originally assembled and currently retains the "Judge Package" option including: Ram Air III engine, Rally II wheels, ride and handling package, hood ram air inlet including cable controls, black out grille, rear spoiler, Judge Identification Decals and Striping and the T-Hurst Shifter.

The condition of this car is nothing short of outstanding and has benefited from the thorough restoration. The Carousel Red paint has been finished to a factory new look. The Endura plastic nose is excellent in terms of fit and condition, as are the optional hideaway headlight doors. The body panels are straight and the overall workmanship and fit has been done to a very high level. A terrific example.

Since its original factory-built woodie in 1929, Ford had been the wagon master, and with the smart styling of their Thunderbird-inspired 1956 models, even mom could look pretty cool behind the wheel of a Country Sedan. Under the hood, you had the power of a mighty Thunderbird V-8 engine to get the kids to their scout meeting or a load of groceries home from the supermarket. While this body style was phased out during the 1990s, a resurgence of nostalgia with the station wagon has seen several current manufacturers bring back this useful body style.

This is an original Arizona car since new and has 43,000 documented miles. It is a rare 8 passenger wagon with the very unusual 3-speed manual transmission. The engine is the Thunderbird 292ci V8. Finished in its original color of Buckskin Tan. It features factory push button radio, spot light, dual rear view mirrors, wide white wall tires, front bumper guards and dual exhaust. Interior, exterior, undercarriage, engine compartment and all chrome are like brand new. Can be a show car or driven anywhere.



1956 Ford Country Sedan Station Wagon

From The Collection of "Grant's Classic Cars"



1931 Chevrolet Independence Phaeton

By the early 1920s, Chevrolet had established itself as an excellent automaker that offered reliability and durability in the same package. By January 1930, Chevrolet introduced its new line of cars along with several innovations, which were joined by additional engine improvements in November. In fact, the eight millionth Chevrolet was produced on 25 August 1931. Chevrolet's attractively styled, modern AE Independence series of 1931 was available as both a passenger car and with light commercial bodies in a wide variety of configurations, suiting almost any possible need and purpose.

This car has only 800 miles on a complete frame-off restoration using only NOS parts. Painted Saxon Gray with Ravenswood Brown accents. Equipped with black fenders and Aurora Red Wheels, leather interior and Tan canvas top, a 194 cubic inch 50 HP straight six engine, with a 3-speed transmission. Chevrolet built over 620,000 cars in 1931 and the Phaeton is the rarest of the rare with only 852 produced. This beautiful car has won National AACA and VCCA Senior Awards, and it runs and drives beautifully! You might never see another one at your local car show.

The clean-lined, slightly boxy Fords of 1949-1951, such as the Ford Crestliner, were the cars that saved Ford Motor Company. Henry Ford, Sr., who had resumed managing his company after his son Edsel's untimely death in 1943, was wedded to ideas once great, now grown obsolete. His company staggered under the pressure. Ford in those days was still a family-owned corporation, and in 1945 the Ford family finally insisted on a change in command. Control passed to a grandson, Henry Ford II. Even before the first Henry passed away in 1947, the recovery effort was underway.

A wonderful example with a 350ci LT1 engine with a 700R4 automatic transmission. A total professional frame-off restoration was performed and no detail was spared. It is an all steel body that features a 2-inch chop. The gorgeous color is Bittersweet Orange with tan convertible top and a tan leather interior. Features a Fatman front subframe with independent front suspension, 1957 Cadillac Eldorado wheel covers, tonneau cover, new wide whitewall tires, air suspension, fender skirts, power convertible top, power windows, power seat, power windows, power steering, power brakes, Vintage Air and a radio with a CD player. This cool cruiser runs and drives like a new car.



1950 Ford Crestliner Convertible Restomod

From The Collection of "Grant's Classic Cars"



1957 Chevrolet Bel Air Convertible

Chrome, jet-age styling and rising horsepower drove the American automotive market during the late 1950s, and no automobile combined these three elements better than Chevrolet's 1957 Bel Air convertible. Its unique styling and distinctive interior and exterior trimmings gave the impression of speed even while the car was at rest, and a large (and growing) list of factory options provided buyers with an unprecedented opportunity to personalize their own Chevrolet.

This amazing Bel Air has won many national first place awards including a preservation award. The extensive 7 year restoration created one of the best 1957 Chevrolets on the planet. All genuine GM NOS parts were used in the over \$200,000 restoration and it is an incredible example. The engine is the 283ci fuel-injected V8 with a 3-speed manual transmission. It runs, drives and shifts like new and will not disappoint. It features power windows, AM radio, power seat, continental kit, dual antennas, fender skirts, wide whitewall tires, spinner hubcaps and a black vinyl convertible top. It has just 518 miles since the restoration and looks like it did the day it left the factory. It comes with an owner's manual and fuel injection manual. This is a rare opportunity to own one of the finest examples available.

This 300G originally came from California before finding its way to Missouri and ultimately to Texas, where it entered the esteemed collection of Wayne Davis. Mr. Davis parted with this 300 in 2008 and since then it has been meticulously maintained. After sitting in a garage for many years, the engine and transmission were rebuilt and the car was subjected to a complete body-off restoration. Complete with the correct hoses, clamps, and hardware, the engine compartment was not only properly restored but also remains well detailed, which is generally the case for the undercarriage as well. Among the many standard features and accessories present, this 300G boasts a pushbutton automatic transmission, a console mounted tachometer, power adjustable driver's seat, power windows, power steering, and power brakes as well as air conditioning, factory radio, and an Autronic Eye. The 413ci 375hp Wedge head V8 offers ample performance and the ride control is excellent. Continuing hot on the heels of the 1960 300F, the 300G was even more popular with 1,280 hardtop coupes and 337 convertibles sold versus 964 and 268 in 1960. For many purists, the G edition of the 300 Series represents the last of the great letter series cars.



1961 Chrysler 300G Hardtop Coupe

From The Collection of "Grant's Classic Cars"



1966 Chevrolet Nova SS L79 Coupe

The Chevy Nova was significantly restyled for 1966 with new lower-body sheet metal as well as the addition of a more streamlined faster looking roofline on the hardtops. The '66 Nova joined the true muscle car ranks with the addition of the one year L79 option, a 327 V8 with 350hp that launched the light and mighty Nova SS to a 15.10 second quarter mile. The new sportier look and proven performance was credited for the increase in sales as total output reached 165,300 produced.

Only 9,800 miles driven since new! This L79 Nova has had a Concours quality restoration and is well documented including the original Protect-O-Plate, warranty book, original title and Jerry MacNeish certification. It has photographs during the restoration. Nothing was overlooked in the restoration and it is striking in its Regal Red paint. The underneath looks like brand new. It is a rare numbers matching L79 option with the 327ci V8 rated at 350hp and a 4-speed manual transmission and is a past winner of the Nostalgic Nova Gold Award. It is also listed in the L79 registry. Sold new at City Chevrolet in Akron, Ohio on April 15, 1966 for \$2,700. This has to be one of the finest examples in the world of this seldom seen muscle car.

Hudson automobiles remain highly regarded for their advancement of automotive design, particularly the innovative "Step Down" design, introduced on the 1948 Commodore. Unlike traditional body-on-frame construction, which forced passengers to climb up to enter their vehicles, Hudson designers placed the entire passenger compartment down inside the chassis, surrounded by a sturdy perimeter frame.

Presented here is a stunningly restored, 1953 Hudson Hornet that was completed in 1996 and has held up very well. The exterior was finished in Broadway Blue metallic paint and the excellent chrome work shines brightly throughout the car. Also fitted to the outside of the car are Goodyear whitewall tires, factory wheel covers, door handle nail guards, bumper guards, and rear fender skirts. Powering this Hornet is an original inline six-cylinder engine that is fueled by a single carburetor. This is all paired with a column-shift transmission. The inside of the car is finished with a checkerboard-velour upholstery, AM radio, nylon carpet and Vintage Air air conditioning has been added for comfort. Included with this beautiful Hornet is an original sales brochure and a photo album documenting the restoration. This not a Twin H as badged on the rear.



1953 Hudson Hornet Sedan

From The Collection of "Grant's Classic Cars"



1966 Pontiac GTO Hardtop Coupe

By 1966, the GTO had been introduced as its own specific model within Pontiac's lineup. Fittingly, it was restyled with a slightly more curvaceous design, and it would gain what would become known as "Coke bottle" styling cues. The standard 389ci engine was tuned to belt out 335hp, but the most desirable option was the "Tri-Power" setup, that could bring horsepower to 360, making this high-powered version a fierce competitor on drag strips across America.

This GTO was the subject of a frame-off, concours-quality restoration. It comes with its original Protect-O-Plate, original window sticker, copy of original title, PHS documents and an owner's manual. It is powered by a rebuilt 389ci V8 engine with tri-power and a Super Turbine 2-speed automatic transmission. Since the restoration and rebuild, this GTO has been meticulously maintained. It has the rare factory air conditioning, tilt steering wheel, Rally gauge cluster, power steering, power brakes, pushbutton AM/FM radio with rear speaker, rare power antenna, Rally wheels and Redline tires. It is finished in Code R Montero Red paint with Code 222-B red Strato bucket seat interior. This GTO was sold new at Packer Pontiac in Miami, Florida.

The late 1950s were only the warm-up for the horsepower wars that got more serious as the 1960s began. The market's enthusiastic acceptance of performance was even faster than the product planners at the Big Three could react to. The power train guys had robust engines falling out of their pockets; the stylists, however, were locked into long product cycles and could only respond more slowly.

In 1962, Chevrolet had perfected the 409ci evolution of the 348ci V8 it had drafted from truck duty in 1958, and resolved production problems that had severely limited its availability in 1961. Only five years before, the one horsepower per cubic inch 283/283 Corvette engine had been a technical triumph that required Rochester fuel injection to reach its goal.

An absolutely stunning and solid Western car from a Washington state car collection. This Impala SS was sold new at Emerald Chevrolet in Beverly Hills and comes with the original window sticker and an owner's manual. It is a 409ci 409hp V8 with dual carburetors and a 4-speed manual transmission. It had a high dollar restoration with the complete under carriage done as close to factory specifications as possible. It has bucket seats, console, 7,000rpm tachometer, rear mount antenna and push button radio.



1962 Chevrolet Impala SS409 Coupe

From The Collection of "Grant's Classic Cars"



NO RESERVE

1964 Ford Galaxie 500XL Coupe

The 1964 Galaxie was described by Ford as "a car bred in open competition and built for total performance". For 1964, there were 16 models to choose from. This Galaxie carried much the same lines as the 1963 with new distinctive styling. Ford offered the Galaxie 500 and 500XL in the sedan, hardtop and convertible body styles. 1964 was another year of awesome performance with six different engine choices. The most notable were the Thunderbird 390ci V-8 engine at 300hp, and two versions of the all-powerful 427 power plant. The 1964 Fords are also legendary for their racing history as many of the factory lightweight cars were used by the Ford extensively on the race track. This racing experience gave these cars instant popularity that continues to the current day.

This is an extremely rare Tri-Power muscle car; one of only forty-two believed to be equipped that way. Powered by the P-Code 390ci V8 with a factory claimed 340hp, but probably much higher. It has 63,334 original miles and shows that on the title. It was delivered new to Chattanooga Ford in Tennessee where it sold for \$4,006.70. It is equipped with the factory 4-speed manual transmission, heavy duty suspension and fender skirts. It comes with the original invoice, owner's manual, receipts and appraisals.

Introduced on the 26th of September 1963, the Chevelle had a short run: 1964-1977. The Chevelle would offer the largest range of trim options from basic to swanky packages from GM. Chevrolet positioned the Chevelle to bridge the gap between the Impala and Chevy II/Nova. By mid-1964, Chevy already swapped out its top engine from a 220hp 283ci to a 327 that made 300hp instead. This move signified GM throwing the Chevelle into the ring as a fierce competitor in the fast-growing performance niche. By the time the 1965 model year rolled around, Chevy pumped up the Chevelle again with a boost to a 350hp L79 engine for the Super Sport (SS) trim model. To the dismay of many eager enthusiasts, only 201 SS Chevelles were made in 1965.

A true 138 Code Chevelle with a recent frame-off restoration on a rust free Tennessee car. Powered by a L79 327ci 350hp V8 with a 4-speed manual transmission and a posi-traction rear end. Sold new at Don Makurin Chevrolet Oldsmobile in Henderson, Kentucky. Finished in correct Crocus Yellow paint with black vinyl interior. The odometer shows 18,989 miles. Features include bucket seats, console, tachometer, AM radio, seat belts, chrome air cleaner, chrome valve covers, spare tire and jack. An absolutely fantastic example.



NO RESERVE

1965 Chevrolet Chevelle SS Coupe

From The Collection of "Grant's Classic Cars"



1964 Chevrolet Malibu Chevelle Sedan

This is an original survivor Chevelle with 23,700 original miles. It is Ember Red with a Desert Beige roof. Powered by the original 283ci V8 with a 2-speed Powerglide transmission. This is a 2-owner car purchased by the 2nd owner in 1979 with only 12,000 miles on it. It was only driven in nice weather and always enclosed transported to national meets. It was a show car from 1983 until present. The sticker price when new was \$3,076 and it was purchased at Nolte Chevrolet in Kittanning, Pennsylvania on November 14, 1963. It was parked in a garage on blocks from 2006 until 2016, when it was brought out and driven 20 miles to make sure everything still operated properly. It has won numerous awards including 2 times the AACA Senior Grand National, 15 AACA Preservations and a Senior award at the Vintage Chevrolet Club of America. The options include two-tone paint, original tinted windshield, wheel covers, power steering, 2-speed wipers, right/left outside mirrors, luggage lamp, under hood lamp, clock, tissue dispenser, AM radio, bumper guards, spotlight, and interior light package. The original documentation includes the sales invoice, sales order, build sheet and factory brochure. It runs and drives extraordinarily well and will be a joy to own.

With only 3,612 original miles, you might be looking at the most original 1985 Ford 2WD Pickup anywhere. Also, has the largest 1985 engine available in an F150, the original 351ci 5.8 Liter 4-Barrel V8 with the original automatic transmission. This fine truck has never seen rain and still has the tires that came on it new. It has been a North Carolina truck its entire life and was originally purchased at Larry Schronce Ford in Taylorsville, North Carolina on December 11, 1984. Original list price was \$11,474 and was in the original owner's collection until July of 2016. It features air conditioning, tilt steering wheel, cruise control, power steering, power windows, power door locks and an AM/FM Cassette. It has some dealer installed items including wheel lip moldings, box rails, vent shades, door edge guards and a hood ornament as shown on the original invoice. In addition to the original invoice, it also has the factory brochure, factory invoice, operating guide, warranty booklet, maintenance schedule, owner's manual and the owner card. A beautiful truck with all the right options and extremely low miles.



1985 Ford F150 XLT Lariat Pickup

From The Collection of "Grant's Classic Cars"



NO RESERVE

1937 Ford V8 Deluxe Convertible Sedan

In 1937 Ford adopted all-steel construction for its closed bodies discarding the fabric roof insert of the past. Evidence of streamlining was ample in the handsome new styling. Headlamps were now incorporated into the front fenders, the grille was stretched and sloped backwards at the top, and fine horizontal bars decorated the front end and hood sides. The result was one of the best looking cars of the decade; even President Franklin Delano Roosevelt bought a four-door convertible sedan, like this car, to use at his Warm Springs, Georgia retreat.

The nut and bolt, professionally restored Ford offered here is an "All Weather" model fitted with manual roll-down windows. This Ford came from the famous Dingman Ford Collection. The outside of the Ford is finished nicely with dark blue paint and features a tan folding top, dual windshield wipers, whitewall tires, polished wheel covers and a driver's side view mirror. Powering this sedan is a flathead 221ci 85hp V8 that is connected to a three-speed manual transmission and was rebuilt by Roush Engines. The interior is tailored in Camel leather with a banjo steering wheel, woodgrain dash, factory radio, clock and white faced gauges. An extremely desirable automobile that would be a great addition to any collection.

The Fox-body Mustang gets most of the attention from car enthusiasts these days, but it wasn't the only car Ford built on the Fox platform in the 1980s. One of the more interesting ones was the Ford Thunderbird Turbo Coupe. For the time, it offered some seriously advanced technology. Multi-port fuel injection, a 2.3-liter turbocharged four-cylinder engine, four-wheel disc brakes with ABS, automatic dampening, and automatic headlights. It also got a standard five-speed manual transmission and a limited-slip differential to improve performance.

With only 437 original miles, you might be looking at the newest 1988 Thunderbird in existence. This 1-owner Coupe is powered by the rare 4-cylinder turbocharged engine with a 5-speed manual transmission with overdrive. It is fully loaded including the factory sunroof, power 4-wheel disc brakes, Hella fog lamps, dual exhaust, air conditioning, AM/FM Stereo Cassette, 16 x 7 aluminum wheels, 6-way power seats, tilt wheel and a power antenna. It is finished in the factory black color with Scarlet Red interior. Sold new at Friendship Ford-Mercury in Culpeper, Virginia with a list price of \$20,682. Comes with the original window sticker and build sheet. A true time capsule that is in excellent condition and runs great.



NO RESERVE

1988 Ford Thunderbird Coupe

From The Collection of "Grant's Classic Cars"



1964 Mercury Comet Caliente Convertible

The Mercury Comet was restyled for 1964 with a "macho" new image. Gone was the S-22 and Custom series as well as the compact economical image that was portrayed from 1960-1963. The new Comet's boasted both sport and style. The most talked about Comets of 1964 were the Caliente's and Cyclones. The Caliente was promised to be every bit as hot as it looked, and offered wide, full length molding down the side, a padded instrument panel with walnut grain trim and deep loop carpeting. The Caliente was offered as a 2 or 4-door and convertible.

This is an all original interior car including seats, door panels, dash, carpet, glass and the original top. The trunk looks and shows as well as the rest of the car. The 260ci V8 and 3-speed automatic transmission perform like the day the car was built. The engine compartment has been highly and thoroughly detailed and has the engine dress-up kit with chrome valve covers and a chrome air cleaner. This Caliente's options include power steering, air conditioning (ice cold), and a factory AM radio. It had one exterior repaint in 2005, which was professionally done. It comes with 2 shop manuals, an owner's manual and a factory brochure. A rare automobile that runs and drives as good as it looks, one of the best.

The 1966 Buick Skylark Gran Sport received more power and new styling for its second season. All Skylarks gained new rear slooping sail panels that extended the rear roofline beyond the back window while Gran Sports were distinguished by blacked out grilles, GS badging, nonfunctional rear-facing hood scoops, and simulated front fender vents. The old 401 engine returned producing 325hp, but now there was a hotter 340hp version. This engine dropped 0-60 and 1/4 mile times by 1 second and 1/2 second respectively. Despite these improvements, the Buick's higher price compared to other GM intermediates resulted in a large drop in production, as only 13,816 were produced.

This is an original car with the exception of 1 repaint and just 40,784 original miles as noted on the Pennsylvania title. It has the original, numbers matching 445 Wildcat 401ci 325hp engine and original interior. The engine is a very rare Z-Code with the factory smog pump. It has a factory 4-speed manual transmission with a factory tachometer in the center console. It was featured in the Muscle Car Review magazine. It has power steering, power brakes, tilt column, factory AM/FM Radio, factory chrome wheels, red line tires and spare. It has the original vinyl top and carpets.



1966 Buick Skylark Gran Sport

From The Collection of "Grant's Classic Cars"

"Featured Car"

1963 Ford Galaxie 500 XL R-Code 427



Back in 1963, Ford was about to become the performance king both on the track and in the showroom, with its legendary 425 horsepower, 427ci big block V8 with dual four-barrel carburetors available in its Thunderbirds, Galaxies, and Fairlanes. Of the cars fitted with the new powerplant, it was Ford's full size Galaxie 500XL that stole the show. Appearing as a 1963½ model, the 500XL was based on Ford's newest NASCAR efforts and proved to be an instant sales success. Ford built 18,551 Galaxie 500XLs in 1963, but fewer than 100 had the R-code engine.

In the early 1960s, Ford, GM, and Chrysler slugged it out door handle to door handle on the nation's drag strips, NASCAR ovals, and road-racing circuits. Manufacturers stuffed the largest-possible engines into their full-sized two-door models to create true performance versions. To meet FIA and NASCAR displacement rules, these immensely powerful motors were limited to seven liters, or just over 427 cubic inches. Thus were born the 426-inch motors from Dodge/ Plymouth, 421s from Pontiac, and 427s from Chevrolet and Ford.

This is a real R-Code with the correct date coded 427ci 425hp V8 with 2-4's, standard bore and the required manual 4-speed. It comes with a build sheet and photo album. It has all the factory markings under the hood and underneath the car. The complete nut/bolt restoration was performed by Kevin Westmoreland and no panels were replaced, all are original to the car. The interior has an NOS headliner, dash trim, seat covers and door panels. Other NOS parts include the exterior trim and the exhaust. The engine was done by Gary Dingler.



From The Collection of "Grant's Classic Cars"

1928 Ford Model A Victoria



Model A Fords were produced starting in October of 1927 and almost 5,000,000 were produced from 1927 until 1931. This Victoria has a great running 4-cylinder engine with a 3-speed manual. Has the optional grill guard, coach lights, red spoke wheels, rear mounted spare, black vinyl interior, Mohair headliner and a hydrometer radiator cap. It was restored by the previous owner and runs and drives effortlessly.

1930 Ford Model A 2-Door Sedan



Shortly after the Model A was made available to the public on December 2, 1927, orders for the new car far exceeded supply. In an effort to meet demand, Ford boosted production, peaking at around 9,200 cars per day. This car was restored in the late 90's and the running gear renovated again in 2005. It won an AACA #W11604 National First in 1999 and gained 1st and/or Best in Show prizes four times in 2010 and 2011. Maintenance records are included.

1930 American Bantam



Founded as the American Austin Car Company in 1929 with factory facilities in Butler, Pennsylvania; the American Austin's are considered to be the first "micro cars." This fully-restored Bantam is finished with two-tone red paintwork and matching red "disc" wheels. The exterior is complete with chrome-plated bumpers and a polished grille shell. Under the hood is a 750cc, 13hp inline four and four-speed manual transmission. Every collection should have one of these.

2001 Mercury Grand Marquis GS



This GS has only 9,586 original miles and is as nice as it was when new. Powered by the 220hp 4.6 Liter V8 with a 4-speed. It features air conditioning, tilt wheel, AM/FM Cassette, power windows, power door locks, power seat, remote trunk release, power mirrors and cruise. This car is in very clean condition. It comes with the original owner's manual and a Carfax showing no damage history.

1995 Chevrolet Monte Carlo Pace Car



This Pace Car was given to Jeff Gordon for winning the 1st Brickyard 400. It was stored in a climate controlled building and is just as new as the day it left the factory. This Indianapolis Brickyard 400 Pace Car is car # 32 and has only 69 actual miles. It is brand new inside and out--just as you would expect a 69 mile car to be.

1998 Volkswagen Beetle Coupe



In 1996, David M. Levy of David Michael Volkswagen was asked by the Board of Directors of Volkswagen of Germany to assist in the design of the iconic new Beetle for the American marketplace. In the fall of 1997, when the new Beetle was introduced, they were allocated the very first Beetle. The dealership decided to keep the car and it has not been driven and stored indoors for 20 years. It has just 112 original miles.

44 of the vehicles shown on the previous pages from "Grants Classic Cars" will be sold **No Reserve** to the highest bidder. Don't miss this once in a lifetime opportunity to own some of the best!



1958 Cadillac Eldorado Seville

This fine example was purchased new by Clyde J. Blesh who took the vehicle to Florida for the winter. Upon returning in the spring of 1959, with Cadillac only making 855 of that model, he decided to store it upstairs in the Central Fireproof Garage where he operated a Hudson dealership. The car continued to be stored on blocks until the early 1980's when the building was sold by his son, Edwin J. Blesh, who then built a garage designed to store the vehicle. The vehicle remains with the original tires, engine and parts only having routine maintenance performed. It has just 11,385 original miles and is as new as you might find. It was sold new at Talley Motor Company here in Lock Haven, Pennsylvania on January 14, 1958. The car was re-registered in 2016 by the 3rd generation of owners and is now being offered for sale. It is finished in the original Desert Bronze with a Copper vinyl roof and Copper-Silver Crest cloth and Copper Metallic leather interior. A once in a lifetime opportunity.

This Series 62 is documented by a copy of its original build sheet, which states that it was sold to GM of Canada, destined for a buyer in Toronto. The car later received a body-off, nut-and-bolt restoration, which was completed in 2007. It has been bestowed a number of honors, including CCCA Senior status, with badge number 2485, in 2008, and an AACA Junior Award, badge number W22694, in 2009. It was also a class award winner at the CCCA Grand Experience in 2012, and it has been shown at the Michigan Grand Classic and at the Bay Harbor Motoring Festival. The car, which has been driven just over 2,000 miles since restoration, retains its original engine, as documented by the build sheet, and it remains well presented and excellent throughout. The car is very well equipped, with such features as a Hydra-Matic transmission, a power antenna, a power-operated front seat, a power top, and power windows, as well as dual backup lights, dual fog lights, and dual side mirrors.



1946 Cadillac Series 62 Convertible



1955 Imperial Crown 8-Passenger Sedan

Walter P. Chrysler formed Chrysler Corporation in 1924 and the fledgling company quickly matured into one of America's top three automakers. The Chrysler lineup expanded quickly during the 1920s, beginning with the addition of the Imperial line in 1927-1928, which provided a top-level model to compete head-on with Cadillac and Lincoln.

This example is one of the finest available anywhere at any price. Powered by the 331ci Hemi V8 rated at 250hp with a Power-Flite 2-speed transmission. Lovingly frame off restored with an engine and transmission rebuild in 2006-2007, then awarded an AACA Senior National First Prize in 2008. Options include working factory air conditioning, factory radio, heater, wide whitewall tires, power steering, power brakes and power windows. One of just 45 produced for the model year with a base price of \$7,603, it is no wonder these are rarely seen on the show circuit.



1966 Oldsmobile Toronado

The Oldsmobile Toronado debuted in 1966 as the largest front wheel drive car ever and the first American fullsize front wheel drive car since the 1930s Cord. With a 119 inch wheelbase and weighing in at 4,366 pounds, the Toronado was no sports car. But with a standard 425ci V8 rated at 385hp and aggressive styling, the Toronado could perform on the street. The styling was executed by GM design Chief William L. Mitchell and was exquisite. Design features included jutting front fenders, hidden headlamps, muscularly flared wheel arches, and a cropped tail trailing a smooth fastback roofline. All this combined to make the Toronado the winner of the Motor Trend “Car of the Year” Award.

Only 35,430 actual miles on this wonderful example. It has a professionally detailed engine compartment. The paint is very nice and it has black leather interior. Has professionally added air conditioning. It features power windows, power seat, AM radio power brakes, power steering and dual exhaust. It runs and drives very well and is ready to go.

This Mustang has the Shelby Package and was previously a California car. Built at the California plant on January 15, 1970 and delivered new to Leon Ames Ford in Redondo Beach, California. Very solid body with the original floors. Has a sweet running 302ci V8 engine with strong and smooth power, automatic transmission, power steering, power brakes and factory air conditioning. Everything is new or re-built. A fresh car...first time out since the restoration started 4 years ago. Has a complete Shelby Body Package with all parts correctly in place. Everything works on the car, right down to the sequential Shelby turn signals, dash gauges and all lights. Also, has correct Shelby wheels and center caps with T/A Radials and the desirable fold-down rear seat. Still has the “California only” evaporative emission system. Stunning colors!



1970 Ford Mustang Fastback



1968 Pontiac GTO Convertible

For 1968, the entire Pontiac line was completely redesigned, with the image-leading GTO awarded Motor Trend’s Car of the Year award. Now riding on a shorter 112-inch wheelbase, the 1968 GTO introduced “fuselage” styling with a long hood/short deck treatment. Frontal styling was bolder than ever, with optional concealed headlights and a tough body-colored Endura bumper, which was hit but left undamaged by John DeLorean’s sledgehammer in a famous TV ad.

This was a special order GTO in 1968 by David Neil, who is the son of the owner of Bob Neil Pontiac in Winston Salem, North Carolina and has never been out of the state until now. The car has only 72,950 miles on it. It was taken off the frame and restored in 2000. Finished in Verdoro Green with black vinyl interior. Comes with the original build sheet and billing history. It was ordered with this 400ci V8, 4-speed manual transmission and 3.55 positive traction rear end. It was kept in a heated garage all of its life. A rare little GTO.



1989 Porsche 911 (930) Turbo Slant Nose

Rare 1989 Porsche 930 with special order factory “505 Slant Nose” option. These were nicknamed “The Widowmaker”. This factory sunroof coupe is finished in “Guards Red”. The interior is appointed with black leather, optional power electric heated seats, leather door panels, arm rests, factory steering wheel with optional Porsche crest and an aftermarket AM/FM/CD radio. The engine is the stock 282hp 3.3 liter turbo charged flat six with the one year only short throw G50 5-speed transmission.

The owner has added a Camber truss between the strut towers for better handling and an aftermarket exhaust unit for improved top end performance. This 930 comes with books, records, COA and a tool kit. It has a salvage title as it was stolen in Hawaii from the first owner with 971 miles and no damage was found according to Carfax. It has been owned in Pennsylvania since 2003 and has only 36,981 original miles. In 1989, only 34 Slant Nose Turbos were imported into the country with a \$25,000 premium above the base 930 price tag.

A previous California car that was built at the Dearborn Assembly Plant on March 20, 1973 and delivered to the Los Angeles Ordering District. It was then quickly sold by Coberly Ford in Los Angeles. It remains in original unrestored condition with one exterior repaint. It still retains and straight and solid rust-free body as a Southern California car should have with all its original floors etc. It is a rare ‘Q’ Code car, meaning it has the optional 351ci 4V CJ engine. Some say the ‘Q’ stands for quick!

It has 76,624 actual miles, which, in today’s world we have to say ‘believed’ to be actual. It retains all of its original interior, drivetrain, etc. All of the date codes, stampings, Data codes, etc. are correct. It has nineteen listed options.. Pretty much every option available. Some of the unusual options are: tilt steering, electric windows and rim blow horn. It is documented with two Marti Reports and the dealer invoice window sticker. The factory air conditioner still blows cold.



1973 Ford Mustang Convertible



1931 Buick 8 Model 94 Sport Roadster

This amazing rare car is recognized by the Classic Car Club of America, and is one of only 824 produced and 5 known to exist in the Buick Club Registry. It has been completely restored to national show standards having won an AACA Senior First Place award, and is finished in stunning Everglade Blue and Ebony Black with Normandy Gray accents and Cream pinstripes, with an immaculate Black leather interior and perfect Black Hartz cloth top. It has brilliant gleaming chrome and is powered by a massive 345ci straight eight engine producing 105hp and mated to a 3-speed transmission. It features a rumble seat, golf club door, dual side mounted spare tires, dual side view mirrors, Pilot Ray driving lights, grill guard, turn signals, wire wheels and wide white wall tires and a trunk with fitted luggage. This impressive car runs perfectly and is a pleasure to drive.



1969 Chevrolet Camaro RS/SS COPO

The most-storied muscle machines to emerge from Chevrolet performance-guru Vince Piggins' COPO machinations were the 427-powered Camaros he fed through his performance-dealer pipeline in 1969. This COPO is a rare commodity, one of 58 produced in 1969 with the Rally Sport package. It is a Double COPO, both a 9561 Package and a 9737 Package. In contrast to the majority of 1969 COPO's that were minimalist by design, this example was liberally equipped, making it the perfect ride for both street and strip action. A rotisserie restoration has been performed that included refinishing the car in brilliant Hugger Orange paint. The Z22 Rally Sport package builds on the sporty addition. The cowl-induction hood hints at the car's MN-suffix L72 427/425 HP engine, a serious race-ready powerhouse with 11.1:1 compression, a 780 CFM Holley 4-barrel carb, aluminum intake, free-flowing rectangular-port heads and a solid-lifter camshaft. Perhaps this car's most unique feature is its white houndstooth Z87 Custom interior, one seldom seen in COPOs. Includes the Protect-O-Plate and COPO Connection certificate.

Brand new body lines brought crisp new looks to the full-sized 1963 Chevrolet Impala, Bel Air and Biscayne. Chevrolet was on a roll and topped the production charts in 1963. The Chevrolet Impala remained the most exciting of the bunch with more luxury and options than one could imagine. While comfort wasn't the only thing on Chevrolet's mind - Chevrolet produced a new 427-cubic-inch competition V-8 that outran everything early in the season at Daytona. Chevy also aided its racers by offering dealer installed aluminum front bumpers and front sheet metal. Still "real fine" was the famous 409, offered in three versions including a; 340hp 4 barrel, the un-chained 409hp and the new solid-lifter-high-compression power house offering 425hp

A complete frame-off restoration on a rust free Texas car. It has a rebuilt 409ci 425hp V8 motor with original carburetors and air cleaner. Has a 4-speed manual transmission and dog dish hubcaps. Black exterior with new red interior. Factory tachometer. Best of the best, runs and drives like new.



1963 Chevrolet Biscayne

1964 was one of the most memorable years in the history of the Ford Motor Company noted for the introduction of the Mustang. But there were other offerings to attract attention. The emphasis on Total Performance meant you could choose high-performance engines and options in the entire lineup. The Galaxie models were totally restyled and considerably sleeker for 1964, and at the top of the line was the 500 XL. With sumptuous interiors featuring thin-shell bucket seats and additional trim inside and out, they would become the most popular models.

Only 63,000 original miles and always stored in a heated garage, this Galaxie is in absolutely stunning condition. Features a 390ci V8, 4bbl carburetor, dual exhaust, automatic, bucket seats console, correct trim tag codes, Lemon Tree Yellow, white convertible, black interior, rare swing away steering wheel, factory air conditioning, tinted glass, original AM/FM radio, clock, power steering, power antenna and spinner hubcaps.



1964 Ford Galaxie 500 XL Convertible



1972 MG B Roadster

The affordable 1962-80 British MGB sports car was the first new sports car for hundreds of thousands of Americans and likely was owned by at least half a million because it had second, third and even fourth owners. A good number of MGBs are still around, mostly in restored condition.

The MGB was the last MG sports car sold in this country. It was simple, rugged and fun to drive. As with all MGs, the "B" required minimal maintenance and could withstand considerable abuse. At the end, some 387,675 four-cylinder MGB roadsters and 125,597 GT coupes were built. It's estimated that at least half of the 513,272 four-cylinder MGBs came to this country.

This MG B has very few miles on it since a complete and over the top restoration. It has the very desirable chrome bumpers. It runs and drives better than new. It has a 5-speed manual transmission and chrome wire wheels. A super sharp example with better than new build quality and drivability.

For 1957, Ford introduced four series on two different wheelbases. The larger Fairlane and Fairlane 500's rode on a 118-inch wheelbase, while the entry-level Custom, Custom 300, and station wagons were built on 116-inch chassis. All Fords were lower and longer, with Fairlanes eclipsing the '56s by nearly a foot but measuring four inches lower. The styling was all new. The sweeping trim of the 1955-1956 Fairlanes was adapted to the 1957 Fairlane 500 and given a more sophisticated look, which resulted in it flowing downward from the headlamps and then curving upward and rising to end atop the tailfins. Other models had different but complementary trim motifs, all of them accommodating the two-tone color schemes characteristic of the 1950s.

This Fairlane has had a complete restoration. Powered by the 312ci Thunderbird engine with two 4 barrel carburetors and an automatic. The options include power steering and a Continental kit. Looks fantastic and drives as good as it looks.



1957 Ford Fairlane Convertible



1963 Ford F-100 Pickup

This truck has won the Ford Nationals 3 years in a row. The motor is a completely rebuilt 302ci V8 that has been polished, balanced and blueprinted with a new Holley 650cfm carburetor with an electric choke. It has a new automatic transmission with overdrive. The rear end is a 9" Ford Mustang positive traction with 3.93 gears. Fat Man Mustang fabrication front end. Has Hooker Shortie headers with a Flowmaster exhaust system. The interior has leather custom made seats and door panels, O.M.C. gauges, tilt column, Vintage A/C, remote control sound system, power steering, cruise control, tinted glass (all over) with special rear glass made. It has Foose 17" custom wheels. Look over and under this truck at the quality of the stainless work done. Over \$64,000 spent on off frame restoration. No short cuts were made and the quality and pride shows. Paperwork included.



1968 Chevrolet Impala Custom

The Impala was once again Chevy's top-selling model in 1968, enticing 710,900 buyers that year. The model took on the Custom Coupe trim that had previously been used for the Caprice with some slight aesthetic changes. The tail lights reverted back to a more circular style, but were encased in horseshoe windows giving it a bit more serious look. This year maintained four different-sized engines and had the option between a two-speed Powerglide automatic transmission or a three-speed Turbo Hydramatic. This is a true, all original, one family owned survivor with 13,900 original miles. It is finished in the original Seafrost Green and has been garaged since new. It was never driven in the rain and snow and has never been in an accidents. The complete vehicle is rust free. The mileage may roll over to 14K by the time of the sale.

Cadillac redesigned its models in 1965 and continued a slow evolution of the new styling in 1967 with reworked contours, which gave the cars an appearance of greater length and muscularity. Body mounts were tuned, with the result being a car that was everything that a Cadillac should be: a smooth, quiet, and compliant driver. With the Eldorado Convertible not in the offering for the 1967 model year, the honor of being Cadillac's sole ragtop went to the DeVille, which stood out with its plush upholstered interior for six passengers. While 52,905 DeVille Convertibles were built in 1967, the vast majority of them were used as everyday cars by their original owners with very high mileage. This Cadillac has just 47,000 original miles with all original paint and interior. It is in show condition inside and out and is unrestored. This car will drive anywhere. It features leather interior, power steering, power brakes and an AM/FM radio. Powered by the 428ci V8 with an automatic transmission.



1967 Cadillac DeVille Convertible



1988 BMW M6

In 1983 BMW took the M88/3 a modified version of the M1 engine and placed it in the 6 series called the M6. The M6 was critically acclaimed throughout its lifespan for its elegant, aggressive "shark-nose" styling, its luxury equipment, and its performance. A top speed of 158 mph makes the European version the second fastest BMW ever built next to the M1. This is due to all other BMW models being electronically restricted to 155 mph. However, Rug Cunningham BMW ran a bone stock 1987 BMW M6 in the La Carrera Classic Race in Mexico in 1989, and reportedly recorded a top speed of 176 mph. This M6 is finished in the original gloss "Shwarz" black paint over Lotus White leather hides. This car features an excellent running 3.5 liter 24valve inline six cylinder BMW MOTORSPORT engine mated to factory 5-speed manual transmission. This beautiful specimen also sports period-correct Dinan 16" wheels shod with excellent Kuhmo Ecsta AST tires. This beautiful rare classic E24 M6 "SHARK" is one of only 67 M6's produced for the U. S. market in 1987-1988.



1974 Jaguar XKE Roadster

The Jaguar E-Type, originally a purist sports car morphed into a luxurious, powerful GT with the V-12-powered 1971-1974 Series 3s. The Fixed-Head Coupe didn't return in this generation, and the open two seater was now based on the longer 2+2 wheelbase, which allowed for power steering and its first optional automatic gearbox. Distinguishing features of the final series were the E-type's first engine intake grille and the fender flares over 15-inch wheels. The continuing popularity of the E-type was evident in the 72,507 examples built between 1961 and 1974.

Car was treated to a 100% mechanical and cosmetic restoration. Strong #2 condition

It has a rebuilt V12 matching numbers engine with a rebuilt 4-speed transmission. The independent suspension has been rebuilt as well. New correct spoke wheels with new premium radials and a complete new interior and convertible top. The factory a/c blows cold. Comes with a photo documentation of the restoration. Drives ultra-smooth and solid on the road. A terrific example that is an appreciating classic.

The 1957 Thunderbird included a restyled front grille, rear deck and new bumpers. It was the first to have a fully padded dash surface. New features included a Volumatic Radio System which automatically increased the radio volume as the car's speed increased. While kept in production for an extra three months, the 1957 Thunderbird was the last of the classic two-seaters. The last one rolled off the assembly line Dec. 13, 1957, bringing an end to an era.

This fine example was owned by the original owner until 1990. It was then purchased by world class restorer Dave Delich of Tuscon, Arizona and was treated to a frame-off restoration. Powered by the 312ci V8 that runs great. It is highly optioned with both tops, fender skirts, automatic transmission, air conditioning, power steering, power brakes, power windows, power seat, Kelsey Hayes wire wheels and an AM radio. It is finished in Colonial White with red interior and black soft top. This is a great driving example.



1957 Ford Thunderbird Roadster

Many consider Packard's Super Eight and Twelve cars from the mid to late '30s to be the finest automobiles ever produced by the Packard Motor Car Company. Certainly it is true that the "senior" cars represented the end of an era—never again would Packard offer the exceptional quality of a hand-built senior car.

The year 1937 marked the first major update to the new senior cars. Most important was the addition of independent front suspension, which was a modern system that utilized wishbones and coil springs. The results were dramatic, with lighter steering, a more supple ride, and better road-holding. The second major change was the adoption of hydraulic brakes, which was a more reliable system that proved much easier to maintain in peak operating condition.

This beautiful example had a complete show worthy restoration a few years ago and is still in remarkable condition. It has an expertly detailed engine compartment, great paint, interior and chrome. Powered by the 320ci 125hp Straight Eight with a 3-speed manual transmission. Runs just like a Packard should.



1937 Packard Super Eight Convertible Sedan



1964 Ford Galaxie Fastback

The 1964 Ford Galaxie was a continuation of the major styling facelift that took place previous year. The line was augmented at mid-year 1963 by a set of 500 and 500XL sport hardtops with ultra-thin fastback rooflines. Both were available with 427 cid engines. For 1964, the big cars had more sculptured sheet metal and a horizontal-bar grille, as well as a new roofline for four-door hardtops. The 1964 lineup collectively won Motor Trend magazine's "Car of the Year" award on the basis of its "Total Performance" image.

Very rare with the 390ci V8 and a 4-speed manual transmission. Features factory air conditioning, power steering, power brakes, AM radio and a clock. It is a California car with 100% original red interior, Rangoon Red paint, trunk and even the spare tire. The miles are 60,403 and believed to be actual miles, although we do not have documentation to prove it. A terrific looking and great running example.

Newly finished no expense spared frame-off rotisserie restoration with most of the sheet metal replaced. All new suspension components, new fuel tank, new fuel lines, new brake lines, new glass, new interior with Lizard Skin sound dampening and all new wiring. This is not a numbers matching car. It has a GM High Performance 454ci V8 replacement block and a 4-speed manual transmission with an original Winters Snowflake aluminum intake, Holley 750 dual feed carburetor, correct dual snorkel air cleaner, brake booster with correct Delco/Moraine stamp, correct T-3 headlamps, power steering and power brakes with front disc. The AM/FM stereo has Bluetooth, Hands-free, MP3 and is iPod, iPhone and iPad compatible. This restoration is done to factory specs as to how it rolled off the assembly line with the exception of the superb fit and finish and the radial tires.



1971 Chevrolet Chevelle SS Coupe

Benjamin Briscoe established his fortune as a sheet metal manufacturer in Detroit and part of that fortune he invested in David Dunbar Buick's infant motor company. Anxious about that investment, he hired Jonathan D. Maxwell, who had already had experience with both Oldsmobile and Northern, to set up his own motor car manufacturing plant. With the financial backing of J.P.Morgan he established the Maxwell-Briscoe Motor Company in Tarrytown, New York.

In 1911 Maxwell offered five production models; at their base was the latest twin cylinder, the Model AA. This was joined by four 4-cylinder models, of increasing horsepower and wheelbase length. At the top of the tree was the Model GA, which sat on a 110-inch wheelbase, with sturdy 30hp four-cylinder power. As new it would have set its purchaser back some \$1,600.

This is a 3-owner example and only 2 others are known to exist; both in California. Powered by the 4-cylinder engine with 25hp and a 3-speed manual transmission. A rare and desirable Brass Era automobile.



1911 Maxwell I3 Touring



1967 Oldsmobile Cutlass Coupe

A beautiful original with factory air conditioning. Yellow exterior with a black vinyl top. A terrific 1967 Cutlass that is sure to appreciate in value and give many miles of motoring pleasure. A fun cruiser that will turn heads.



1991 Mercedes-Benz 560 SEL

This SEL is showing 110,000 miles. It is a properly maintained and cared for one-owner example in impressive original condition. It has been maintained by Alan Dukes Garage known for excellence in the care of Mercedes-Benz Motor Cars.



1993 Ford Thunderbird Coupe

This LX is powered by the 5.0 Liter V8 with an automatic. This is an all original car with only 20,785 miles, even the tires are original. This is a Limited Edition Davey Allison car. Ernie Ivan signed the dash after Davey's untimely death in July of 1993. This car is immaculate inside and out.



1947 Pontiac Torpedo

Built in the mid 1990's with an LT1 350ci and a 700R4 automatic on a Z28 sub-frame. Features a/c, power brakes, power seats, tilt wheel, cloth interior, Weld custom wheels, power steering and cruise control. All steel body with no filler. It's a real runner... and a head turner.



1929 Ford Model A Sports Coupe

Restored from the ground up. A 2nd place winner at the Hershey Nationals. Has a 4-cylinder engine with a 3-speed manual transmission. This car has a rumble seat and runs and drives like a new car.



1963 Chevrolet Corvette Roadster

A nut and bolt restoration with a matching numbers 327ci 300hp V8 with a 4-speed manual transmission. Has a 3.55 posi rear, tinted glass and 670-15 black wall tires. This car came from the factory with radio delete.



1957 Chevrolet Sedan Delivery

Restored in the 1990's, has a period correct 327ci 4-bbl V8. 10,000 + miles on restoration. Fully sorted, road ready car. All lights and gauges work. Suspension and brakes completely redone. New tires. Flowmaster dual exhaust.



1970 Buick Skylark Convertible

Full mechanical and cosmetic restoration on this GS Tribute. 455ci V8 engine, Turbo 400 automatic trans, all original floors, no patches. A powerful strong running muscle car, driven here from Philadelphia.



1979 Ford Pinto Wagon

Original paint and the engine runs and drives perfect. Only 47,000 miles on this rare example.



1971 Ford Bronco

Fresh Grabber Blue paint. A 302ci V8 with a 3-speed manual transmission. Lift kit, 35 x 12.50 x 15 tires, new Family roll bar and top, new brake lines, new shocks, new ball joints and bushings



1968 GMC 3500 Dually

The truck spent the first part of its existence with a monument company located across the street from a cemetery in Scranton. It clocked most of its mileage going back and forth to the cemetery. It has been in dry storage for the past 26 years. It is a good running solid rust free truck.



1966 Chevrolet Chevelle SS Recreation

Engine is 396ci 375 HP V8 with a 400 Turbo automatic transmission. Has a 12-bolt posi-traction rear end. 1 repaint on this strong running, clean car.



1960 Ford Thunderbird

Very original car with wire wheels, 12 year old paint and original black leather interior. Has power windows, power brakes and power steering. Car was well taken care of and repaired as needed to keep it reliable. 73,783 original miles. 352ci V8 with an automatic transmission.



1963 Chevrolet Nova Sport Coupe

This black, beautifully restored Nova has had only had 2 owners in the last 54 years. It was always garage kept and was purchased in 1993 from the original owner. It is a 100% rust free, accident free original body and has arrow straight flawless black base /clear PPG paint.



1987 Buick Regal T-Type Turbo

This Buick T Type is a beautiful and rare rust free example. The engine is a very well built 231ci/245hp intercooled V6 with 4-speed automatic transmission. It comes with a detailed book of all the powertrain specifics, time and money invested. This is one of 1,547 WE4 cars built.



1964 Chevrolet Corvair Monza 900

This Convertible Corvair is white with a black top and black interior. Has the 6 cylinder engine with an automatic transmission. All work performed in 2001. Car is like new and kept in a heated garage. 12,000 miles since 2001.



2001 Chrysler Prowler

Only 3,106 original miles and dealer owned. Midnight blue pearl coat with black leather interior. In pristine condition...what an exceptional vehicle!



1979 Dodge Lil Red Express

Iconic 1979 Red Express Truck with 2,000 miles on new engine. Very good driver and rust free. Good Interior and owned for 30 years.



1978 Dodge Warlock

Rare 1978 4WD Warlock that is a very good driver. Powered by the 318ci V8 and rust free with a good interior. Same owner for 30 years and 114K miles.



1953 Indian Chief Roadmaster Model 353

Restored original, runs and drives great. Mileage believed to be original but no way to know for sure. Rare, excellent condition original Indian out of a private collection.



1962 Ford Galaxie 500 XL Convertible

Ground up restoration on a rust free 1962 Galaxie. It is finished in the rare Emberglo paint that was only used 2 years. The bucket seats match the exterior. The engine is the 390ci V8 4-bbl with automatic transmission with a floor shifter in the console.



1947 Indian Chief Roadmaster Model 347

Restored, side car is original to the bike from new, rare. Last time it was judged it received 90 out of 100 points. Runs, drives. Includes all hardware necessary to convert to right hand shift if someone wanted to. All trim pieces on bike and sidecar are original. Real nice bike!



1937 Ford Sedan

39,000 original miles, drive it anywhere, super sharp car with all the options.



2006 Shell Valley Cobra Replica

Has a Jasper 302ci V8 roller motor with 400hp and 2 Edelbrock 500cfm carburetors. The transmission is a Tremec TKB 5000 5-speed manual transmission with overdrive. Features a 9" Ford rear end with 3.89 Richmond gears, ring and pinion with traction lock.



1977 Chevrolet Silverado Pickup

2-wheel drive with a factory installed 454ci V8/400 Turbo Transmission. A Southern truck that was family owned since new. It has 80% original paint, air conditioning, tilt, cruise, power windows & locks and dual tanks. 86,000 actual miles on title. A nice tight driver.



1965 Cobra Roadster

This Factory Five Cobra Replica is a beast! 347ci V8 by Levy Racing with 505hp and a Tremec 5-speed manual transmission. The color is Lamborghini Titanium Silver with leather interior. Only 8,500 miles since completed. This is a very fast car.



1971 Plymouth Cuda Convertible

This '71 Cuda has a replacement 340ci V8 with a 4-speed manual transmission and pistol grip shifter. Completely restored with everything either new or rebuilt. It has a Shaker hood, Rally dash, spoilers and fog lamps. It is finished in Curious Yellow with a white top and white interior.



1964 Chevrolet El Camino

Frame-off restoration with a new GM 350ci crate motor and a new GM 350 automatic transmission. Vintage air conditioning, power steering, power door locks, AM/FM radio, and a Holley 4-bbl carburetor. Many new parts.



1966 Chevrolet Chevelle SS

Has a blueprinted 496ci V8 with 505hp and 563 foot pounds of torque. The transmission is a Turbo 400 built to handle 700hp. Has a Detroit Tru-trac 3.55 9" rear end and Mosier 31 spline axles.



1970 Chevrolet Chevelle SS454 LS6

This real SS Super Sport Chevelle was fully frame-off restored from a rust free example. It is fully documented as being a real SS Chevelle by the included protect-o-plate. This is a true Tuxedo Black 4-speed, 12-bolt rear and factory cold a/c car. It was the beneficiary of a detailed, ground up restoration.



1966 Ford Mustang T5

A T-5 German export Mustang. It has fresh factory silver blue paint. Numbers matching 289ci V8 with a 3-speed manual transmission. Registered T-5. Featured in German Inside Mustang magazine.



1965 Mercury Comet Caliente Convertible

Rangoon Red with a numbers matching A-Code 289ci factory four barrel and a 3-speed automatic. Features power steering and brakes, bucket seats, tachometer with factory gauges, and optional Cyclone stainless wheel covers. Museum Quality frame off restoration with less than 50 miles since completion.



1956 Ford Sedan Delivery

This is a great running vehicle. It has a re-built 292ci V8 engine with a 3-speed manual transmission with overdrive. All the gauges work. It has stainless steel trim, 55-56 Mercury tail lights, outside visor and an upgraded 1984 Ford power brake system.



1973 Triumph TR-6 Roadster

This is a beautiful 1973 TR-6 Roadster. Just completed professional frame-off restoration with less than 10 miles since. This TR-6 is as it was when it came off the assembly line back in 1973 and is mechanically correct with correct factory exterior and interior colors.



1937 Pontiac Silver Streak 4-Door Touring Sedan

Frame-Up Restoration with only 700 miles since completion. It was converted to 12-volt system. Has a \$15,000 paint job in Glyndon Green which was a 1937 Pontiac color. The engine is also painted the original color. New glass and rubber. Every part has either been restored, replaced or repaired!



1972 Ford Maverick

Finished in Golden Glow with a matching numbers 302ci V8 and a 3-speed automatic transmission. Has Gold and Black hounds-tooth interior, and factory air. Car has Marti Report and many other documents.



1978 Chevrolet Camaro Z28

A 56,000 miles survivor with a numbers matching 350ci 4-bbl V8 and a factory 4-speed manual transmission. Has factory air conditioning. A true Z28 with factory paint and never apart. A true survivor!



1937 Ford Street Rod

All steel body with a 350ci V8 fuel injected engine. It has power steering, power brakes, power windows, tilt steering wheel and ice cold air conditioning.



1964 Mercury Comet Caliente

A K-Code Comet with a high performance 289ci V8 and a 4-speed manual transmission. Has a new clutch and pressure plate, Flow-master dual exhaust and an electronic ignition.



1972 Cadillac Coupe DeVille Fleetwood

Only 34,558 original miles on this 1 owner Cadillac. Has the 472ci V8 with an automatic transmission. Features a/c, power leather seats and the books and build sheet.



1991 Chevrolet Corvette Convertible

Has the 5.7 Liter 350ci V8 with an automatic transmission and only 31,300 actual miles.



1967 Pontiac Bonneville Convertible

Powered by the 400ci V8 with an automatic transmission. This Bonneville has only 28,700 original miles.



1961 Ford Falcon Coupe

NO RESERVE! 22,000 original miles, as nice as they come.



1976 Triumph TR6

Runs and looks great with only 56,000 miles.



1956 Chevrolet Sedan Delivery

350ci V8 with a 5-speed transmission. Has power steering, power brakes, power windows and power seats. Runs and drives like new.



1968 Ford Mustang Hardtop

Comes with a Deluxe Marti Report and ownership history with 4 owners. Features a 289ci 195hp V8, Cruise-O-Matic transmission, in Acapulco Blue.



1953 Ford F100 Pickup

1/2 ton Pickup in white with maroon interior. Has a 383ci Stroker engine with a GM Turbo Hydramatic automatic transmission.



1987 Chevrolet Monte Carlo SS

This '87 Monte Carlo SS has been upgraded with a GM ZZ 383 Stroker high performance engine with 425hp. The vehicle has a 650 Speed Demon carburetor, Moroso Racing wires and distributor, new tires, wheels and fresh paint. Exceptionally clean inside and out.



1930 Ford Model A Pickup Truck

New top and frame and has been rewired. Powered by the 4-Cylinder engine with a 3-Speed manual transmission. Has 75,000 actual miles which is shown on Pennsylvania title.



1957 Chevrolet Bel Air 4-Door Hardtop

Powered by a 350ci small block 4-bbl carburetor with a 700R4 automatic transmission. Has power steering and only 5,000 miles since it was redone.



1986 Rolls-Royce Silver Spur Sedan

Powered by the 412 ci V8 with an automatic transmission.



1969 Buick GS Coupe

This Gran Sport is powered by the 350ci V8 with an automatic transmission. Only 36,990 original miles. Lots of documentation and records.



1990 Chevrolet S-10 Blazer

This 4 x 2 example is a rust free El Paso, Texas body and chassis. It has all original sheet metal with no rust ever. It received a complete body-off restoration. The engine is a Chevrolet LT-1 V8 from a 1995 Camaro Z/28.



1982 GMC Caballero

A rust free example with 129,000 miles. A West Coast car with a build sheet. 350ci crate motor installed at 86,000 miles. All service records since 2009. 1 repaint in 2009. This perfect driver has a/c power windows, power locks, tilt, cruise and delay wipers.



1929 Ford Model A Sedan

This 1929 Ford was completed in the fall of 2014. It is powered by a 350ci BluePrint Engines V8 with 273hp. The transmission is a 700R4 4-speed. Has a Bruiser Enterprises fiberglass body and custom bomber-themed Teak-accented interior and Vintage Air conditioning.



1970 Cadillac Coupe Deville

All original with only 28k actual miles. Teal on teal paint and interior just like it came from the factory. Has the warranty card and owner's manuals. A great survivor.



1986 Subaru Firetruck

This 4x4 Subaru is street legal and has a Virginia title. Comes with a siren and PA system. A right hand drive vehicle.



1985 Nissan Firetruck Safari

This Firetruck has just 7,104 original miles. It is street legal and has a siren and a PA system. The 4wd has a high/low range. A right hand drive truck.



1988 Bentley Turbo RL

A Virginia title and 68,745 miles or 110,635 kilometers. Luxury at its best.



1986 Rolls Royce Silver Spur Sedan

One owner and only 16,000 actual miles. Comes with the window sticker and factory manuals. Like buying a new 1986 Rolls-Royce.



1989 Mitsubishi Mini Cab Pickup

This pickup is a 4x4 and is street legal with a Virginia title and has right hand drive.



1991 Honda Beat

This Honda is street legal and has a Virginia title. A right hand drive example. It is very rare and has a mid-engine.



1991 Suzuki Jimmy

4WD and turbocharged. Is street legal and has a Virginia title. It is right hand drive.



1991 Nissan Figaro

With a Virginia title and it is street legal. Right hand drive. Has 40,000 miles and is very rare.



1992 Chevrolet C3500 Dually

This original survivor has 74,000 actual miles. Powered by a 454ci V8 engine.



1998 Mercedes-Benz C230 Sedan

A fine and brand new 4-door sedan with only 2,600 miles.



1993 Ford F150 Lightning Pickup

Like brand new with the Lightning Package. 18,111 actual miles and one owner. This Southern truck has tilt wheel and cruise control.



1999 Chevrolet Silverado 1500 LS

This one owner standard cab pickup is an all original example and like new with only 2,000 original miles! Lots of paperwork. Sold new in Mt. Airy, North Carolina.



1999 Mercedes-Benz SL500

AMG Package with new seats. It is a Virginia car with actual miles.



1973 Ford Mustang Convertible

351ci Cleveland V8. Has a new white top, new carpet and new floor mats. Recent Dark Green metallic paint that was meticulously done. Marti Report says 1 of only 197 with this paint/trim code. All numbers match and it runs as good as it looks.

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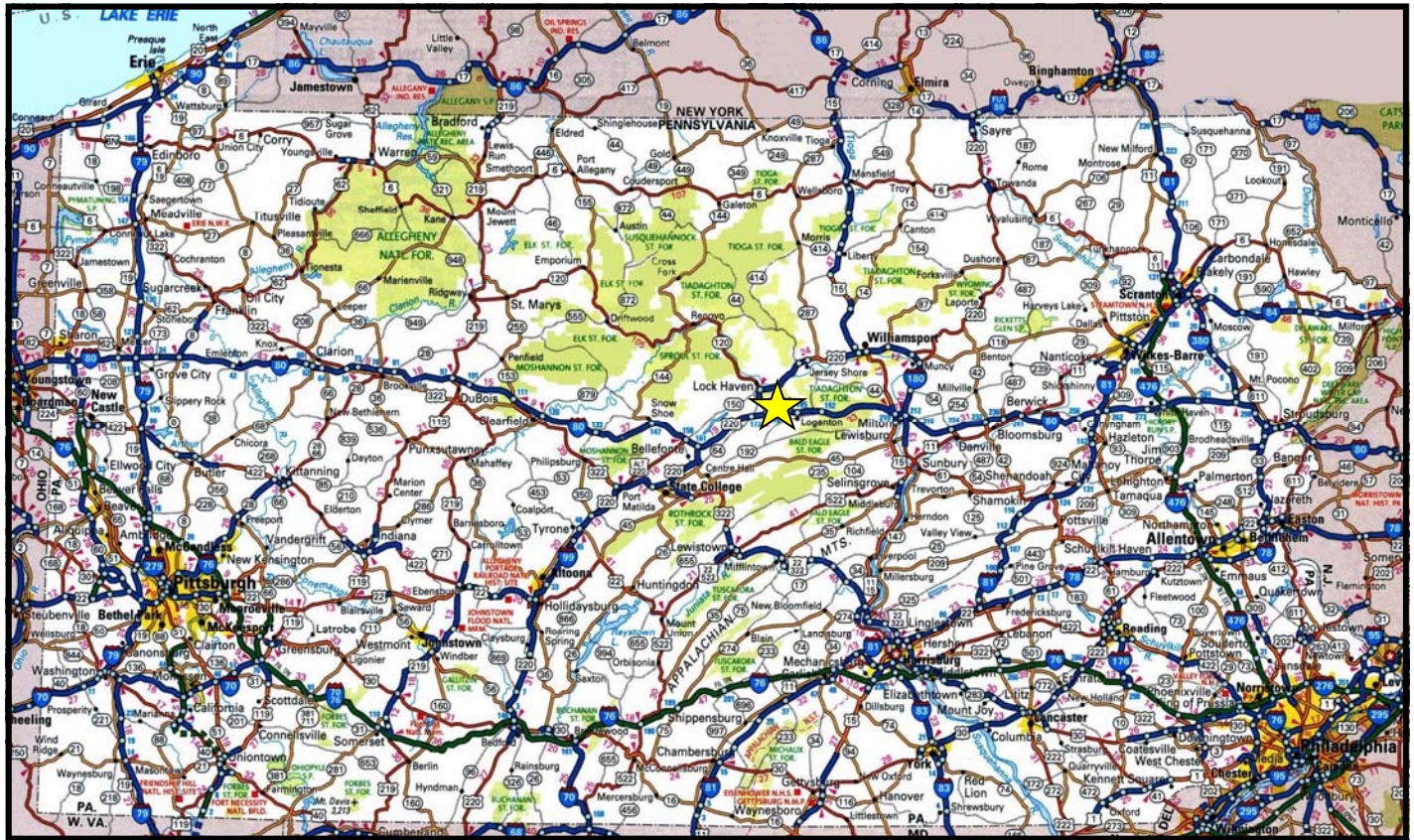
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