



Well done and appearing quite fresh. Cond: 2+. **SOLD AT \$259,200.** All said, this is still an astonishing result for a '67 Corvette, even with the good options and excellent provenance.

#375-1968 SHELBY GT 500E convertible. S/N CSE001C. White/blue stripes/blue. 408-ci V8, 525 hp, 5-sp. Very good paint-work, excellent fit and finish. 17-inch wheels. Supercharged, FI, side exhaust, 5-speed Tremec. 4-point padded roll bar, wood steering wheel. A brand-new Eleanor, this is the first convertible built by Unique Performance



with the blessing of Carroll Shelby. Cond: 1. **SOLD AT \$550,800.** The instant-collectible Eleanors, or as we're now supposed to refer to them, GT 500Es, are a market segment I just plain don't get. This is huge money for what is just a rebuilt Mustang. The original serial number is apparently thrown away and they are given new numbers as well as new almost everything else. Think of these as hot-rod or custom Mustangs, or perhaps the automotive equivalent of Cher.

#30.1-1969 CHEVROLET CAMARO convertible. S/N 124679N553373. White/blue vinyl. Odo: 16,861 miles. 396-ci V8, 4-sp. SS equipment. Engine is non-numbers-matching. Very good white paint looks to be of a recent vintage. Top is fresh, well fitted but not perfect. Good chrome, some light scratches. Delamination starting on replacement wind-



shield. Most gaskets appear fresh, underhood clean and detailed. Interior shows good seats and dash, carpets are just fair. Replacement AM/FM cassette stereo. Cond: 3-. **SOLD AT \$37,800.** With a combination of a replacement engine and an overall less-than-fresh appearance, I would have expected it would be tough

to pull into the \$30k range for this car. But it's a strong market for muscle cars of all stripes right now; without the provenance or the shine, this one went above retail.

#369.1-1969 CHEVROLET CORVETTE convertible. S/N 194679S736275. Red/black leather. Odo: 75,501 miles. 427-ci V8, 4-sp. With two tops. Vendor says big-block motor has the correct big block (casing #3963512), though nothing said about matching numbers. Side exhaust, leather, AM/FM. Paint is quite



good. Good gaps to doors and hood. Good chrome. Interior has a nice original-style look to it. Cond: 3+. **SOLD AT \$52,920.** In 1969, 22,129 T-top coupes were built as well as 16,633 convertibles, for a total of 38,762. One of just 2,722 1969 Corvettes built with the 435-hp 427. While the L89 430-hp engine is the big dog for 1969, this L71 is no also-ran pooch. \$5,000 more would not have surprised here.

#686-1969 FORD MUSTANG SHELBY GT 500 fastback. S/N 9F02R480807. Silver Jade/black vinyl. Odo: 41,629 miles. 428-ci V8, auto. Vendor states matching numbers.



Clean and mostly original. Unusual color, but drew lots of attention while on display before the sale. Excellent paint, very good chrome. Not fresh, however. Gaskets, small trim are still excellent. Some shortcuts noted, but a very good potential local or regional show winner. Very nice interior in original style. Overall, clean and mostly original. Cond: 2-. **SOLD AT \$85,320.** This was likely the weekend's best buy in the Shelby department. A very likeable car, with unusual but not challenging colors. I would prefer this car over many of the restored-yesterday examples I have seen of late.

#345-1970 PLYMOUTH SUPERBIRD coupe. S/N RM23V0A177565. Orange/black vinyl. Odo: 49,916 miles. 440-ci V8, auto. Excellent paint, excellent fit to vinyl top. Chrome is all very good or better. All the fit and finish is better than factory, as original gaps and fit tended to be poor. Underhood is fully detailed. Cond: 1-. **SOLD AT \$153,360.** This car wins the best story of the weekend award and it's a contender for the best story of



the year. Bought new by a 16-year-old in North Carolina, using money made from his paper route. He crunched the front end while playing hooky from school. Not able to find the crash repair parts, he wrote Richard Petty and asked him if he had extra sheetmetal he could spare. Petty gave him the repair parts, and the car was fixed. Sale includes the original ticket received for the accident, a photo of the former owner with Petty, and his signature on the car.

#665.1-1970 OLDSMOBILE 442 convertible. S/N 344670Z130618. Yellow/brown vinyl. Odo: 461 miles. 455-ci V8, auto. Excellent paint, very good gaps. Auction description claimed no Bondo. Eye-catching work to everywhere but the rear end. Decklid fit is off; rear bumper sits perhaps 1/2 inch too low; rear bumper chrome is way off show quality. 442 badging to rear decklid is crooked. Excellent visuals until you get close up, good top. Original-style



interior has a good look. Cond: 3+. **SOLD AT \$61,560.** This one contained my favorite car-card comment of the weekend: "built from the rear up, fully restored." Now I've heard of just about everything, not from the ground up, but from the rear up. I'm looking forward to "built from the middle out." Sorry, Mr. New Owner, you bought a nice-looking but far from perfect 442 for what might be a record price. I loved the colors, but with the details remaining to be straightened out, this is not even close to the #1 car you might have thought it was.

#324-1972 CHEVROLET CORVETTE. S/N 1237W25512600. Black Cherry/tan leather/cloth. 775-hp, 427-ci V8, auto. Full custom car has a name: Heartbeat. Vendor says

