



**1999 Pontiac Firebird Trans Am
30th Anniversary Edition Convertible
Owners: Mark & Laverne Hancock
Class: Stock 1976 - 1999**

We bought our 1999 Pontiac Firebird Trans Am 30th Anniversary Edition convertible new in July, 1999 at Tri-Valley Pontiac/GMC in Dublin, CA. It has every option available that year, including the 30th Anniversary Package, WS6 Ram Air Performance and Handling Package, Hurst shifter, Traction Control System, Custom Bucket Seats with Adjustable Lumbar Support and Monsoon sound system with 12 CD Changer. Out of a total of 1,600 30th Anniversary Coupes and Convertibles, our car is #1584. As noted by the license plate "1 of 175" it is one of only 175 30th Anniversary convertibles with a 6 speed manual transmission built that year. Main performance features are:

- 5.7 liter LS1 small block V8
- 6 Speed manual transmission with Hurst shifter
- 320 hp @ 5200 rpm
- 345 lbs/ft torque @ 4000 rpm
- 0 – 60 in 5.3 seconds
- Top Speed 167 mph

The most notable of all the features of the 30th Anniversary package were the 17" high polished aluminum wheels with medium blue tint and the dual two-tone blue stripes that run the length of the car from the deck lid to the front of the hood and end in the Pontiac Firebird emblem. The beautiful navy blue ragtop was only available on the 30th Anniversary cars, as were the white leather Lear bucket seats with blue stitching and specially embroidered headrests. White perforated leather door inserts with blue thread topstitching set the doors off. There are specific 30th T/A floor mats in the front. A unique blue WS6 emblem adorns the right rear of the car and each door of the car has a 30th Anniversary cloisonné badge with a blue and white bird and chrome graphics. Each car also received a specifically numbered plaque underneath the radio. Our car is mostly a summer toy, and after 14 years it has less than 77K miles on it. Everything except the tires, battery and wipers are just as they came from the factory.



1979 Fiat 124 Spider

Owners: Bill & Bobbie Clark

Class: Import

Our nickname for the car is 'Sofia'. Her license plate is '79SOFIA'. We purchased the car in May, 1983. She was blue then and had a luggage rack on the trunk along with a lot of extra trim. We had her painted red in 1989 and removed the rack and most of the trim pieces in order to accentuate her neat Pininfarina style.

After years of enjoyment, we gave the car to our son - Clifford Clark of San Ramon, CA - who had the car for 13 years during which time he lovingly restored her and modified the suspension to lower the car a couple of inches and remove the 'high-pockets' look made necessary to meet US standards.

Two years ago we retired and moved to Gualala. Our son decided that 'Sofia' was the perfect car for the roads here, so he embarked on another reincarnation for her. He installed an all-new interior and a new top. The car was again painted 'Aztec Red' and carefully reassembled. He spent endless hours on details. The car has just 124,000 original miles on the odometer so he figured that she was worth the effort. Once here, we had Junior Roddy (JR's Auto Service here in Gualala) do some performance improvements such as a much larger carburetor, modified manifolds, and ignition. Since we are in a smog-exempt area, we also removed all of the smog gadgets. She has an ANSI dual exhaust system and the wheels are from a 1981 Turbo Spider. This California car originally had 80 HP but now is closer to 120.

She is fun to drive around on these curvy coastal roads. Much better than driving on the freeway. 'Sofia' was in the 2012 Show here. She placed second to a very cool 1964 Alfa 2500 Roadster. The show is a lot of fun and we wouldn't miss it this year.



1958 Chevrolet Carryall NAPCO 4x4

Owner: Rick Dunham

Class: Truck/Off Road

NAPCO reached an agreement with both GMC and Chevrolet to supply them with their 4 wheel drive Powr-Pak conversion kits, and GMC began to produce 4x4 trucks on the factory assembly line (using NAPCO components) starting in 1956, with Chevrolet following suite in 1957. By the end of 1957 both GMC and Chevrolet trucks could be ordered from the factory with the NAPCO Powr-Pak conversion. The two offered identical systems other than the availability of a V-8 and an automatic transmission on the GMC trucks. The Chevy could only be ordered with the 235ci six cylinder and a four speed manual (although there was nothing stopping an owner from ordering whatever he or she wanted in a 2 wheel drive truck and then having a NAPCO Powr-Pak "upfitted" by the dealer). This rare NAPCO 4x4 has been restored to its original condition.



1957 Chevrolet Bel Air 4-door sedan

Owner: John Merget

Class: Stock 1950 thru 1975

Stock appearing 1957 Chevy Bel Air sedan, but has been mechanically modified with a 350 cubic inch Chevrolet small block, Turbo 350 automatic transmission, front disc brakes, tilt steering wheel and Rally wheels.



1963 Ford Falcon Futura Convertible

Owner: Ken Knutson

Club: [Capital City Cruisers](#)

Class: Custom/Modified

This light blue modified custom 1963 Ford Falcon Futura Convertible sports flames on the hood and front fenders and is equipped with a 347 Stroker Summit Racing engine.



1941 Graham Hollywood

Owner: Ronald Dodd

Class: Custom/Modified

Red on Red 4 door sedan, suicide doors, custom dash and interior, Ford drivetrain, Mustang front end, tilt steering and wire wheels. Very rare survivor, the Graham Hollywood was based on the Cord 810 but used rear, instead of front, drive and a super-charged inline 6. This car has been modified to use more modern drivetrain and suspension components but maintains a stock appearing body.



1949 Ford F1 Pickup

Owner: Jack Thornton

Class: Truck/Off Road



1956 Ford F100 Custom Cab Pickup

Owners: Paul & Vivian Johnson

Class: Truck/Off Road

Complete frame off restoration of original all steel body. 1991 Ford Mustang GT 5.0 Liter fuel injected Cobra high output V8 engine with silver ceramic coated headers with single stage Flowmaster exhaust by Johnny Franklin of Santa Rosa. Custom aluminum multi-core radiator with expansion tank and electric cooling fan. Ford C-4 3 speed automatic transmission with heavy duty braised torque converter, stage two shift kit, high performance servo, Trick Flow Specialties deep aluminum pan and frame mounted cooler. Ford 9" rear differential with power drum brakes and original parking brake assembly with stainless steel cables. Front suspension from 1977 Plymouth Volare with independent torsion bars, power steering and power disc brakes. Four bar/link rear suspension with QA1 double adjustable coil over shocks. American Racing vintage mag wheels, Hot Rod Custom Polished rim with B.F. Goodrich P235/60 R15 radial tires in front and P265/60 R15 radial tires in back.

The original all steel body includes stainless steel bumpers front and rear and is painted Azure Blue, a custom PPG paint originally used on 2003 Ford Mustang Mach 1's. "No Limit" tilt hood, natural red oak wood bed with polished stainless steel bed strips and fuel door. 21 gallon stainless steel fuel tank with electric in-line fuel pump.

The interior features custom tweed upholstery on the original seat frame with matching headliner, door and kick panels, and carpeting. Billet dash panel with Stewart-Warner Wings gauges and Auto Meter Street Rod tachometer. Vintage heat and air conditioning. Lecarra banjo 15" leather wrapped steering wheel with classic Ford V8 horn button. Billet knobs and controls and 8 ball shift lever. Classic Performance Products chrome tilt steering column and drop. Power windows and remote power door locks. Custom shallow glove box with 12V power receptacle. Sony 200 watt AM/FM/CD stereo radio with Onyx XM satellite receiver, Cerwin-Vega/Undercover II speakers and a Sound Ordinance 120 watt powered subwoofer. Custom built Ron Francis wiring harness with Optima yellow top deep cycle battery with manual power cutoff switch.



1963 Chevrolet Impala SS

Owner: John Erickson

Class: Stock 1950 thru 1975

Red with white top numbers matching stock Impala SS, body off frame restoration performed in 2012. 327 cubic inch 250 hp small block V8, 2 speed Powerglide automatic transmission. New fabric on top, new headliner, new carpet and complete re-chroming as part of the restoration. Power windows including vents, front disc brakes and power steering.



1953 Chevrolet Coupe

Owner: Vicki Peters

Class: Custom/Modified

Wild Berry paint, Air Rides 350 V8 engine, Corvette grill flanked by Mercedes E Class headlights and driving lights. Frenched taillights and a lot more custom touches!



“Cool One”

Owner: Steven & Debbie Warner

Class: Custom/Modified



1937 Ford 3 Window Coupe

Owner: Charles Douglas

Class: Hot Rod 1932 thru 1942

Chopped top, Chevrolet ZZ4 fuel injected V8, 700R4 automatic transmission, Currie 8" Positraction rear end, PPG purple pearl paint and a soft tan leather interior.



1934 Ford Coupe

Owner: Ron Sommer

Class: Hot Rod 1932 thru 1942

Full fender, top chopped 2 ½ inches, PPG Base coat clear coat using the authentic 1934 Manila Brown color. Vintique wire wheels. 350 Chevy V8 with aluminum heads and intake manifold, roller cam and rockers, 750 CFM carburetor making 430 HP. Powder coated custom chassis, triangulated rear suspension, polished stainless Mustang II front suspension, polished stainless control arms, rack and pinion steering, Ride Tech air shocks front and rear with analog control on each shock. 9" Ford rear end with four to one positraction gear set. GM TH350 automatic transmission. "This car was self built in my garage," says Ron. "I did the engine work, painting and upholstery and finished it in 2004. I drive "Swoopy" with my pet beagle to all shows that I attend and to date have driven close to 30K miles."



1937 Ford Tudor Sedan

Owners: Michael & Paula Ewing

Class: Hot Rod 1932 thru 1942

1937 Ford Tudor Sedan "Trunk back" painted in stock Washington Blue color, stock upholstery material. Running gear includes 302 cubic inch Ford Stroker V8, AOD transmission and 9" Ford rear end. Car also features Heights Front suspension, 4 wheel disc brakes and air conditioning.



1965 Ford Falcon Hardtop

Owner: Jim & Lisa Frasinetti

Class: Custom/Modified

This 1965 Ford Falcon Hardtop has custom Pearl White paint, 302 Ford V-8 and a custom interior.



1965 Porsche 356 C

Owner: Jim Stockton

Class: Stock 1950 thru 1975

I purchased this Porsche coupe new at the factory in Stuttgart, Germany in April of 1965. It had 3 miles on it and I put 5000 miles on it in Europe before I brought it home to San Francisco. I have very carefully maintained the car. It is in excellent condition. I have renewed the entire leather interior, and it has the original wooden steering wheel, chrome wheels and special original paint color (dark brown). It is maintained and cared for constantly and carefully by Junior Roddy...he loves the car. I also have another Porsche that I bought brand new in 1997, and it too is in wonderful condition; but when I drive it to town, or anywhere, no one pays much attention to it. Yet, when I drive the '65 coupe to the market or gas station or Sea Ranch, guys run out and touch the car and look in it and ask all kinds of questions. The car has been lots of fun and I am very devoted to it.



1956 Chevrolet Sedan Delivery

Owner: Howard Corwin

Class: Custom/Modified

Custom paint and interior, dropped front spindles with power disc brakes. 350 V8, 700RH automatic transmission, 56 Chevy rear end. Interior mods include Chrysler 300M power bucket seats, custom gray leather, vinyl and carpet, padded Dakota Digital dashboard. House of Color Candy Green top with black bottom separated by yellow accent flames. Car rides on 17" American 5 spoke mags.



2008 Ford Mustang GT/CS

Owner: Dave Erickson

Class: Contemporary

Grabber Orange 5 Speed, 4.6L V8 supercharged 504 Hp, Roll Cage and upgraded Brembo Brakes, Upgraded Suspension, 2nd owner, 20,000 miles



1941 Ford convertible

Owner: Bobbie Harrison

Class: Hot Rod 1932 thru 1942

This 1941 Ford convertible is a fine example of an early California Hot Rod. I purchased the car from the original owner in 1959 in Mill Valley when I was 15. Between '59 and '62, my father, my neighbor Jack, and I, created my daily driver. Modifications included; 1949 Olds Rocket bored to 324 c.i. with '56 heads and 58 Buick 4 barrel carburetor, Mallory dual point ignition, Ford 11 inch clutch, '40 LaSalle transmission, '54 Pontiac rear end, Nash rear springs and a 3 inch dropped axle up front. Other than a few paint jobs the car remained the same and was driven regularly up until 1990. As a concession to safety, front disc brakes and a Mustang dual master cylinder were added in 2011 along with new wheels and tires. It has crossed the US coast to coast 8 times as I moved to and lived in Ohio, Massachusetts, Vermont, and New York. The Ford has now come home to its place of birth in California.



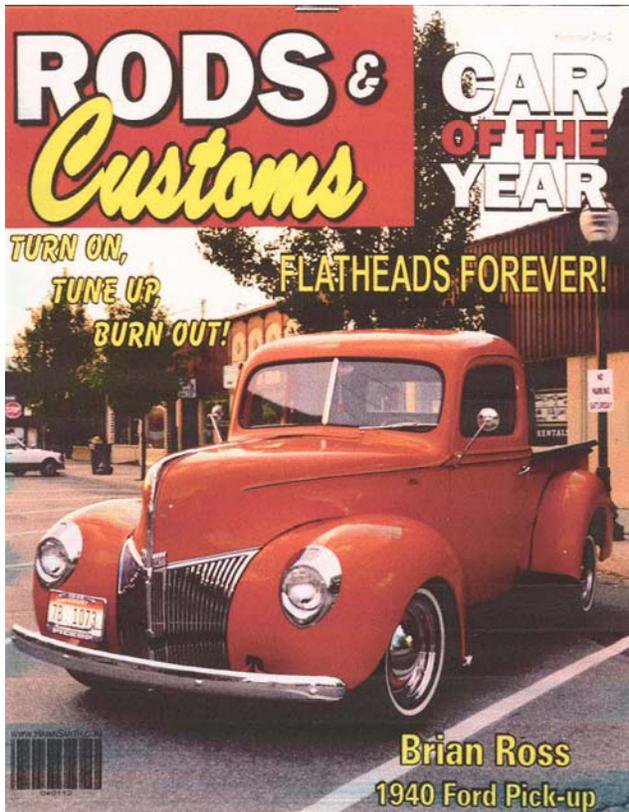
1963 Ford Falcon Futura Coupe

Owner: Frank Bagno

Class: Stock 1950 - 1975



1946 Dodge Pickup
Owner: René Péron
Class: Truck/Off Road



1940 Ford Pickup
Owner: Brian Ross
Class: Hot Rod 1932 thru 1942