

Old Cars

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TAKE 2

Actor restores Dad's R-Code 1968 Torino GT



Muscling Good Mileage

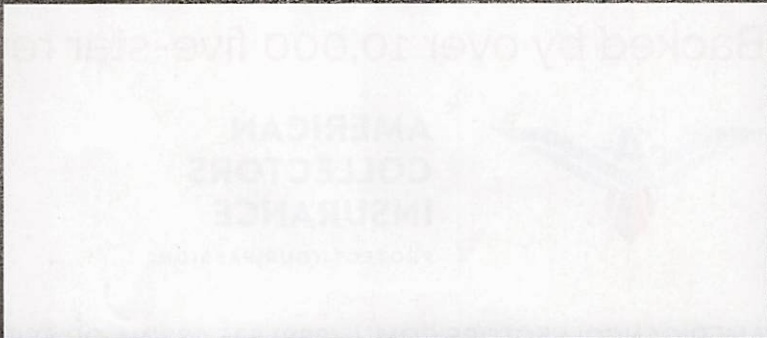
1979 Trans Am equipped for road tripping

Muscle Barn Finds Galore

The once-hidden gems of MCACN

Stuck on a '74

Original-owner 1974 Dodge Charger SE



MCACN'S Barn Finds & Hidden Gems

Surveying the dusty and sometimes rusty muscle treasures at MCACN 2023

STORY AND PHOTOS
BY THE *OLD CARS* STAFF

With a rotating set of themes, there's always one constant at the Muscle Car And Corvette Nationals in Rosemont, Ill., each November — a wildly diverse display of forlorn muscle car treasures. Since the display changes each year as previous participants get restored and new muscle cars are unearthed, there's always a new selection of off-the-hook performance machines to ponder.

The Barn Finds & Hidden Gems display returns year after year because it's also a spectator fave; once the doors open to the Donald E. Stephens Convention Center each morning for MCACN, the Barn Finds & Hidden Gems display fills to the gills with guys and gals who see the potential and dream of discovering their own hidden pavement pounders from the past. Until they — and potentially you — uncover that next dream machine, we present this survey of the newly discovered dream muscle machines of MCACN this past Nov. 18-19.

To see freshly uncovered muscle car gold at next year's MCACN, mark your calendar for Nov. 23-24 and get the full lowdown at mcacn.com. Until then, watch *Old Cars* for more scenes and stars from MCACN 2023.



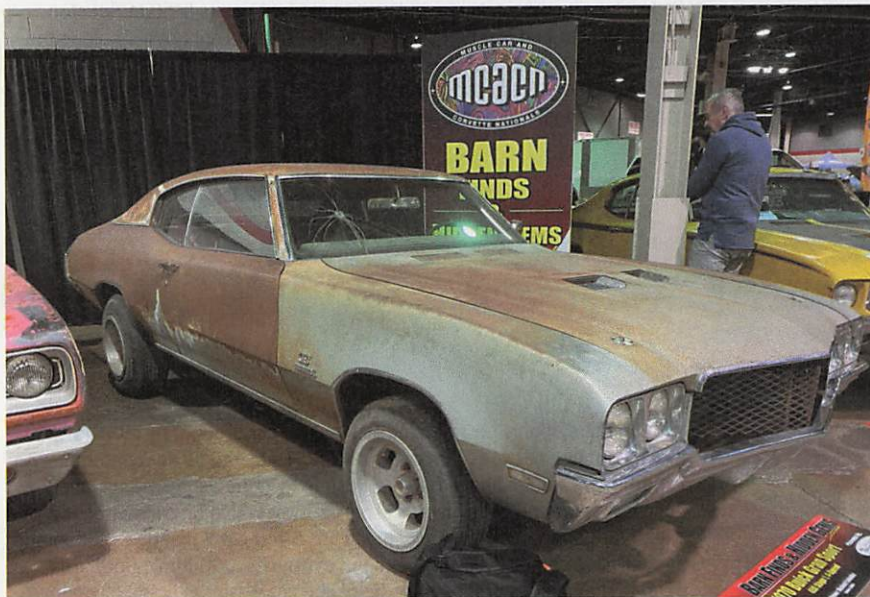
In the shadow of the Dodge Super Bee and Charger is the Coronet R/T, which had just as much muscle as either of its B-body kin. This 1969 Coronet/ R/T sat in the shadows of a storage unit from the mid 1980s until 2023, when the original owner finally parted with it. The R/T is a numbers-matching 426-cid Hemi V-8 car with a 727 automatic transmission, Y2 Yellow paint and a console among its options. This R/T was ordered without the Scat Pack stripe, so it has die-cast R/T emblems on its rear fenders.



Hard to believe, but there are still Shelbys from the 1960s to be found. This 1968 Shelby GT500 retains its born-with 428-cid V-8 and four-speed transmission, as well as much of its original Lime Gold finish. Mopars 5150 displayed the Shelby and noted it was discovered with a 1970 Plymouth Superbird, both of which had been off the road for many years.



Panther Pink was rare in 1970, when the color officially became available on a Dodge, but you're looking at something even rarer — the only known 1969 Dodge, Plymouth or Chrysler that was originally painted pink. The Super Bee carries a "999" special-order paint code and was bought new at Jim Southars Dodge in Barstow, Calif., according to Mopars 5150, which displayed the car at MCACN. (Part of an original 1970 Dodge Super Bee fender painted Panther Pink was displayed with the car, and the '70 color appeared darker than the pink remnants on the 1969 Dodge Super Bee.) Mopars 5150 said the car was purchased new by Bill McConnell, and they purchased it from his son. The car originally had a white interior and still carries its original 383-cid V-8 and four-speed manual transmission and is a stripe-delete Bee. We're looking forward to seeing this unique Bee restored back to its surely striking original body and interior color combination.



The ultimate muscle car to many Buick fans — and other knowledgeable gear heads — is the 1970 Buick GS 455 with the factory Stage 1 upgrade to a factory-rated 360 hp, plus a four-speed transmission, and this hardtop checked each of those boxes. Although covered in surface rust with a homemade grille from the scrap pile, the GS 455 was relatively solid overall and will hopefully reappear at MCACN in restored condition one day soon.

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Real-deal Buick GSXes with concours-quality restorations are easily six-figure cars, so it's surprising to see one not-yet restored, but it's downright shocking to see one in daily use. This rough Saturn Yellow Buick GSX is one of just 491 built in this color of 678 total 1970 GSXes, and it isn't exactly a barn find, but a daily driver deserving of some love. Even its base 350-hp Gran Sport 455-cid V-8 with 510-lb.-ft. of torque probably makes this GSX too much fun to take off the road to restore — and the mere fact that this rare and desirable car remains in unrestored condition surely makes it an attention getter.



Recently featured in *Old Cars* was the one-off 1970 Hurst/Olds "proposal car" recently discovered in the Pennsylvania brush by Bob Moyer. The car was built by Hurst using a loaded, formal-roofed Cutlass Supreme to which a sunroof and gold stripes and Hurst/Olds emblems were added. The special car was built as a possible Hurst/Olds for the 1970 model year, but Oldsmobile didn't bite, probably due to Dr. Oldsmobile's already extensive lineup of muscular W-Machines that model year. Just as Moyer told *Old Cars*, this proposal car is very rough; the frame appears bent on the passenger side and even the cowl has damage on that side of the car. Rust holes were evident where a vinyl roof once covered the C pillar. The unique metal spoiler is rusty and damaged. Unfortunately, restoring the car would probably be like restoring George Washington's hammer with a new handle and head, which is why the owner expected to leave it in as-found condition.

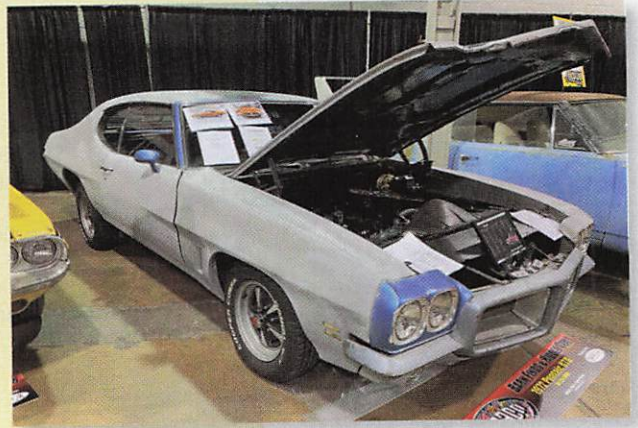


It may be unrestored, but this one-of-859-built 1969 Mustang Boss 429 already has a happy ending. The Candy Apple Red "Boss 9" raced in Pennsylvania early in its life, but was found by Mopars 5150 in Houston, Texas. The car had last been registered in 1972 and somewhere along the line, its original engine ended up in Wisconsin. At this year's MCACN, the owners of the Mustang solidified a three-year negotiation with the owners of the 429 engine to permanently reunite the two.



Another solid, highly desirable MoPar muscle car brought by Mopars 5150 to the barn find section of this year's MCACN was this 1970 Plymouth Superbird. Although its paint looks close to Plymouth's Petty Blue color, the car was originally painted FY1 Lemon Twist with a black interior. It was one of 408 Superbirds originally built with a 440-cid V-8 and 727 automatic transmission shifted on the column out of about 2,000 total Superbirds. Despite the ravages of time to its body, the car retains its original window sticker and broadcast sheet. This Superbird was found near Clemson, S.C., along with the 1968 Shelby GT500 that Mopars 5150 brought to this year's MCACN barn find display.

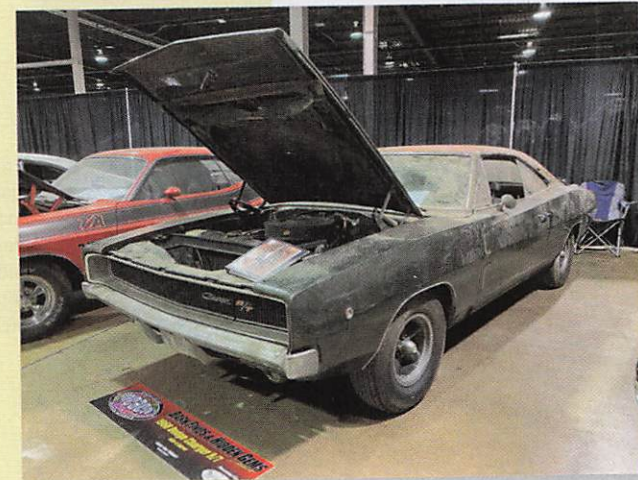
Muscle wasn't dead in 1972, at least not at Pontiac. It was still building high-output versions of its 455-cid V-8, and this example was one of them. The WW5-optioned GTO (Ram Air 455 H.O.) was one of 290 built with either an automatic or manual transmission, this one having the four-speed manual. Although it has areas of blue paint where it isn't covered by gray primer, the GTO was originally painted Sundance Orange.



Purchased new from Don Allen Chevrolet in New York City by the current owner's uncle, this 1959 Corvette has traveled just 59,000 miles. It was used as a daily driver until the early 1970s, when it was parked by original owner Jack Alberti shortly before he passed away. Vandals stole the wheel covers and hardtop and damaged the glass before Alberti's family could store it for safe keeping, and it's been garage-parked ever since.

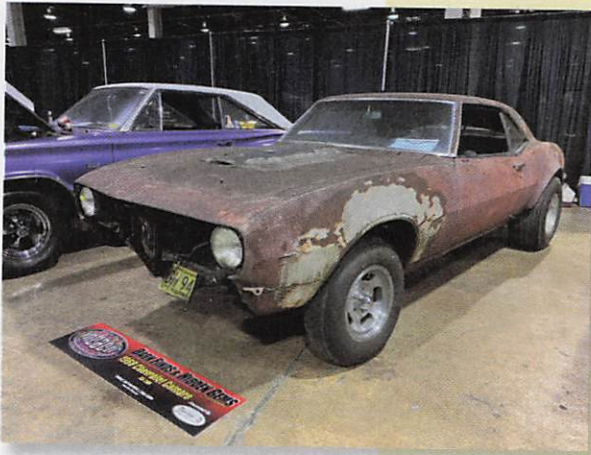


Dusty and rock-solid-looking 1968 Dodge Charger R/T owned by Don Colbbert appeared to wear its original dark-green paint and period Torque-Thrust mags. It packed the R/T's base 440 Magnum. Dodge built 96,000 or so Chargers in 1968, of which 17,584 were R/T (Road and Track) models.

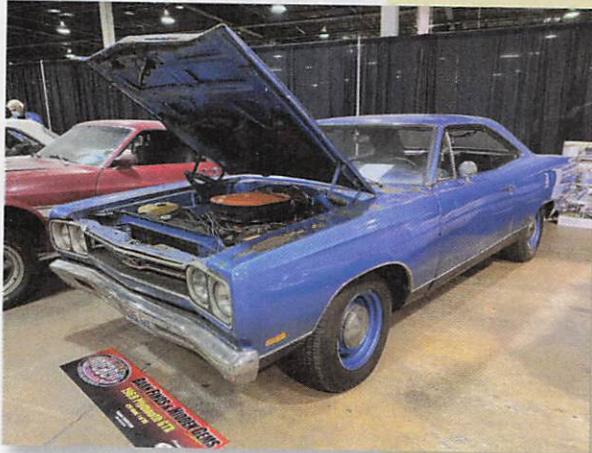


Clearly built to party, Gary Hayungs' 1971 Dodge Challenger R/T had it all for a good time. Big-block? Check. High Impact color? Check. Clutch-kicking capabilities? Yes. The FY1 Banana yellow R/T with a V6X black sport stripe was built with the E87 440 Six Pack engine good for 385 hp, the D21 four-speed transmission, N41 dual exhaust with N42 bright exhaust tips, the N96 Shaker hood scoop and the A33 Tack Pak Dana 3.54 rear with H6X9 high-back bucket seats and the rear deck spoiler. The car's presence in the Barn Finds & Hidden Gems display implies it's been off the road for some time, yet the R/T looks like it's ready to rock and roll with just a little detailing.





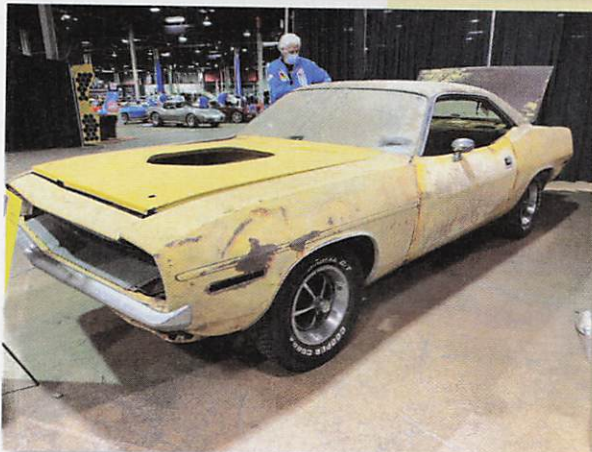
Earning its place in the “Barn Finds & Hidden Gems” display at MCACN was this 1968 Camaro RS 396 car. Weathered and missing some parts, the car had many trappings of a street warrior’s past: wide rear tires, fender flares, a fiberglass hood scoop... the list goes on. It needed everything, but this rare Camaro deserves all of it. There were 40,977 Camaros built with the Rally Sport package in 1968, but there’s no breakdown on how many were built with a six-cylinder or this car’s top dog 396-cid V-8. The car was last licensed in 1982, and is now owned by Kurt Burdick and John Zigler.



Gordy Long brought this 1969 Plymouth GTX with a factory 426 Hemi engine to MCACN, and aside from some surface rust on the top of the fenders, it looked ready for the Wednesday night cruise-in. The GTX is reportedly one of just 99 GTXes built with the dual-carburetor “Elephant” engine in 1969. While it had plenty of “go,” it lacked “stop” action with its standard manual brakes.



It might look solid in photos, but this 1969 AMC Hurst SC/Rambler had lots of rust issues, but with just 1,512 built for the model year, you’re not likely to find another one, let alone an unrestored and intact example. This SC/Rambler wears the “A” paint scheme and has been hopped up with a cross-ram intake and dual carburetors atop its 390-cid V-8, which might be why the hood’s original “mailbox” is now missing from its top side. Martin Metz brought this wicked gem all the way from New Jersey to MCACN.



You’re looking at the first 1970 Plymouth ‘Cuda built with the 390-hp 440-cid Six Barrel at the Los Angeles Assembly plant. As a pilot car constructed to test assembly line procedures, the options were piled on it: a four-speed transmission, black bucket seats and vinyl top, the light package, 3.54 Track Pac Dana rear-end, power disc brakes, Rallye instrument cluster, left and right chrome sport mirrors, hood tie-down pins, fender turn signals, drip rail and body sill moldings, deck lid molding, bright exhaust tips, tachometer, Shaker hood, black hockey strip and more. The car was painted the High Impact FY1 Lemon Twist yellow color, and as part of its unique nature, its fender tag stated it was also to have a code Y91 “show car finish.”

Take 2



Actor David Sullivan has his father's '68 Torino GT restored

STORY AND PHOTOS BY AL ROGERS

In the spring of 1968, Billy Ray Sullivan walked into Pegues/Hurst Motor Co. in Longview, Texas, to place an order for a new Ford Torino GT. Billy Ray was greeted by a salesperson and the two stepped into an office and methodically checked off boxes on an order form to ensure Billy Ray would get the exact 1968 Torino GT his heart was set upon.

Billy Ray's plan was to equip the Torino GT with high-performance options cloaked beneath an unassuming hardtop exterior. The car he would create would be a one-of-a-kind Ford that

would fly under the radar.

Ford Motor Co. had recently introduced the high-performance R-Code 428-4V Cobra Jet engine with a factory rating of 335 hp, and Billy Ray made sure his '68 Torino GT was equipped with the new power plant. His paint color of choice for the body was Raven Black which he had mated with a luxurious-looking black vinyl roof and red interior. His order additionally included the C-6 automatic transmission, the 3.91 Traction-Lok rear axle and power disc brake options. It was obvious this Torino GT was purposely ordered from the fac-

tory with a great deal of thought going into how the owner would use it once he received it.

Billy Ray had been stashing funds from his job working for the State of Texas to save enough money to buy the car of his dreams in that spring of 1968. He was 33 years old at the time and feeling good about the opportunity to finally own a muscle car. This was his first new car, and everything about it had to be spot-on.

The factory fulfilled Billy Ray's dream on May 4, 1968, when the car was built at Ford's Atlanta Assembly



Plant, with Billy Ray taking delivery on June 14. Billy Ray wasted no time taking his new Torino GT to the local drag strips around his hometown of Longview, and he and his “sleeper” Torino GT soon earned a reputation on the street racing scene as being fast. Locals knew the car was quick, but out-of-towners usually found out the hard way. They’d see Billy Ray’s stealthy Torino GT pull up next to them at a stop light, they’d share a momentary glance, then a nod, and then they’d square off when the light turned green. More times than not, Billy Ray and his

Ford would leap off the line, leaving the unsuspecting opponent in the dust to gaze upon the Torino’s fading square taillamps and round GT deck lid emblem as it pulled away.

In 1971, Billy Ray met Jean, his future wife, on a date in San Antonio. Their friends had arranged for the two of them to meet, and of course Billy Ray arrived in his black ‘68 Torino GT. Jean thought it was a pretty car, but Billy Ray, unassuming in his own way, didn’t share much about it. Not long after, Jean had an opportunity to get behind the wheel and drive the Torino GT herself.

“I goosed it — gave it some gas — and realized it had a lot of power, and realized Billy’s Ford was something special,” she recalled from her first drive.

Billy Ray and Jean hit it off and things became serious. They were married in 1973. Several years later — in late 1977 or early 1978 — the Torino GT’s engine developed an issue. Apparently something let go in the engine and the car was permanently idled.

According to Jean, Billy Ray parked the Torino GT soon after the engine was blown and essentially moved on. The couple had recently welcomed their third

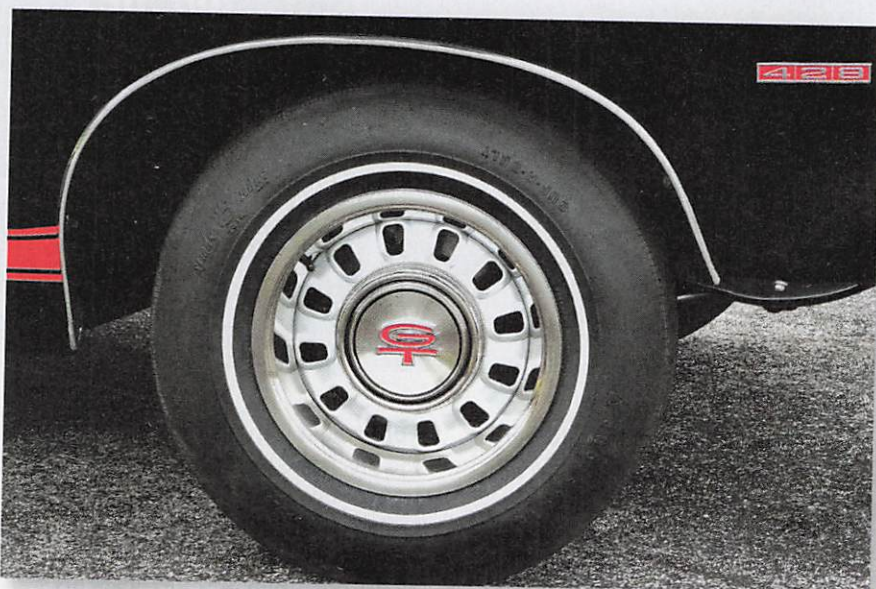


Rather than opt for the fastback Torino, Billy Ray Sullivan ordered the more formal-looking hardtop body style for his Torino GT sleeper.

child, David, and besides, it was time to start looking for a car that was more family-oriented. With a recently enlarged family, the couple had new priorities and had to make sacrifices to make ends meet. The '68 Torino GT was no longer practical, but for Billy Ray, it remained his pride and joy, even in its idled state. But he never made getting the car running an issue and, for the most part, never complained about it being inoperative. One thing was certain, though — he never wanted to see it leave his family. It was special to Billy Ray, and over the decades it was parked, the “old Ford” evolved into a family heirloom, especially for their youngest son, David.

As evidence the Torino GT remained out of sight but not out of mind, Billy Ray reached out to the selection committee at Chip Foosse’s “Overhaulin” TV show in hopes of having his beloved Ford restored. To Billy Ray’s disappointment, his car was not chosen for a make-over by the show’s selection team, and the car continued to sit idle for decades.

In 2005, Billy Ray’s youngest son, David, decided he was going to start the



The GT came standard with wide-oval tires; the GT’s standard styled steel wheels were painted a reflective silver paint. Note the “428” fender badge happens to match the GT rocker stripe.

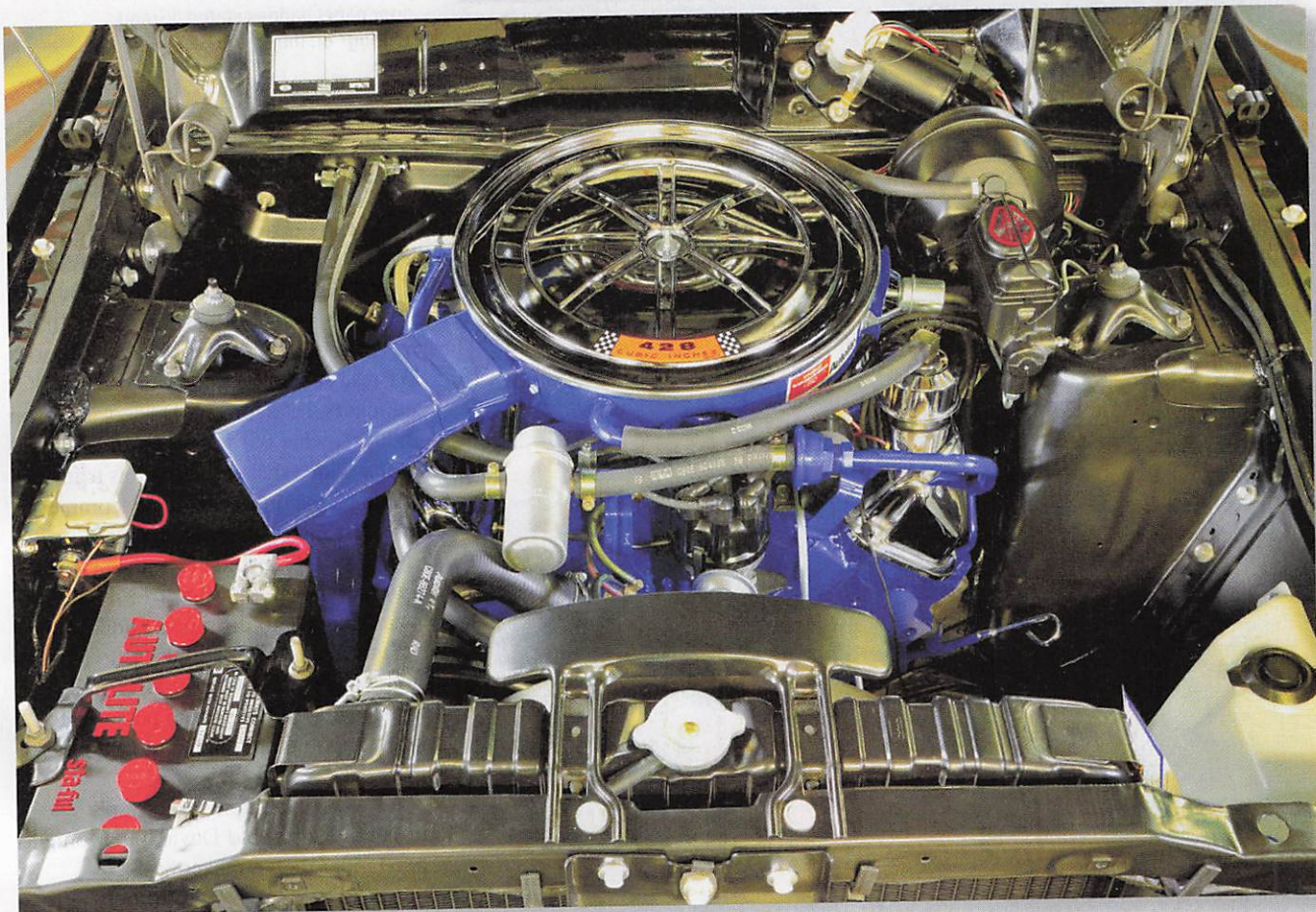
process of restoring the car. He disassembled the Torino GT, but then realized he was in over his head. The car was then parked again, awaiting rescue from the pasture where the landscape eventually overtook it.

David didn’t just lack the skills of a

professional restorer, he lacked the time needed to acquire those skills in order to properly restore his father’s Torino GT. The year before he tore into disassembling the Torino GT, David won the 2004 Grand Jury Prize at the Sundance Film Festival for his acting role in the

RIGHT ABOVE: The front-fender “428” badge was subtle, especially if you weren’t looking for it.

BELOW: The R-code 1968 428-cid V-8 with a single four-venturi carburetor had a factory rating of 335 hp.



film “Primer.” With an opportunity to kick his acting career into a higher gear, David relocated to Hollywood, the acting capital of the world, to pursue work in motion pictures and television productions. But in the back of his mind, the thought of fulfilling his father’s dream to restore the 1968 Torino GT continued to resonate — especially after his father’s 2013 passing.

One day, while searching various Ford Fairlane and Torino posts on social media, David stumbled onto a Facebook group that had connections to Marty Burke, head judge for the Fairlane Club of America (fca.clubexpress.com). David

reached out to the group with his story about the 1968 Torino GT that his father had bought new and received Marty Burke’s contact information. David sent Marty a text message and Marty quickly responded. The two then had a lengthy phone conversation in which David indicated his dream to have the Torino properly restored. Marty told David the project would be costly — not just in dollars, but in time — yet David remained adamant about making it happen and said he would do everything required to support the project from start to finish.

After numerous conversations, Marty invited David to see his

personal collection of Fords and Mercurys. It was during this visit and laying eyes on Marty’s 1969 Mercury Cyclone Spoiler Dan Gurney Special that David asked if Marty would be interested in restoring the 1968 Ford Torino GT R-Code hardtop his father had bought new. David shared his family’s history with the car and how it was now David’s dream to get it restored and looking the way it would have looked the day his father picked it up at Pegues/Hurst Motor Co.

Marty informed David that he wasn’t the one who restored his ‘69 Dan Gurney Special.



LEFT TOP: Four pods held the Torino's vital gauges. Note this Torino GT has a column-mounted gear shift handle. Ford was sure to note the energy-absorbing steering column and steering wheel for safety.



LEFT MIDDLE: Bucket seats were standard in the Torino GT, but this full-width bench seat was optional. Silver door panel badges stated "Grand Touring" on the Torino GT.

"I can't take credit for this one," Marty told him. "It was done by Billups Classic Cars in Colcord, Oklahoma."

Marty went on to tell David that if he was serious about having his '68 Torino GT restored to the same world-class standards, he'd connect David with Jason Billups, owner of the restoration shop. Marty added that Jason and his team would be the only ones he'd recommend for a restoration of this magnitude.

The 1968 Torino GT's journey to look new began on March 13, 2021, when David and his mother and her partner, Jeff, delivered the car to Marty's home in Texas. It was the first time Marty had seen the car in person. He knew it would be rough, but as the saying goes, seeing is believing.

"Wow, this is going to be a big project," Marty told David. "It's going to need more than a makeover."



The gas cap (left) carried the GT emblem, while the hardtop's C pillar bore the Torino crest (above).

Basically, the project essentially started with the skeletal shell of the 1968 Ford Torino GT. Spending decades parked in a field near Longview had also taken a toll on the car. Adding insult to injury were the years since the car was disassembled, during which time parts had gone missing. But after seeing it in person and evaluating its overall condition, Marty knew that Billups' exceptionally talented team of highly skilled technicians could give this Ford a new life by restoring it to better-than-factory standards.

Marty's role in the restoration project was to evaluate the Torino, take an inventory of what remained and what was salvageable, and then start sourcing parts until Jason Billups could pick it up. The Torino was stowed at Marty's home until Sept. 22, 2022, when Jason and Casey Kelly arrived to transport it to Billups Classic Cars for the start of the restoration. Upon arrival, Jason and Casey were also surprised by how little they had to start with. This was going to be a huge undertaking and challenge, but one they welcomed.

Adding to the challenge was that the Torino had to be restored and ready to "day-view" during an official unveiling ceremony at the Muscle Car & Corvette Nationals (MCACN) on Nov. 18, 2023 — just a little over a year away. This was not the first MCACN unveiling for the team at Billups Classic Cars; they've experienced a handful of MCACN unveilings over the years, with the most recent being "The Green Hornet" Shelby GT500 EXP coupe in 2018. Billups' team knows the amount of time and effort that goes into the process to make everything come together for that special day at MCACN when the cover comes off and the world sees their finished restoration for the first time.

Working against the calendar, they loaded the Torino into their enclosed trailer and hauled it to their shop in order to dive into an in-depth evaluation and restoration.

The restoration started during early 2023 and required three different '68 Torino donor cars to acquire enough usable body panels to complete the rebuild of the body shell. Hard-to-find components, such as fenders, doors, a hood, a trunk lid and many of the under pinnings, were removed from the donor cars and used to restore the '68 Torino GT.

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Actor David Sullivan (black shirt) following the MCAACN unveiling of the restored 1968 Ford Torino GT with his mother, Jean (second from left), sister, Jennifer (left), and brother, Steve (right).

Marty has spent decades collecting hard-to-find, new-old-stock (NOS) Torino parts. His collection of ultra-rare parts were vital during the project.

“When I started collecting these parts nearly 40 years ago, I intended to have them available for my own personal collection,” Marty said. “But once I met David, heard the story about his father’s Torino GT, and felt his passion to get the car restored, I decided to make them available for the restoration project. These Torino parts are rare, with most of them not being reproduced; it was going to take something special to get them from me, and this project was the perfect fit.”

On Saturday, Nov. 18, 2023, with the work of Marty Burke and Jason Billups, Billy Ray Sullivan’s dream to have his 1968 Torino GT restored was fulfilled. Under the lights of the Donald E. Stephens Convention Center in Rosemont, Ill., the cover was lifted off the Torino GT during MCAACN to reveal the factory-new-looking car. It was the first time David’s family and friends had seen the car looking as it did in 1968, and all were delighted, notably his mother, Jean, his sister, Jennifer, and his brother, Steve.



An emotional David Sullivan sees his father’s 1968 Torino GT in restored condition for the first time just weeks before its MCAACN unveiling.

After allowing everyone to take in the glimmering black car, a proud and emotional David Sullivan shared the fascinating story about the 1968 Torino GT that his father bought new and the incredible journey it’s taken during its lifetime. He went on to say he feels a newfound con-

nection to the car and understands why it meant so much to his father.

“When I saw this car in finished form, I could feel my father’s presence in my heart,” David said. “Restoring it was what he wanted, and I’m grateful to the people who helped make it hap-



Casey Kelly (left) and Jason Billups of Billups Classic Cars with the 1968 Ford Torino GT before tearing into its restoration.



David Sullivan and his mother, Jean, with the Torino GT when it was pulled from the pasture where it was parked for many years.



Fairlane Club of America Head Judge Marty Burke evaluates the 1968 Ford Torino GT prior to its trip to Billups Classic Cars in Colcord, Okla.

pen and really humbled by this once-in-a-lifetime opportunity. I can still feel his presence, even now, and know he's proud of how the car turned out and to see his dream fulfilled."

The appreciation was mutually shared by other members of David's family.

"Seeing the car restored during the unveiling sent butterflies through my stomach," Jean said. "I felt a tidal wave of emotions. It was electrifying, something I've never felt before, and I didn't expect it. I know it's going to be in good hands and in a good place. I'm so happy for David and looking forward to seeing the Torino GT at other events around the country

next year. His father would be so proud.

"I also want to thank everyone who had a role in making this happen," Jean added. "Without them, none of this would have been possible!"

The day after the restored car's unveiling at MCACN, David and the '68 Torino GT received the prestigious Concours Gold and Platinum Judge's Pick award during the 2023 MCACN awards ceremony. It was a fitting conclusion to a rewarding experience for all of those involved in bringing back Billy Ray Sullivan's Torino GT to June 14, 1968 – the day he drove it home for the first time. **OC**

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