The hearty Nebraska wind that blew across the 507 cars collected by Ray Lambrecht of the defunct Lambrecht Chevrolet Co. in Pierce finally carried the cars across the world following the auction of the collection on Sept. 28-29.

Starting at VanDerBrink Auctions’ preview on Sept. 27, thousands of people — some reports as high as 20,000 — came from as far as Australia and Brazil to see the USA and Lambrecht’s unsold Chevrolets, and to have their questions surrounding the “Lambrecht Legend” answered. Why did Lambrecht hold back more than 40 trade-ins? Why didn’t he sell his 55 new, leftover Chevrolets after the new models came out? What is the condition of an unsold 1959 Chevrolet after it has been sitting outside for decades? What does a 1958 Chevrolet Cameo or 1963 Impala Sport Coupe still on a manufacturer’s statement of origin (MSO) look like after sitting in a dealership for 50 or more years?

Throughout the weekend, droves peered into the emptied dealership on the corner of Pierce’s Lucas and Main streets looking for the answers. As Lambrecht quietly looked on from his nearby home, the contents of the brick building he built in 1946 to sell Chevys were emptied on Sept. 26 in preparation for the sale. For the first time in decades, several dusty vehicles emerged: a 1.3-mile 1958 Chevrolet Cameo in turquoise and black; an 11-mile 1963 Impala Sport Coupe in red and white with a 327 and automatic; a white 1964 Impala Sport Coupe with 4 miles on the 327 and three-speed manual transmission; a 1978 Corvette Pace Car with 4 miles; and two 1963 Corvair Monza coupes, each with 17 miles. These and a few of Lambrecht’s preferred trade-ins from inside the dealership were moved to the farm on the outskirts of Pierce where Lambrecht parked the majority of unsold and unavailable trade-ins and “new” vehicles. Cars and trucks from a second storage building in Fremont, Kan., also were moved to the farm field to finally join the many vehicles Lambrecht refused to part with.

The answers to some visitors’ questions had recently been addressed by Lambrecht’s daughter, Jeannie Lambrecht-Stillwell, who told Old Cars Weekly in previous interviews that her father had the foresight to know some cars would be collectible. He also cut people such great deals on new Chevrolets, and preferred to sell new cars to families for safety purposes, that he rarely sold his used-car trade-ins. All of the unsold new vehicles had been stored inside at one time, but when the roof of a storage building collapsed, Lambrecht was forced to park most of the unsold cars in the farm field with his trade-ins, where he and neighbors worked to keep out trespassing thieves. The effort paid off, and nearly all of the cars remained complete. Even the 1959 Chevrolets, which had been targeted by thieves who were eventually caught, had their missing trim placed inside the trunk or passenger compartment by the auction.

The farm field eventually grew into a forest, but by the September sale of Lambrecht’s collection, VanDerBrink Auctions had returned Lambrecht’s
property into a field again for the absolute auction. For spectators and bidders, the lines of Lambrecht’s unsold and low-mileage trade-in vehicles formed a field of dreams.

“Interest-wise, this is the most interest I have had in an auction,” Yvette VanDerBrink said. “It’s lived up to our expectations.”

VanDerBrink Auctions prepared the cars in lines, with the best unsold vehicles crossing a blue carpet to welcome bidders at the entrance to the field. The best-preserved examples were those that whispered the secret of Lambrecht’s collection from their place in the dealership window, and they were the first to be auctioned. Yvette VanDerBrink chose to leave the decades of eerie dirt and dust on the vehicles, essentially allowing the vehicles’ first owners a chance at new-car prep. Once in their hands, the winners would decide whether to install the hubcaps long hidden in some trunks, or how to properly handle the shipping plastic covering the seats of some cars or the rubber mats behind the seats of several trucks.

It was clear many of the indoor-stored vehicles simply needed a bath to look nearly new again. However, the 18 unsold 1963-1966 Chevrolet trucks and the five unsold “Slimline Design” 1959 Chevrolets four-doors were certainly going to need more than a cleaning and a mechanical overhaul to be revived. An extended period of outdoor storage left some vehicles marked with dings, dents and even rust. Despite weathering, many of these vehicles still told the story of how Chevrolet built its vehicles. Frames still showing semi-gloss black paint, floor boards of red-oxide primer with body-color over spray along the outside edges and exhaust manifolds covered with orange overspray educated close observers on how to authentically restore their own Chevrolets.

Bidding begins

On Sept. 28, the first of two auction days, the field from which Lambrecht had worked so hard to deter trespassers was overrun with enthusiasts. From curious locals to hard-core foreign collectors, all were all welcomed by VanDerBrink Auctions without an admission fee. From the moment Yvette VanDerBrink auctioned off the first piece of Chevrolet memorabilia from Lambrecht Chevrolet Co.’s inventory — a Value Center Chevrolet sign — it was obvious that the “Lambrecht Legend” had left bidders drunk with excitement. Crowds piled around VanDerBrink’s moving trailer and obscured the parts, yet bidding for yard sticks printed with the Lambrecht name sold for more than $200 each before they were bundled into sets of five, then sold for $400 or more a set. Bidding for parts and memorabilia from inside Lambrecht Chevrolet climaxed when the rare 1956 Corvette Eska pedal car that Chevrolet awarded to Ray Lambrecht sold for $16,000.

A mob of hundreds or more bidders and spectators then followed VanDerBrink’s trailer to the first vehicle to be offered — an unsold 1958 Cameo Series 3100 six-cylinder truck with just 1.3 miles. Just 1,405 Cameos were built in 1958, making it the rarest from the 1955-1958 Cameo run. VanDerBrink told Old Cars Weekly that she expected it to be the top seller, and she was right: the Cameo’s original $2,231 base was far exceeded when bidding hit a record $140,000 and VanDerBrink declared “Sold!” to a cheering crowd. Reportedly, the Cameo went to a trust in New Hampshire that plans to leave it untouched.

The momentum continued to the next vehicle in the Saturday sale. A shortbox stepside 1958 Chevrolet Apache Series 31 with 5 miles and also still on MSO sold for $80,000 just before a ’78 Corvette Indy Pace Car L48 with 4 miles sold for an identical $80,000 record bid. “Late Great Chevy” Impalas also did exceptionally well: Lambrecht’s white ’64 Impala two-door hardtop with 4 miles and a 327 V-8, which had long drawn enthusiasts to peer into the window of Lambrecht Chevrolet Co., sold
for $75,000. It was immediately followed by the ’63 Impala two-door hardtop with 11 miles and a 327 V-8 and automatic, which sold for a stronger bid of $97,500. A representative of the buyer said the owner plans to simply wash the car.

Two 1965 Impala two-door hardtops with 325-hp 396 V-8s and automatic transmissions immediately followed. As identical models that were similarly optioned, they illustrated the contrast in how storing a car inside and outside affects a vehicle’s condition and value. The Artesian Turquoise example that Lambrecht had stashed inside for most of its existence still wore its window sticker and showed 12 miles on the odometer, and thus sold for $72,500. The white example with 10 miles immediately followed and sold for $45,000. Its lower price can be attributed to the surface rust around the back window and some rust-through on the front fenders from a period of lean-to storage, which had also stripped the Impala of its window sticker.

After an unsold, 326-mile 1964 Bel Air station wagon with a 283 V-8 sold for $30,000 and a 1966 Bel Air sedan with 7 miles sold for $14,500, Corvairs set records. A “resale red” 1963 Corvair Monza coupe that had been stored inside Lambrecht Chevrolet with 17 miles sold first for $42,500. Its white 1963 Monza coupe stabled from inside the dealership immediately followed, with VanDerBrink declaring it sold from her moving platform to a high bid of $40,000.

A mix of low-mileage trade-ins long stored inside the dealership were then bid to far-above-average prices: Jeannie Lambrecht-Stillwell’s personal 1962 Corvair Monza coupe with 44,500 miles sold for $13,000, while a 1962 Impala two-door hardtop with a 327-cid V-8 and four-speed and 57,500 miles sold for $36,000.

Although several unsold Chevrolets set records, nothing left the crowd scratching their heads more than the $27,000 winning bid by a Texan for Lambrecht’s 75,000-mile “trade-in” 1969 Chevelle SS396. The SS396 had an automatic transmission and its share of rust, as well as a crushed roof.

After the 1969 Chevelle SS sale, bidding slightly cooled as VanDerBrink ran through the line of five unsold 1959 Chevrolets, which was interspersed with a few used trade-in 1959s. The unsold 1959s had been stored outside for a period, leaving them in varying conditions.
conditions, but like Lambrecht’s other unsold “new” cars, each ’59 still carried its MSO.

Prices among the unsold 1959 Chevrolet four-doors varied from $11,000 for a Bel Air hardtop to $16,000 for an Impala hardtop. The best buy among the 1959 Chevrolets was the Bel Air four-door hardtop with 2 miles, which sold first. It may have been the rarest of the 1959s, and it may have sold for the lowest price, but that’s not what made it the deal among its bat-winged peers. Unlike the other 1959 four-doors, the Bel Air four-door hardtop retained a solid trunk, a fact that didn’t get past its winning bidder, Old Cars Weekly reader Myron Smith.

“I’m going to keep it original and get it running, but I am not sure we’ll drive it,” Smith said, adding he plans to enter the car in the AACA’s Historic Preservation of Original Features class for unrestored vehicles. The Nebraska resident added that a good friend prodded him to buy the Bel Air, but despite his reservations about bidding, the Bel Air found a good home. It is joining a collection that includes five other 1959 Chevrolets, one of which is the El Camino that Smith’s father bought new.

After the five unsold and three of the trade-in 1959 Chevrolets went under VanDerBrinks’ energetic calling, the unsold vehicles on MSO were more interspersed with the trade-ins. Highlights include the 1960 Chevrolet Apache 10 stepside with a six-cylinder and three-speed and 2 miles that sold for $46,000 before the 1959 Chevrolet Viking 40 cab-and-chassis truck with 7 miles and no radiator went for an even more astounding $60,000.

The final grouping of unsold MSO vehicles was the line of 1963-1966 Chevrolet half-ton trucks. Nearly all of the trucks showed fair to significant amounts of weathering, and none had a wood bed floor any longer. Some of these longbox trucks had their boxes crushed by a fallen tree or a building, yet winning bids ranged from $10,500 to an astronomical $39,000, with most selling from $17,500 to $24,000. The $39,000 top four-door sedans also sold for staggering prices: $7,000 to $37,500 for four-door sedans with V-8s in No. 4 and No. 5 conditions. The two top sellers were a Two-Ten four-door sedan and a Bel Air four-door sedan that were among those vehicles parked in the dealership, and as such, they were featured in much of the media hype surrounding the sale. They sold for $37,500 and $23,000, respectively.

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Most bidders preferred the “bow-tie,” and the selection was enormous. The few deals at the sale were mainly for Ford products, Mopars and independents. A No. 5 condition Studebaker Champion two-door hardtop was a bargain at $3,100, while an equally solid and more complete 1956 Mercury Custom sedan went for a song at $600.

While auctions of well-known collections usually produce higher-than-average prices, the sale of the Lambrecht Collection exceeded most people’s expectations. In the end, it was the media attention, the curiosity and the emotion that pumped up the prices of so many vehicles. Throw in dozens of unsold vintage cars and you can’t predict the price on that.

Were they worth it?

It’s almost impossible to judge the prices paid for unsold vehicles with odometers that reflected only the mileage from the end of the assembly line to the transporter. There are so few 1958-1965 Chevrolets in the world with less than 10 miles, there are simply no comparables. And how do you price the opportunity to become the original owner of a 50-some-year-old car or truck?

Most people will say the prices paid at the no-reserve, absolute auction that dispersed the Lambrecht Chevrolet Co. collection were astronomical. In some cases, they are right. The trade-ins Ray Lambrecht parked in the field were often very rough No. 5 project cars or No. 6 parts cars, yet bidding was often off the grid.

The unsold 1978 Corvette Indy Pace Car with 4 miles and still on MSO sold for $80,000, yet this is a car that was often squirreled away by collectors. Today, it seems there are more 1978 Indy Pace Cars like the Lambrecht example with less than 10 miles than there are with more than 10,000, and such examples are regularly offered at prices around $40,000.

There were no big surprises among the five unsold 1959 Chevrolet four-doors, which reasonably sold for $11,500 to $19,000, but the used ’59 two-door sedans that had been parked outside since being traded in to Lambrecht Chevrolet regularly sold for $5,000 to $18,000, despite being in No. 5 condition. Such prices far exceed the average for 1959 Chevrolet two- and four-door sedans. The many 1957 Chevrolet

This unsold 1963 Corvair 900 Monza coupe was one of two from inside the dealership with 17 miles. The white example here sold for $40,000, while its red stablemate sold for a world-record $42,000.

At $12,000, this 30,000-mile 1955 Chevrolet Two-Ten two-door sedan with a V-8 bested the $9,000 paid for the V-8 1955 Bel Air two-door hardtop with 49,000 miles. The ’55s sold within cars of each other and were in similar condition.
sale went to the black, six-cylinder 1964 Chevrolet C10 with a common odometer reading of 5 miles, but such features as a chrome front bumper and grille and small rear cab window.

Patina is hot among unrestored-original enthusiasts and hot rodders alike, and vehicles of the Lambrecht collection had plenty. Perhaps that patina and the widespread media hype helped explain the far-above-average prices attained by VanDerBrink Auctions throughout the sale. That hype extended through the second day of bidding, which ended at nearly 7 p.m. on Sunday night.

On the second day, third-generation Lambrecht customer Bill Kuhl hoped to buy his grandfather’s 1951 Studebaker Champion coupe, which had been traded in to Lambrecht for a new 1959 Chevrolet Biscayne two-door sedan. (That year, Kuhl’s father also bought a new 1959 Chevrolet — a four-door sedan — from Lambrecht upon trading in a 1953 Pontiac.) The Biscayne two-door eventually became Kuhl’s car, but when the college student was returning from reserve duty in June 1968, he cooked the engine.

“The red (oil) light was on and there was no time to stop, so I shot to town and figured I’d fix it there,” said Kuhl, an Old Cars Weekly reader.

By the time Kuhl arrived in Pierce, it was too late for the Chevy. Like his father and grandfather, he went to see Ray Lambrecht, who lived up to his slogan, “It will pay to see Ray.”

“I was one of the few who bought a used car from Lambrecht — a 1962 Bel Air two-door post with a six-cylinder stick and overdrive and just 27,000 miles,” Kuhl said.

For years, Kuhl stared into Lambrecht’s storage field from the adjacent golf course where he works and been teased with memories of the decaying cars he, his father and his grandfather had traded in to Lambrecht.

“I never asked Ray to buy (the Studebaker), and I looked online and the bidding was too high in the auction,” Kuhl said. The Studebaker went to another bidder for $3,000. The 1959 Biscayne two-door that was bought new by Kuhl’s grandfather and then passed to Kuhl was also in the auction. Like many of the used trade-ins, especially the rough trade-in two-door 1959 Chevrolets, it sold for a relatively high price of $7,000 (a 1959 Bel Air two-door sedan sold a couple lots earlier for an inexplicable $18,000).

By the time Yvette VanDerBrink yelled “Sold!” for the final lot — a lone Oliver tractor — the auction tally had reached $2.88 million. Even detractors who felt Ray Lambrecht “hoarded” cars and trucks, or faulted him for having to leave so many of the vehicles exposed to the outdoors, could agree that Ray’s ways brought the hobby together for one big party and a never-to-be-repeated experience. Truly, the old Lambrecht slogan “It will pay to see Ray” proved true one last time.

For more photos from this historic sale, go to www.oldcarsweekly.com/blogs/under-the-hood

Through the front window of Lambrecht Chevrolet Co., this 1964 Impala with a 327-cid V-8 and three-speed revealed the vintage contents of the dealership. With just 4 miles on its odometer, it sold for $75,000.

The man who originally traded this V-8 1957 Chevrolet Bel Air Sport Sedan (four-door hardtop) into Lambrecht Chevrolet Co. bought it back on Sept. 28, 2013, for $12,000 — certainly more than he received for it at trade-in.
1951 Chevrolet 2d Sed, 6-cyl[color]..........................$650 5
1951 Chevrolet Deluxe 4d Sed, Fender skirt, w/visor[color]..........................$1,150 5
1951 Chevrolet Deluxe 2d Sed, 6-cyl[color]..........................$1,700 6
1951 Chevrolet 1/2T PU, 6-cyl, 3-spd, US Air Mail truck[color]..........................$3,500 5
1951 Chevrolet Deluxe 2d Sed FBK, 6-cyl, AT, w/visor[color]..........................$2,350 5
1951 Chevrolet Deluxe 2d Sed FBK, 6-cyl, Powerglide AT[color]..........................$5,500 5
1951 Chevrolet 2d Sed, 6-cyl, 3-spd[color]..........................$3,750 5
1952 Chevrolet Bel Air Deluxe 2d HT, 6-cyl, 3-spd[color]..........................$7,500 4
1952 Chevrolet 4d Sed, 6-cyl[color]..........................$950 5
1952 Chevrolet 2d Sed, 6-cyl[color]..........................$2,200 5
1952 Chevrolet 3100 2d PU, Stepside[color]..........................$5,250 5
1952 Chevrolet Deluxe 4d Sed, 6-cyl, Powerglide AT[color]..........................$400 6
1952 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd[color]..........................$1,700 5
1952 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd, dented roof[color]..........................$1,100 6
1953 Chevrolet 2d Sed, 6-cyl, 3-spd, sun visor, no hood[color]..........................$600 6
1994 Chevrolet 2d Sed, 6-cyl, 3-spd, sun visor, no hood[color]..........................$600 6
1994 Chevrolet Bel Air 4d Sed, 265-cid, 3-spd, 265 miles[color]..........................$3,250 5
1994 Chevrolet Suburban 4d Sed, 6-cyl, 3-spd, 28K miles[color]..........................$10,500 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd[color]..........................$2,500 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1994 Chevrolet Bel Air 4d Sed, 6-cyl, Powerglide AT[color]..........................$5,250 5
1959 Chevrolet Bel Air 4d Sed, 283-cid, V-8, 2-bbl, 3-spd, bill of sale ........................................ $2,750 5
1959 Chevrolet Bel Air 4d HT, 283-cid, AT, copper, 2 miles, MSO ................................................. $11,000 4
1959 Chevrolet Viking 40 2d Stake, 6-cyl, 4-spd, cabs & chassis only, w/o radiator, 7 miles, MSO ...................... $60,000 4
1959 Chevrolet Impala 4d Sed, 283-cid, AT, copper, 2.2 miles, MSO, window sticker .................................... $14,500 5
1959 Chevrolet Biscayne 2d Sed, 6-cyl, 3-spd, grey, 39K miles ...................................................... $7,000 5
1959 Chevrolet Bel Air 4d Sed, 6-cyl, AT .................................................. $1,300 6
1959 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd .................................................. $1,000 5
1959 Chevrolet Bel Air 2d Sed, 283-cid, AT, w/o carburetor, 55K miles ........................................... $18,000 5
1959 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd, w/o rear window, 3 miles, MSO .................................. $11,000 5
1959 Chevrolet Biscayne 2d Sed, 283-cid, 3-spd, w/o radiator, black, 69.9K miles ............................... $7,500 6
1959 Chevrolet Bel Air 4d Sed, 283-cid, AT, grey, 34.5K miles, stored in dealership ................................. $19,000 4
1967 Chevrolet Corvair 2d Sed, No front seats, no wheels, first generation, stripped ................................... $400 6
1960 Chevrolet Bel Air 4d Sed ........................................... $1,100 6
1960 Chevrolet Bel Air 4d Sed, 283-cid, 2-bbl, AT, dented roof ....................................................... $950 5
1960 Chevrolet Impala 4d HT, AT .................................................. $4,400 4
1960 Chevrolet Brookwood 4d Sta Wag, 6-cyl, AT ........................................................................... $1,900 5
1960 Chevrolet Apache 10 2d 1/2T PU, 6-cyl, 3-spd ........................................................................... $6,300 5
1960 Chevrolet Corvair 700 4d Sed, 4-cyl, MSO, mileage illegible ......................................................... $3,750 4
1960 Chevrolet Corvair 700 4d Sed, MSO, 1 mile .................................................................................. $3,000 4
1960 Chevrolet Corvair 500 4d Sed, MSO, 1.7 miles ............................................................................. $4,250 4
1960 Chevrolet Apache 10 2d 1/2T PU, 6-cyl, 3-spd, stepside, w/o bed floor, 2 miles, MSO ....................... $46,000 5
1960 Chevrolet Corvair 4d Sed, Damaged roof ...................................................................................... $1,700 5
1960 Chevrolet Bel Air 4d Sed, 283-cid, w/o radiator ................................................................................ $2,200 5
1961 Chevrolet Bel Air 4d Sed, 34K miles ......................................................................................... $8,000 4
1961 Chevrolet Bel Air 4d Sed, 283-cid, w/o tallgate ............................................................................... $2,150 5
1961 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd ......................................................................................... $2,800 5
1962 Chevrolet Bel Air 4d Sed, w/o drive train ...................................................................................... $950 6
1962 Chevrolet Impala 4d Sed, 3-spd ................................................................................................. $1,600 5
1962 Chevrolet Bel Air 4d Sed, 283-cid, 4-spd, w/o hood ....................................................................... $1,700 5
1962 Chevrolet Biscayne 4d Sed, 6-cyl ............................................................................................... $800 5
1962 Chevrolet 4d Sed, Wrecked, 6-cyl apart, 3-spd ............................................................................... $3,000 5
1962 Chevrolet Chevy II 300 4d Sed, 6-cyl ....................................................................................... $750 5
1962 Chevrolet Bel Air 4d Sed, 283-cid, 2-bbl, AT, grey, 39K miles, stored in dealership .................... $36,000 4
1962 Chevrolet Bel Air 4d Sed, 283-cid, 2-bbl, AT ............................................................................... $700 5
1962 Chevrolet Bel Air 4d Sed ........................................................................................................... $1,900 4
1962 Chevrolet C10 2d 1/2T PU, 6-cyl, 3-spd ................................................................................... $2,100 5
1962 Chevrolet Biscayne 4d Sed, 283-cid, 3-spd ................................................................................ $1,700 5
1962 Chevrolet Impala 2d HT, 327-cid, 4-spd, 51.5K miles, stored in dealership ................................... $36,000 4
1962 Chevrolet Impala 2d HT, 283-cid ................................................................................................ $4,300 6
1962 Chevrolet Impala 2d HT .............................................................................................................. $700 5
1962 Chevrolet Impala 2d HT, 327-cid, w/o radiator .............................................................................. $1,500 5
1962 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd ........................................................................................ $2,400 5
1962 Chevrolet Chevy II 300 4d Sed ................................................................................................ $750 5
1963 Chevrolet Bel Air 4d Sed, w/o bed floor, 29 miles, MSO ......................................................... $23,000 4
1963 Chevrolet Impala 2d HT, w/o drive train .................................................................................... $2,500 5
1963 Chevrolet Chevy II 300 4d Sed ................................................................................................ $1,750 5
1963 Chevrolet Bel Air 4d Sed, 6-cyl, AT ......................................................................................... $1,100 6
1963 Chevrolet Impala 4d Sed, 283-cid, w/o radiator ............................................................................. $1,200 5
1963 Chevrolet Impala 4d Sed, 283-cid, AT, 44K miles ........................................................................ $20,000 4
1963 Chevrolet Impala 2d HT, 327-cid, AT, 11 miles, MSO, stored in dealership, red and white window sticker intact ............................................................................................................. $97,500 3
1963 Chevrolet C10 2d 1/2T PU, Longbox .......................................................................................... $550 6
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 5 miles, MSO, chrome bumpers .......... $39,000 4
1964 Chevrolet Corvair 4d Sed, 4-cyl, 4-spd, 15 miles, MSO ............................................................... $12,500 4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 4 miles, MSO ........................................... $22,500 4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 8 miles, MSO ........................................... $17,500 4
1964 Chevrolet Corvair 4d Sed, 283-cid, w/o radiator ............................................................................. $39,000 4
1964 Chevrolet Corvair 4d Sed, 283-cid, w/o radiator ............................................................................. $27,000 5

Thanks to all that shipped with Hillbilly Auto Transport from the Vanderbrink Auction in Pierce, NE we were proud to be a carrier for this auction and got to meet so many nice people from all over the world. We transport in and out of most classic car auctions across the U.S. See y’all at the next one.

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1953 Ford Customline 4d Sed, V-8, 3-spd, roof dam ... $600
1954 Ford Customline 2d Sed, No engine, damaged quarter, bill of sale ... $500
1954 Ford Crestline Victoria 2d HT, 3-spd, $1,250
1954 Ford F100 2d PU, Stepside ... $2,000
1955 Ford Mainline 2d Sed, 6-cyl ... $1,400
1955 Ford Ranchero 4d Sta Wag, 6-cyl,9,000 miles $900
1955 Ford Fairlane Victoria 2d HT, Hood dent ... $4,800
1955 Ford F100 2d 1/2T Stake, 6-cyl ... $1,000
1956 Ford 2d, 6-cyl, cab & chassis only ... $7,000
1956 Ford Customline 4d Sed, 6-cyl, 3-spd, ex-tax, bill of sale ... $400
1956 Ford Customline 2d Sed ... $2,100
1956 Ford F100 2d PU, Stepside, w/o drive train and ... $1,400
1956 Ford F-250 3/4T PU, 6-cyl ... $2,300
1956 Ford Customline 2d Sed, 6-cyl, AT ... $4,000
1957 Ford Fairlane 500 2d HT, 312-cid, V-8, AT, 60K miles, to Wisconsin ... $7,250
1957 Ford F250 2d PU ... $2,800
1958 Ford F250 2d PU, Cab & chassis only ... $1,300
1958 Ford Galaxie 500 4d HT, 352-cid, 3-spd ... $2,000
1959 Ford Galaxie 500 4d HT, 352-cid, 3-spd ... $2,500
1959 Ford Fairlane 4d Sed, V-8, AT ... $1,600
1959 Ford F600 2d PU, Cab & chassis only ... $3,300
1959 Ford F600 2d PU, Cab & chassis only ... $1,600
1960 Ford Falcon 4d Van ... $1,350
1960 Ford Falcon 4d Sed ... $700
1961 Ford Custom 300 4d Sed ... $600
1962 Ford 2d PU, Stepside, w/utility racks on box ... $2,750
1964 Ford Custom 4d Sed, 6-cyl ... $700
1966 Ford Custom 500 4d Sed, 6-cyl ... $400
1966 Ford Galaxy 500 4d Sed, 352-cid, AT ... $900
1966 Ford Galaxy 500 4d Sed ... $500
1966 Ford Galaxy 500 4d Sed, 352-cid ... $500
1966 Ford Galaxy 500 4d Sed, 352-cid ... $500
1967 Ford Mustang 2d HT Cpe, V-8, AT ... $1,400
1967 Ford Fairlane 500 4d Sed ... $400
1970 Ford Galaxy 500 4d HT ... $350
1971 Ford F150 2d 1/2T PU 4x4, 76K miles, a/c ... $2,900
1971 Ford Ranch Wagon 4d Sta Wag ... $3,000
1971 Ford Torino 500 2d FBK, AT ... $2,000
1972 Ford LTD II 4d Sed ... $425
1972 Ford Pinto Sprint 2d HBK, 95K miles ... $650
1973 Ford LTD 2d Sed ... $650
1976 Ford LTD 2d Sed ... $650
1977 Ford Fiesta 2d HBK ... $150
1987 Ford Econoline 150 Van, conversion ... $500
1995 GMC 2d PU ... $4,500
1997 GMC Sierra 2d 3/4T PU, 19.5K miles ... $4,250
1940 International 2d, Cab only ... $450
1945 International R100 PU ... $7,700
1963 International 1000 2d PU, 6-cyl, utility box ... $1,200
1965 International 100 2d 1/2T PU, 76.5K miles ... $1,000
1973 International 110 2d PU 4x4, AT, 29K miles ... $1,250
1949 Kaiser 4d Sed, Yale Blue, 3-spd, 51K miles ... $1,400
1967 Lincoln Continental 4d Sed ... $850
1974 Lincoln Continental Mark IV 2d HT ... $400
1950 Mercury 4d Sed, V-8, 3-spd ... $7,750
1956 Mercury Custom 4d Sed, V-8, AT ... $600
1965 Mercury Monterey 2d Conv, w/o V-8 ... $950
1972 Mercury Montego 4d Sed, V-8, AT ... $700
1979 Mercury Cougar 2d HT ... $500
1949 Oldsmobile 76 4d Sed, 6-cyl, AT ... $1,000
1949 Oldsmobile 98 2d Conv, Title, V-8, AT, PW, green ... $9,500
1974 Oldsmobile 88 4d Sed, V-8, 3-spd ... $2,000
1959 Oldsmobile Super 88 4d Sed, V-8, AT, bill of sale ... $1,700
1964 Oldsmobile Jetstar 88 2d HT, 3-spd, w/o carburetor ... $5,300
1963 Oldsmobile Delta 88 4d Sed, V-8, AT ... $3,000
1970 Oldsmobile Cutlass 2d HT, 350-cid, AT ... $3,900
1950 Plymouth Deluxe 2d Sed ... $700
1951 Plymouth Concord 2d FBK, 6-cyl, 3-spd ... $3,000
1953 Plymouth Cranbrook 4d Sed, 3-spd ... $750
1954 Plymouth Savoy 4d Sed, AT, V-8, curb 233, 100K miles ... $1,000
1956 Plymouth Belvedere 4d Sed, V-8, AT, bill of sale ... $1,800
1958 Plymouth Plaza 2d Sed, 6-cyl, 3-spd ... $1,850
1965 Plymouth Fury III 4d Sed ... $1,450
1971 Plymouth Fury III 4d HT ... $600
1949 Pontiac Silver Streak 4d FBK, 8-cyl, 3-spd, roof crushed ... $400
1951 Pontiac Eight 4d Sed, 8-cyl, AT, visor ( broken) ... $1,000
1960 Pontiac Ventura 4d HT, AT ... $4,300
1962 Pontiac Catalina 4d Sed ... $1,600
1963 Pontiac Tempest 4d Sed, 326-cid, AT, w/o radiator ... $2,000
1969 Pontiac Bonneville 4d HT, Fender skirts, roof crushed ... $1,300
1978 Pontiac Grand LeMans Safari 4d Sta Wag ... $1,700
1950 Studebaker Champion 4d Sed ... $2,750
1951 Studebaker Champion 2d Cpe, Starlight, roof damage ... $3,000
1953 Studebaker Champion 2d HT, 6-cyl, 3-spd ... $5,100
1977 Toyota Corolla 4d Sed ... $250
1977 Toyota Corolla 2d Sta Wag ... $250
1970 Volkswagen 2d Sta Wag, 30K miles ... $1,500

With just 2 miles on its odometer, this 1960 Chevrolet Apache 10 1/2-ton pickup finally found its first buyer, who paid $46,000 to become its “original” owner 53 years after it was built.