

VanDerBrink — Alan Egelseer Collection

Alan Egelseer digs deeper into his collection and sells all 17 of his American classics



Top-selling car, hammered to a bidder with boots on the ground — 1934 Ford Model 40 V8 cabriolet, sold at \$37,750

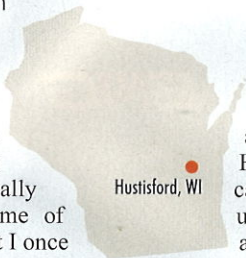
Company	VanDerBrink Auctions
Date	May 6, 2017
Location	Hustisford, WI
Auctioneers	Yvette VanDerBrink, Aaron Williamson, Terry Brick
Automotive lots sold/offered	17/17
Sales rate	100%
Sales total	\$319,260
High sale	1934 Ford Model 40 V8 cabriolet, sold at \$37,750
Buyer's premium	No on-site buyer's premium, 8% for online bidders, included in sold prices

Report and photos by B. Mitchell Carlson
Market opinions in italics

While annual collector car auctions are the usual fare for most major and regional auction companies, a repeat performance of a collector's estate is far less commonplace. This is especially true of Yvette VanDerBrink, the grande dame of salvage-yard auctions and collectors' estates. Yet I once again found myself heading to the typical bucolic, small rural Wisconsin burg of Hustisford — an hour northeast of the near-antithesis hip and trendy Madison — for a second installment of the inventory-reduction auction of the Alan Egelseer Collection.

As I mentioned two years ago at his first auction, he retained several cars from his collection. In addition, he also kept a lot of automobilia and petroliana, which was also offered with the 17 cars that were put up for sale by Yvette VanDerBrink and her crew.

Akin to last year, the sale started promptly at 9:30 a.m. with the automobilia and signs, in the same building as two years ago. Upon completion of selling the signs by 11:30, they moved out to the tents, which held most of the cars.



Hustisford, WI

Previous to sale time, Alan was very reluctant to have the cars outdoors. To a certain extent, his premonition proved to be correct, as there was a rather heavy thunderstorm the night before the auction. However, by sale time, it was a clear day — albeit windy. With some cajoling from Yvette (and even with some encouragement backing her up from this reporter — if just to get better images of the cars), Alan acquiesced to having the cars started and driven out just before each one was sold. Both Yvette and I felt this helped the sales, as it gave

something of a presentation to each car, looking resplendent in the sunshine rather than hiding inside.

While there were nearly half of the cars compared to two years ago, gross sales were only \$20k less — even with the top-selling vehicle this year garnering almost \$20k less than the last event's top sale. This reflects the overall high quality of cars offered, although there were some rough projects and parts cars as well. Even for the project and parts cars, all vehicles were sold with titles.

That top sale this year was a 1934 Ford cabriolet. The stock older restoration was hammered sold for \$37,750 to a buyer on site, although there were underbidders competing for it on VanDerBrink's Web presence, Proxibid.

While not on the grand scale of vehicles as the typical VanDerBrink auction, Yvette proved once again that she can sell a handful of higher-quality cars just as well as a field full of parts or project cars. Is this the last of the Egelseer auctions or just another chapter? We'll have to see. However, Alan did indicate that he still has some cars. *