

OPENED TREASURE

Bow-tie lovers flock to Nebraska for front row seat as historic stash is sold off



At \$140,000, this 1.3-mile 1958 Chevrolet Cameo with a six was the top seller at the VanDerBrink Auctions sale of the Lambrecht Collection in Pierce, Neb.

■ **By Angelo Van Bogart**

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, drives

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



This 1963 Impala with 11 miles was the second-highest-selling car at the VanDerBrink Auctions sale of the Lambrecht collection in Pierce, Neb.



Indoor storage kept this striking 396-cid V-8 1965 Chevrolet Impala in top shape; the 12-mile car fetched \$72,500.

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



There were 18 unsold 1963-'66 Chevrolet pickup trucks still on MSO in the Pierce, Neb., sale; prices at the auction ranged from \$10,500 to \$39,000.

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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 stablemate 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: Jeanie 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 Chevrolet four-doors, which was interspersed with a few used trade-in 1959s. The unsold 1959s had been stored outside for a period, leaving them in varying



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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.

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

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

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.

The final grouping of unsold MSO vehicles was composed of 1963-1966 Chevrolet half-ton, longbox 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. When one of these trucks hits the market again, its price is not likely to be repeated.

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.

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.

**VANDERBRINK
LAMBRECHT AUCTION**

Pierce, Neb., Sept. 28-29, 2013

Ron Kowalke reporting. Total sales: \$2.88 million
Vehicles listed were declared sold. Reportedly, 507
were offered. Prices do not include 5% premium.

	Price/Condition
1953 Buick Special 2d Sed, 8-cyl, AT.....	\$5,750 5
1955 Buick Super 4d Sed, V-8, AT.....	\$3,250 5
1959 Buick LeSabre 2d Sed, V-8, AT.....	\$5,500 5
1965 Buick Special 4d Sed.....	\$800 5
1977 Buick LeSabre 2d Sed.....	\$650 4
1984 Buick Park Avenue 4d Sed.....	\$350 6
1980 Cadillac 4d Sed.....	\$250 6
1936 Chevrolet 2d Sed, 6-cyl, no trans, doors off.....	\$3,500 6
1939 Chevrolet 4d Sed.....	\$6,000 6
1941 Chevrolet Fleetmaster 4d Sed.....	\$900 6
1942 Chevrolet 2d Tow Truck, 6-cyl, 4-spd, w/ Manley 3T boom, ex-Lambrecht wrecker.....	\$5,000 5
1946 Chevrolet 1/2T PU, No bed.....	\$4,250 5
1946 Chevrolet 2d 1/2T PU, 6-cyl, stepside.....	\$700 6
1947 Chevrolet Fleetmaster 4d Sed, 6-cyl, 3-spd, bill of sale.....	\$650 6
1947 Chevrolet Fleetmaster 2d Sed, 6-cyl.....	\$5,250 5
1947 Chevrolet Fleetline 4d Sed, 6-cyl.....	\$1,050 5
1948 Chevrolet Thrift Master 3/4T PU, 6-cyl, 3-spd, 5-window cab, Long Box.....	\$2,750 5
1948 Chevrolet Thrift Master 3/4T PU, 6-cyl, 3-spd.....	\$2,100 5
1949 Chevrolet 4d Sed, 6-cyl.....	\$1,450 6
1949 Chevrolet Deluxe 2d Sed, 6-cyl, 3-spd.....	\$4,000 6
1949 Chevrolet Deluxe 2d Sed, 6-cyl, 3-spd.....	\$5,250 5
1949 Chevrolet Deluxe 4d FBK Sed, 6-cyl, 3-spd, visor.....	\$1,350 5
1949 Chevrolet Deluxe 2d Sed FBK, 6-cyl.....	\$1,500 6
1949 Chevrolet 3600 2d 3/4T Stake, 6-cyl.....	\$2,500 5
1949 Chevrolet 2d Sed, 6-cyl.....	\$1,800 5
1949 Chevrolet 2d 1/2T PU, Stepside.....	\$2,750 5
1949 Chevrolet 3100 2d 1/2T PU.....	\$3,750 6
1949 Chevrolet 2d PU, Long Box, 6-cyl.....	\$3,500 5
1949 Chevrolet 3600 2d PU, 6-cyl.....	\$5,500 5
195? Chevrolet PU, 6-cyl, 4-spd, 5-window cab.....	\$3,000 5
1950 Chevrolet 2d Sed, 6-cyl, 3-spd, roof damaged.....	\$1,300 6
1950 Chevrolet Deluxe 2d Sed, 6-cyl, 3-spd.....	\$2,250 5
1950 Chevrolet 3600 2d 1/2T PU, 6-cyl, 3-spd.....	\$1,250 5
1950 Chevrolet 3800 Series PU, Dually, 6-cyl, no bed, bill of sale.....	\$2,700 5
1950 Chevrolet Suburban 4d, 6-cyl, 49K miles.....	\$14,000 5
1950 Chevrolet 3600 2d PU, Cab & chassis only.....	\$1,150 6
1950 Chevrolet Deluxe 4d FBK, 6-cyl, 3-spd, 42K miles.....	\$2,100 6
1950 Chevrolet Deluxe 4d Sed FBK, 6-cyl, visor.....	\$1,450 6
1950 Chevrolet Deluxe 2d Sed, 6-cyl, 3-spd.....	\$3,750 5
1950 Chevrolet Deluxe 4d Sed, 6-cyl, Powerglide AT, visor.....	\$1,300 5
1950 Chevrolet Deluxe 4d Sed FBK, w/o drive train.....	\$550 6
1951 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd, spot- light.....	\$1,100 5
1951 Chevrolet Deluxe 4d Sed, 6-cyl, AT.....	\$1,000 5
1951 Chevrolet Deluxe 2d Sed FBK, 6-cyl, AT, damaged front.....	\$900 6
1951 Chevrolet 2d PU, Dually, cab & chassis only.....	\$700 5
1951 Chevrolet 2d Sed, 6-cyl, 3-spd.....	\$1,400 5
1951 Chevrolet 6400 Stake truck, Dually.....	\$1,900 5
1951 Chevrolet Deluxe 2d Sed, 6-cyl, 3-spd, w/o interior.....	\$950 5
1951 Chevrolet 2d Sed.....	\$1,450 5

1951 Chevrolet 2d Sed, 6-cyl.....	\$650 5
1951 Chevrolet Deluxe 4d Sed, Fender skirts, visor.....	\$1,150 5
1951 Chevrolet Deluxe 2d Sed, 6-cyl.....	\$1,700 6
1951 Chevrolet 1/2T PU, 6-cyl, 3-spd, US Air Mail truck.....	\$3,500 5
1951 Chevrolet Deluxe 2d Sed FBK, 6-cyl, AT, visor.....	\$2,350 5
1951 Chevrolet Deluxe 2d Sed FBK, 6-cyl, Power- glide AT.....	\$5,500 5
1951 Chevrolet 2d Sed, 6-cyl, 3-spd.....	\$3,750 5
1952 Chevrolet Bel Air Deluxe 2d HT, 6-cyl, 3-spd, 75K miles.....	\$7,500 4
1952 Chevrolet 4d Sed, 6-cyl.....	\$950 5
1952 Chevrolet Deluxe 2d Sed, 6-cyl, AT.....	\$2,900 5
1952 Chevrolet 4d Sed, 6-cyl.....	\$2,750 5
1952 Chevrolet 2d Sed, 6-cyl.....	\$2,400 5
1952 Chevrolet 3100 2d PU, Stepside.....	\$5,250 5
1952 Chevrolet Deluxe 4d Sed, 6-cyl, Powerglide AT.....	\$400 6
1952 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd.....	\$1,700 5
1952 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd, dented roof.....	\$1,100 6
1952 Chevrolet Deluxe 4d Sed, 6-cyl, 3-spd, sun visor, no hood.....	\$600 6
1953 Chevrolet 2d Sed, 6-cyl.....	\$3,250 5
1953 Chevrolet 4d Sed, 6-cyl.....	\$1,500 4
1953 Chevrolet Bel Air 4d Sed, 6-cyl, AT.....	\$1,300 6
1953 Chevrolet 2d Sed, 6-cyl, 3-spd.....	\$4,250 4
1953 Chevrolet 3100 2d PU, 6-cyl.....	\$5,600 5
1953 Chevrolet Bel Air 4d Sed, 6-cyl, Roof damage.....	\$1,300 5
1953 Chevrolet 4d Sed, 6-cyl, visor.....	\$1,950 4
1953 Chevrolet 4d Sed, 6-cyl.....	\$1,500 5
1953 Chevrolet 150 4d Sed, 6-cyl, front damage.....	\$250 6
1953 Chevrolet 150 2d Cpe, 6-cyl, 3-spd, door and rear fender damaged.....	\$2,250 5
1953 Chevrolet Bel Air 2d Sed, 6-cyl.....	\$2,100 4
1953 Chevrolet 4d Sed, 6-cyl.....	\$1,100 4
1953 Chevrolet 210 2d HT, 6-cyl, AT.....	\$4,500 5
1954 Chevrolet 6100 2d 1T PU, 17K miles, cab & chassis only.....	\$10,500 4
1954 Chevrolet Suburban 4d Sed, 6-cyl, 3-spd, 28K miles.....	\$10,500 5
1954 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd.....	\$2,500 5
1954 Chevrolet 210 2d Sed, 6-cyl, Powerglide AT.....	\$5,250 5
1954 Chevrolet Bel Air 4d Sed, 6-cyl, 45K.....	\$4,250 5
1954 Chevrolet Bel Air 2d HT, 6-cyl, Powerglide AT.....	\$5,600 5
1954 Chevrolet Bel Air 4d Sed, 6-cyl.....	\$1,550 5
1954 Chevrolet 210 4d Sed, 6-cyl, Powerglide AT.....	\$2,100 5
1954 Chevrolet 3100 2d 1/2T Stake.....	\$5,000 5
1954 Chevrolet 210 4d Sed, 6-cyl, Powerglide AT.....	\$3,000 5
1954 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd.....	\$2,200 5
1954 Chevrolet 210, 6-cyl, Powerglide AT, fire da- mage, no interior.....	\$1,300 6
1954 Chevrolet 150 2d Sed, 6-cyl.....	\$1,900 5
1955 Chevrolet 210 4d Sed, 265-cid, AT.....	\$4,500 5
1955 Chevrolet Bel Air 4d Sed.....	\$1,800 4
1955 Chevrolet 210 4d Sed, 6-cyl, AT, dented roof.....	\$2,500 5
1955 Chevrolet 3100 2d PU, 3-spd, 90K miles.....	\$7,000 5
1955 Chevrolet Bel Air 2d HT, 265-cid, 49K miles.....	\$9,000 5
1955 Chevrolet Bel Air 4d Sed, 265-cid, 3-spd.....	\$3,500 5
1955 Chevrolet Bel Air 4d Sed, 265-cid 3-spd, 44.5K miles.....	\$3,000 5
1955 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd, w/o hood, tail lamps or radiator, 44.5K miles.....	\$2,700 5

1955 Chevrolet 210 2d Sed, 265-cid, AT, 30K miles.....	\$12,000 5
1955 Chevrolet 210 4d Sed.....	\$400 5
1955 Chevrolet 150 2d Sed, 6-cyl, 3-spd, 65K miles.....	\$5,750 5
1955 Chevrolet 150 2d Sed, 6-cyl, 3-spd, after- market body side trim, 85.5K miles.....	\$7,000 5
1956 Chevrolet Corvette Eska pedal car.....	\$16,000 4
1956 Chevrolet Bel Air 4d Sed, 283-cid, 3-spd.....	\$2,750 5
1956 Chevrolet Bel Air 4d HT, 6-cyl, 3-spd, 50K miles, stored inside, sold to Australia.....	\$30,000 4
1956 Chevrolet Bel Air 2d Sed, 6-cyl, AT, sold to Nebraska.....	\$14,500 5
1956 Chevrolet 210 4d Sed, 265-cid, 3-spd, w/o radiator, 60K miles.....	\$5,000 5
1956 Chevrolet Bel Air 4d Sed, 265-cid, AT.....	\$4,300 5
1956 Chevrolet 210 4d Sta Wag, 265-cid, 3-spd, 6 pass, 93K miles.....	\$5,500 5
1956 Chevrolet 150 4d Sed.....	\$3,300 4
1957 Chevrolet 150 2d Sed, 6-cyl, AT, w/o radiator, 58K miles.....	\$9,750 5
1957 Chevrolet 150 4d Sed, V-8, 3-spd, damaged fin.....	\$4,500 5
1957 Chevrolet 210 4d Sed, 283-cid, AT, rose, 47K miles, stored in dealership, in auction prom- os.....	\$37,500 4
1957 Chevrolet 210 4d Sed, V-8, AT.....	\$7,600 5
1957 Chevrolet 210 4d Sta Wag, V-8, AT.....	\$7,500 5
1957 Chevrolet Bel Air 4d Sed, 283-cid, AT, green, 78.5K miles.....	\$23,000 4
1957 Chevrolet Bel Air 4d Sed, 283-cid.....	\$7,500 5
1957 Chevrolet Bel Air 4d HT, 283-cid, AT, 44K miles, w/o carburetor, bought back by man who traded it in to Lambrecht.....	\$12,000 5
1957 Chevrolet Bel Air 4d HT, 283-cid, AT, 45K miles, coral and white, w/o air cleaner.....	\$9,000 5
1957 Chevrolet 210 4d Sed, 283-cid, AT, 60K miles.....	\$7,000 5
1957 Chevrolet 210 4d Sed, 6-cyl, 3-spd, w/o radiator.....	\$9,500 4
1957 Chevrolet 210 4d Sed, 283-cid.....	\$4,250 5
1957 Chevrolet 4400 2d, Cab & chassis only.....	\$1,750 5
1957 Chevrolet 210 4d Sed, 6-cyl.....	\$3,800 4
1958 Chevrolet Viking 60 2d, Cab & chassis only.....	\$4,000 4
1958 Chevrolet 3100 2d PU.....	\$5,000 5
1958 Chevrolet Bel Air 2d Sed, 6-cyl, 3-spd, 34.5K miles.....	\$14,000 5
1958 Chevrolet Bel Air 4d Sed.....	\$2,250 5
1958 Chevrolet Apache 2d 1/2T PU, 6-cyl, 3-spd, Short Box, stepside, 5.4 miles, MSO.....	\$80,000 3
1958 Chevrolet Del Ray 4d Sed.....	\$1,600 5
1958 Chevrolet Biscayne 4d Sed, 6-cyl.....	\$3,250 4
1958 Chevrolet Apache 3100 2d PU, 6-cyl, 3-spd, 63K miles.....	\$7,500 4
1958 Chevrolet Biscayne 4d Sed, No engine.....	\$1,000 6
1958 Chevrolet Del Ray 4d Sed.....	\$2,500 5
1958 Chevrolet Bel Air 4d HT, 283-cid, 2-bbl, AT.....	\$1,500 5
1958 Chevrolet Apache 31 Cameo 2d 1/2T PU, 6-cyl, 3-spd, 1.3 miles, MSO.....	\$140,000 3
1958 Chevrolet Del Ray 4d Sed, Roof crushed.....	\$4,500 6
1959 Chevrolet Bel Air 4d Sed, AT, 46K miles.....	\$9,000 5
1959 Chevrolet Impala 2d HT, 283-cid, V-8, 2-bbl, AT.....	\$8,750 5
1959 Chevrolet Biscayne 4d Sed.....	\$4,000 5
1959 Chevrolet Biscayne 2d Sed, 6-cyl.....	\$12,500 5
1959 Chevrolet Impala 4d Sed, 283-cid, V-8, front damage.....	\$950 6
1959 Chevrolet Bel Air 4d Sed, 283-cid, AT.....	\$4,900 5
1959 Chevrolet Bel Air 4d Sed, 283-cid, AT, green, 1 mile, MSO, window sticker.....	\$14,000 4
1959 Chevrolet Impala 4d HT, 283-cid, AT, white, 2 miles, MSO.....	\$16,000 4
1959 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd.....	\$1,150 6

- | | | | | | |
|---|-------------------|---|-------------------|---|-------------------|
| 1959 Chevrolet Bel Air 4d Sed, 283-cid, V-8, 2-bbl, 3-spd, bill of sale | \$2,750 5 | 1960 Chevrolet Bel Air 4d Sed, 283-cid, w/o radiator | \$2,200 5 | 1963 Chevrolet Corvair Monza 900 2d Cpe, 4-spd, 17 miles, white, MSO, stored inside | \$40,000 3 |
| 1959 Chevrolet Bel Air 4d HT, 283-cid, AT, copper, 2 miles, MSO | \$11,000 4 | 1961 Chevrolet Bel Air 4d Sed, 34K miles | \$8,000 4 | 1963 Chevrolet Corvair Monza 900 2d Cpe, 4-spd, 17 miles, red, MSO, stored inside | \$42,500 3 |
| 1959 Chevrolet Viking 40 2d Stake, 6-cyl, 4-spd, cab & chassis only, w/o radiator, 7 miles, MSO | \$60,000 4 | 1961 Chevrolet Impala 4d HT, 283-cid | \$3,500 5 | 1963 Chevrolet Bel Air 4d Sed, 283-cid | \$1,400 5 |
| 1959 Chevrolet Impala 4d Sed, 283-cid, AT, copper, 2.2 miles, MSO, window sticker | \$14,500 5 | 1961 Chevrolet Apache C20 2d PU, 69K miles, w/o tailgate | \$2,150 5 | 1963 Chevrolet Impala SS 2d Conv, 327-cid, V-8, 4-spd | \$7,750 6 |
| 1959 Chevrolet Biscayne 2d Sed, 6-cyl, 3-spd, grey, 39K miles | \$7,000 5 | 1961 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd | \$2,800 5 | 1963 Chevrolet C10 2d 1/2T Stake | \$1,000 5 |
| 1959 Chevrolet Bel Air 4d Sed, 6-cyl, AT | \$1,300 6 | 1962 Chevrolet Bel Air 4d Sed, w/o drive train | \$950 6 | 1963 Chevrolet Corvair 95 4d Panel Van, 46 miles, MSO | \$19,000 4 |
| 1959 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd | \$1,000 5 | 1962 Chevrolet Impala 4d Sed, 3-spd | \$1,600 5 | 1963 Chevrolet Corvair Monza 900 2d Cpe | \$600 6 |
| 1959 Chevrolet Bel Air 2d Sed, 283-cid, AT, w/o carburetor, 55K miles | \$18,000 5 | 1962 Chevrolet C20 2d Stake, 283-cid, 4-spd, w/o hood | \$1,700 5 | 1963 Chevrolet Chevy II Nova 4d Sed | \$1,600 6 |
| 1959 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd, w/o rear window, 3 miles, MSO | \$11,000 5 | 1962 Chevrolet Biscayne 4d Sed, 6-cyl | \$800 5 | 1963 Chevrolet Impala SS 2d HT, 327-cid, AT | \$5,800 6 |
| 1959 Chevrolet Biscayne 2d Sed, 283-cid, 3-spd, w/o radiator, black, 69.5K miles | \$7,500 6 | 1962 Chevrolet 4d Sed, Wrecked, 6-cyl apart, 3-spd | \$400 6 | 1963 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 16 miles, MSO | \$19,500 4 |
| 1959 Chevrolet Bel Air 4d Sed, 348-cid, AT, green, 34.5K miles, stored in dealership | \$19,000 4 | 1962 Chevrolet Chevy II 300 4d Sed | \$750 6 | 1963 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 29 miles, MSO | \$23,000 4 |
| 196? Chevrolet Corvair 2d Sed, No front seats, no wheels, first generation, stripped | \$400 6 | 1962 Chevrolet Bel Air 4d Sed | \$1,900 4 | 1963 Chevrolet Impala 2d HT, w/o drive train | \$2,500 5 |
| 1960 Chevrolet Corvair 4d Sed | \$1,100 6 | 1962 Chevrolet C10 2d 1/2T PU | \$1,500 5 | 1963 Chevrolet Chevy II 300 4d Sed | \$1,750 5 |
| 1960 Chevrolet Bel Air 4d Sed, 283-cid, 2-bbl, AT, dented roof | \$950 5 | 1962 Chevrolet Impala 2d HT, 283-cid | \$4,300 6 | 1963 Chevrolet Bel Air 4d Sed, 6-cyl, AT | \$1,100 6 |
| 1960 Chevrolet Impala 4d HT, AT | \$4,400 4 | 1962 Chevrolet Biscayne 4d Sed, 283-cid, 3-spd | \$2,100 5 | 1963 Chevrolet Impala 4d Sed, 283-cid, AT, 44K miles | \$20,000 4 |
| 1960 Chevrolet Brookwood 4d Sta Wag, 6-cyl, AT | \$1,900 5 | 1962 Chevrolet 2d 1/2T PU, 6-cyl, 4-spd | \$1,000 4 | 1963 Chevrolet Impala 2d HT, 327-cid, AT, 11 miles, MSO, stored in dealership, red and white, window sticker intact | \$97,500 3 |
| 1960 Chevrolet Apache 10 2d 1/2T PU, 6-cyl, 3-spd | \$6,300 5 | 1963 Chevrolet Chevy II 300 4d Sed | \$900 5 | 1963 Chevrolet C10 2d 1/T PU, Longbox | \$550 6 |
| 1960 Chevrolet Corvair 700 4d Sed, 4-cyl, MSO, mileage illegible | \$3,750 4 | 1963 Chevrolet Biscayne 4d Sed | \$1,800 5 | 1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 5 miles, MSO, chrome trim | \$39,000 4 |
| 1960 Chevrolet Corvair 700 4d Sed, MSO, 1 mile | \$3,000 4 | 1963 Chevrolet Impala 4d Sed, 283-cid | \$550 6 | 1964 Chevrolet Corvair 4d Sed, 4-cyl, 4-spd, 15 miles, MSO | \$12,500 4 |
| 1960 Chevrolet Corvair 500 4d Sed, MSO, 1.7 miles | \$4,250 4 | 1963 Chevrolet C10 2d 1/2T PU, Fleetside, 6-cyl, 3-spd, 80K miles | \$6,000 4 | 1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 4 miles, MSO | \$22,500 4 |
| 1960 Chevrolet Apache 10 2d 1/2T PU, 6-cyl, 3-spd, stepside, w/o bed floor, 2 miles, MSO | \$46,000 5 | 1963 Chevrolet Bel Air 4d Sed | \$2,000 5 | 1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 8 miles, MSO | \$17,500 4 |
| 1960 Chevrolet Corvair 4d Sed, Damaged roof | \$1,700 5 | 1963 Chevrolet Chevy II 300 4d Sed | \$700 6 | 1964 Chevrolet C10 1/2T PU, Longbox, 6-cyl, 4-spd, bill of sale | \$750 6 |
| | | 1963 Chevrolet Bel Air 4d Sed, AT | \$1,500 5 | 1964 Chevrolet C10 2d 1/2T PU, 6-cyl, Cab & chassis only, 3 miles, MSO, missing some parts | \$27,000 5 |
| | | 1963 Chevrolet Corvair Monza 900 2d Cpe, 4-spd, 44.5K miles, stored in dealership | \$13,000 4 | | |
| | | 1963 Chevrolet Corvair Monza 2d Cpe, MSO, 12.8 miles | \$5,250 4 | | |



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1964 Chevrolet C60 PU, 6-cyl, dually, no bed	\$2,250	5
1964 Chevrolet Chevy II 4d Sed	\$700	6
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 26 miles, MSO	\$20,000	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 3 miles, MSO	\$19,000	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 5 miles, MSO	\$17,500	5
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 6 miles, MSO	\$18,000	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 5 miles, MSO	\$18,000	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 4 miles, MSO	\$14,500	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 8 miles, MSO	\$20,000	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 3 miles, MSO	\$10,500	4
1964 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 5 miles, MSO	\$24,000	4
1964 Chevrolet Bel Air 4d Sta Wag, 283-cid, AT, 6 passenger, 326 miles, MSO	\$30,000	4
1964 Chevrolet Corvair 2d Cpe	\$2,000	4
1964 Chevrolet Impala 2d HT, V-8, AT	\$8,000	5
1964 Chevrolet C10 2d 1/2T PU, Longbox	\$4,200	5
1964 Chevrolet Impala 4d Sed, 283-cid, 2-bbl, 3-spd	\$1,500	5
1964 Chevrolet Impala 2d Conv, stripped, one bucket seat, no engine	\$1,250	6
1964 Chevrolet Impala 2d HT, 327-cid, 3-spd, 4 miles, white, MSO, stored in dealership, window sticker intact	\$75,000	3
1964 Chevrolet Impala 4d Sed, 3-spd	\$2,300	5
1965 Chevrolet C20 1/2T PU, Longbox, no tailgate, 6-cyl, bill of sale	\$4,000	5
1965 Chevrolet Impala 4d Sed, 6-cyl	\$600	5
1965 Chevrolet 10 2d 1/2T PU, Longbox, 6-cyl, 3-spd, w/o bed floor, 5 miles, MSO	\$25,000	5
1965 Chevrolet Impala 4d HT, 327-cid, AT, w/o driver's door and rear window, 6 miles, MSO	\$14,000	5
1965 Chevrolet Impala 4d Sed, 283-cid	\$850	5
1965 Chevrolet Impala 4d Sed, 283-cid, AT	\$700	5
1965 Chevrolet Biscayne 4d Sed, 6-cyl	\$1,100	4
1965 Chevrolet Impala 4d Sed, 327-cid, AT	\$800	5
1965 Chevrolet C10 2d 1/2T PU, Longbox	\$1,400	5
1965 Chevrolet C10 2d 1/2T PU, Longbox, V-8, w/o bed floor, 5 miles, MSO	\$18,000	4
1965 Chevrolet C10 2d 1/2T PU, Longbox, V-8, w/o bed floor, 5 miles, MSO	\$20,500	4
1965 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd	\$550	5
1965 Chevrolet Impala 2d HT, 283-cid, V-8, 2-bbl, AT	\$4,250	5
1965 Chevrolet Bel Air 4d Sta Wag, 327-cid, AT, 6 miles, MSO	\$5,000	5
1965 Chevrolet Biscayne 4d Sed, 6-cyl	\$400	5
1965 Chevrolet Impala 4d Sed, 283-cid	\$850	5
1965 Chevrolet Biscayne 4d Sta Wag, 307-cid	\$650	5
1965 Chevrolet Impala 2d HT, 396-cid, AT, white, a/c, 10 miles, MSO, stored outside	\$45,000	4
1965 Chevrolet Impala 2d HT, 396-cid, AT, 12 miles, MSO, turquoise, stored inside	\$72,500	3
1965 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, w/o bed floor, 4 miles, MSO	\$18,000	4
1966 Chevrolet Chevy II Nova 2d HT, 283-cid, 3-spd, roof damage, w/o glass and tail lamps, 45.5K miles	\$5,500	5
1966 Chevrolet Bel Air 4d Sed, 283-cid	\$2,800	5
1966 Chevrolet Impala 2d HT, 327-cid, V-8, 4-bbl, 6K miles showing, actual 106K miles	\$15,500	5
1966 Chevrolet Impala 4d Sed, 327-cid	\$2,250	5
1966 Chevrolet Impala 4d HT, 327-cid, V-8, 4-bbl, AT	\$2,600	5
1966 Chevrolet Impala 4d Sed, 283-cid	\$450	6
1966 Chevrolet Bel Air 4d Sed, 283-cid, AT, 7 miles, MSO	\$14,500	4
1966 Chevrolet Chevelle 4d HT, 283-cid, V-8, 2-bbl, AT, 4 miles, MSO	\$11,250	5
1966 Chevrolet C10 2d 1/2T PU, Longbox, w/o tailgate	\$2,600	6
1966 Chevrolet Biscayne 4d Sed, 6-cyl	\$575	5
1966 Chevrolet Bel Air 4d Sed, 6-cyl	\$1,400	5
1966 Chevrolet Impala 4d HT	\$1,050	5
1966 Chevrolet Chevelle 4d HT, 7 miles, MSO, bad interior, glass missing	\$4,000	6
1967 Chevrolet Caprice 4d HT, 396-cid, AT, 68K miles	\$3,500	6
1967 Chevrolet Impala 4d Sed, 283-cid	\$1,100	5
1967 Chevrolet Impala 2d HT, 327-cid, 3-spd	\$6,250	5
1967 Chevrolet C10 2d 1/2T PU, Longbox	\$1,500	5
1967 Chevrolet Impala 4d Sed, 283-cid	\$1,400	5
1967 Chevrolet C20 2d PU, Longbox, 6-cyl, 4-spd, 75K miles	\$1,000	5
1967 Chevrolet Impala 4d Sed	\$800	6
1967 Chevrolet Bel Air 4d Sed, 6-cyl, 3-spd	\$650	6
1967 Chevrolet Impala 2d HT, 327-cid, AT	\$3,000	5
1967 Chevrolet Impala 4d HT	\$800	4
1967 Chevrolet Impala 4d Sed, 327-cid, a/c	\$1,100	5
1967 Chevrolet 20 1/2T PU, V-8, 4-spd, Longbox, sold to Brazil	\$2,100	5
1967 Chevrolet Bel Air 4d Sta Wag, AT, 9 passenger	\$4,000	5
1967 Chevrolet Impala 4d Sta Wag, 327-cid, AT	\$1,000	5
1967 Chevrolet Caprice 4d Sta Wag	\$500	6
1967 Chevrolet Impala 2d HT, V-8, AT, red, bench seat interior	\$3,900	5
1967 Chevrolet Biscayne 4d Sed, 6-cyl, 3-spd	\$750	5
1967 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl, 4-spd, 75.6K miles	\$2,100	5
1967 Chevrolet Impala 4d Sed	\$1,400	6
1968 Chevrolet Corvair 2d cpe	\$475	5
1968 Chevrolet Caprice 4d HT, 327-cid, AT	\$1,550	5
1968 Chevrolet C10 2d 1/2T PU, 3-spd	\$2,100	5
1968 Chevrolet Bel Air 4d Sed, 307-cid	\$650	5
1968 Chevrolet C10 2d 1/2T PU, Longbox	\$1,400	4
1968 Chevrolet C20 2d 3/4T PU	\$4,000	5
1969 Chevrolet Kingswood Estate 4d Sta Wag, 350-cid, AT, 9-pass, roof rack, a/c	\$900	5
1969 Chevrolet C10 2d 1/2T PU, Longbox, 350-cid, 4-spd, 78K miles	\$2,750	5
1969 Chevrolet Bel Air 4d Sed, 350-cid	\$550	5
1969 Chevrolet Impala 4d Sed, 327-cid, V-8, AT	\$2,000	4
1969 Chevrolet C10 2d 1/2T PU, Longbox	\$900	6
1969 Chevrolet Impala 2d HT	\$6,100	4
1969 Chevrolet Impala 4d Sed, 327-cid	\$700	5
1969 Chevrolet Impala 4d Sed, No engine	\$550	6
1969 Chevrolet Chevelle SS 2d HT, 396-cid, 325-hp, AT, w/o rear window, roof damage	\$27,000	5
1969 Chevrolet C10 2d 1/2T PU, Longbox, 350-cid	\$1,900	5
1969 Chevrolet C10 2d 1/2T PU, Longbox, 307-cid, 4-spd, 73K miles	\$2,750	5
1969 Chevrolet Biscayne 4d Sed	\$500	5
1969 Chevrolet Impala 4d HT, 327-cid, roof crushed	\$550	6
1969 Chevrolet Impala 2d HT, 327-cid, AT	\$4,000	6
1969 Chevrolet Biscayne 4d Sed, 327-cid	\$600	5
1970 Chevrolet C10 2d 1/2T PU, Longbox, 350-cid, 3-spd	\$1,800	5
1970 Chevrolet C20 2d 1/2T PU, Longbox, 4-spd, 44K miles	\$4,000	5
1970 Chevrolet Chevelle 4d HT, 307-cid	\$2,300	6
1970 Chevrolet Custom 10 1/2T PU, Longbox, 400-cid, V-8, 3-spd, 14K miles	\$7,500	5
1970 Chevrolet Impala 2d HT	\$2,800	4
1970 Chevrolet C20 2d 3/4T PU, Longbox, 350-cid, 4-spd	\$2,000	5
1970 Chevrolet Monte Carlo 2d HT, 350-cid, V-8, AT	\$6,200	5
1970 Chevrolet Impala 4d Sed	\$1,000	5
1970 Chevrolet Impala 4d HT, 350-cid	\$700	5
1971 Chevrolet Impala 2d HT, 350-cid	\$1,800	5
1971 Chevrolet C10 2d 1/2T PU, Longbox, 6-cyl	\$550	6
1971 Chevrolet Biscayne 4d Sed	\$750	6
1971 Chevrolet Impala Custom 2d HT, V-8	\$1,000	5
1971 Chevrolet 10 2d 1/2T PU, Longbox, 350-cid	\$1,800	5
1971 Chevrolet Chevelle Malibu 2d HT, 350-cid, AT	\$7,000	4
1971 Chevrolet Impala 4d HT	\$1,700	4
1972 Chevrolet C10 2d 1/2T PU, Longbox, 4x4, 350-cid	\$1,250	5
1972 Chevrolet C10 2d 1/2T PU, Longbox, w/o tailgate, 3 miles, MSO	\$11,000	5
1973 Chevrolet Custom 20 1/2T PU, Longbox, 350-cid, AT, V-8, sold to Brazil	\$1,300	5
1973 Chevrolet C10 2d 1/2T PU, Longbox	\$650	5
1973 Chevrolet Custom 10 PU, Longbox, 4x4, 350-cid, 4-bbl, AT, box damaged	\$1,700	6
1973 Chevrolet Vega 2d Sta Wag	\$900	5
1973 Chevrolet C20 2d 3/4T PU, Longbox, 108.5K miles	\$900	5
1973 Chevrolet C20 2d 1/2T PU, Longbox, 25K miles	\$1,100	5
1973 Chevrolet Custom 10 2d PU, Longbox, Camper Special Edition	\$600	5
1973 Chevrolet C20 2d 3/4T PU, Longbox, 6-cyl	\$1,450	5
1973 Chevrolet Impala 4d Sed, 350-cid	\$575	6
1973 Chevrolet Nova 2d Sed HBK Mod, Aftermarket wheels, 24k miles	\$700	6
1973 Chevrolet Malibu 2d HT, 61K miles	\$600	5
1973 Chevrolet Custom Deluxe 2d 1/2T PU, Longbox	\$900	5
1974 Chevrolet Impala 4d Sed, 400-cid, AT	\$1,200	5
1974 Chevrolet El Camino 2d PU	\$850	5
1974 Chevrolet Monte Carlo 2d HT Mod, AT, 21.5K miles, orig 400-cid replaced w/ 454-cid, stored in dealership	\$15,000	4
1974 Chevrolet Impala 4d Sed, V-8	\$1,200	5
1974 Chevrolet Vega 2d HBK, 4-spd	\$800	5
1974 Chevrolet Impala 4d Sta Wag, V-8	\$1,500	5
1974 Chevrolet Impala 4d Sed, V-8	\$1,400	4
1974 Chevrolet Custom Deluxe 10 2d 1/2T PU, Longbox	\$1,000	5
1974 Chevrolet Malibu Classic 4d Sed, AT	\$750	5
1974 Chevrolet C20 2d 3/4T PU, Longbox, 350-cid, w/topper	\$850	5
1974 Chevrolet Impala Custom 2d HT, 350-cid, V-8, 4-bbl, AT	\$1,750	5
1974 Chevrolet Custom Deluxe 20 PU, Longbox	\$1,500	5
1975 Chevrolet Monza 2d HT, Front damage, 51K miles	\$650	5
1975 Chevrolet Caprice Classic 4d Sed, 7 miles, MSO	\$2,600	5
1975 Chevrolet Caprice Classic 4d Sed, 6K miles	\$1,100	5
1975 Chevrolet Impala 4d Sed, V-8, AT	\$1,550	5
1975 Chevrolet Impala 2d HT, V-8, AT	\$1,300	5
1975 Chevrolet Scottsdale C20 3/4T PU, Longbox, 350-cid, AT	\$2,100	4
1976 Chevrolet Monza 2d Sta Wag FBK	\$650	5
1976 Chevrolet Monza 2d Sed, 9 miles, MSO	\$3,250	4
1976 Chevrolet Custom Deluxe 10 2d 1/2T PU, Longbox	\$550	5
1976 Chevrolet Monte Carlo 2d HT, 350-cid, AT, 32K miles	\$800	6
1976 Chevrolet Caprice Classic 2d HT, 350-cid	\$500	5
1976 Chevrolet Scottsdale C10 1/2T PU, Longbox, 11K miles	\$6,250	5
1976 Chevrolet Cheyenne 10 2d 1/2T PU, Longbox, 4 miles, MSO	\$20,000	5
1977 Chevrolet C10 Custom 2d 1/2T PU, Longbox, 4 miles, MSO	\$11,500	5
1977 Chevrolet Deluxe 10 2d 1/2T PU, Longbox, 69K miles	\$650	5
1977 Chevrolet Vega 2d HBK, 4-cyl, AT, 6 miles, MSO	\$10,500	4
1977 Chevrolet Vega 2d Sta Wag, 1 mile, MSO	\$4,500	4
1978 Chevrolet Corvette 2d T-top Cpe, Indy Pace Car edition, 350-cid, AT, 4.3 miles, MSO	\$80,000	3
1978 Chevrolet Impala 4d Sed, 4 miles, MSO	\$2,500	5
1978 Chevrolet Impala 4d Sed, 5 miles, MSO	\$2,000	5
1978 Chevrolet Malibu 4d Sed, 11 miles, MSO	\$1,750	5
1978 Chevrolet Impala 4d Sed, 350-cid, AT	\$800	5

See AUCTIONS, page 44

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1978 Chevrolet Custom Deluxe 10 2d 1/2T PU, Longbox, 350-cid.....	\$1,400 5
1978 Chevrolet Malibu 4d Sed, 9 miles, MSO	\$700 5
1979 Chevrolet Caprice Classic 4d,	\$1,900 5
1979 Chevrolet Impala 4d Sta Wag, 350-cid, 1 mile, MSO.....	\$12,500 4
1979 Chevrolet Chevette 4d Sed, 8K miles.....	\$800 5
1979 Chevrolet Custom Deluxe Big 10 2d 1/2T PU, Longbox, 305-cid, AT, 3 miles, MSO	\$22,000 5
1979 Chevrolet Impala 4d Sed, 6-cyl, AT, 4 miles, MSO.....	\$3,750 5
1979 Chevrolet C70 2d 1T PU, 5 miles, MSO, cab & chassis only.....	\$15,500 3
1980 Chevrolet Silverado 10 2d 1/2T PU	\$1,000 4
1980 Chevrolet Monza 2d HBK	\$4,000 4
1980 Chevrolet Custom Deluxe 10 1/2T PU, Longbox, 4-spd, father/son project.....	\$1,600 5
1981 Chevrolet 2d 1/2T PU, Short Box.....	\$1,900 6
1981 Chevrolet Citation 4d Sed, 6 miles, MSO	\$1,700 5
1982 Chevrolet Chevette Scooter 4d Sed, 873 miles, MSO.....	\$6,500 4
1982 Chevrolet Malibu Classic Estate 4d Sta Wag, Roof crushed	\$400 6
1986 Chevrolet Cavalier Cadet 4d Sed, 23.6 miles, MSO.....	\$1,800 5
1989 Chevrolet Silverado 2d 1/2T PU, Longbox.....	\$2,250 4
1990 Chevrolet Lumina 2d Van, MSO, 50 miles.....	\$6,000 4
1999 Chevrolet 6400 2d, Cab and chassis only	\$550 6
1976 Chrysler Cordoba 2d HT	\$700 5
1977 Chrysler Cordoba 2d HT	\$500 5
1955 De Soto Coronet 4d Sed, Hemi V-8, AT	\$1,800 5
1947 Dodge 2d, Cab & chassis only	\$3,700 5
1953 Dodge Coronet 4d Sed, Hemi V-8, AT, roof damage.....	\$1,200 4
1954 Dodge Royal 4d Sed, Hemi V-8, AT.....	\$1,300 6
1964 Dodge D100 2d PU, Sweptline, Longbox	\$1,500 4
1965 Dodge 100 2d 1/2T PU, 6-cyl, w/o radiator	\$900 5
1966 Dodge Coronet 4d Sed, 6-cyl, 3-spd	\$1,350 5
1928 Durant 2d Sed, 4-cyl, 3-spd, rear mount trunk and spare, rotted wood framework	\$7,000 6
1936 Ford 2d 1/2T PU, V-8, 3-spd, bumper guards, front damage	\$4,900 5
1946 Ford 2d 1/2T PU, title, V-8, 3-spd	\$3,750 5
1947 Ford 2d, Cab & chassis only	\$3,250 6
1947 Ford 2d Sed, V-8, 3-spd, dented roof, bumper guards.....	\$600 5
1951 Ford Custom 2d Sed, 6-cyl, 3-spd	\$500 5
1951 Ford Custom 2d Sed, V-8, 3-spd.....	\$750 5
1952 Ford Customline 4d Sed, V-8, 3-spd.....	\$550 5
1952 Ford F100 2d PU	\$4,250 5
1952 Ford Customline 2d Sed, V-8, AT.....	\$400 6
1953 Ford Customline 2d Sed, V-8, 3-spd, visor	\$1,200 5
1953 Ford Customline 4d Sed, V-8, 3-spd, roof damage	\$600 6
1954 Ford Customline 2d Sed, No engine, damaged quarter, bill of sale.....	\$500 6
1954 Ford Crestline Victoria 2d HT, 3-spd	\$1,250 6
1954 Ford F100 2d PU, Stepside.....	\$2,000 6
1955 Ford Mainline 2d Sed, 6-cyl.....	\$1,400 4
1955 Ford Ranch Wagon 4d Sta Wag, 6-cyl	\$9,000 5
1955 Ford Fairlane Victoria 2d HT, Hood dent	\$4,800 5
1955 Ford F100 2d 1/2T Stake, 6-cyl.....	\$6,000 5
1956 Ford 2d, 6-cyl, cab & chassis only.....	\$7,000 6
1956 Ford Customline 4d Sed, 6-cyl, 3-spd, ex-taxi, bill of sale	\$400 6
1956 Ford Customline 2d Sed	\$2,100 4
1956 Ford Customline 4d Sed, V-8, 3-spd.....	\$1,000 5
1956 Ford F100 2d 1/2T PU, w/o drive train and front clip.....	\$1,400 6
1956 Ford F-250 3/4T PU, 6-cyl	\$2,300 4
1956 Ford Customline 2d Sed, V-8, AT.....	\$4,000 5
1957 Ford Fairlane 500 2d HT, 312-cid, V-8, AT, 60K miles, to Wisconsin.....	\$7,250 5
1957 Ford F350 2d PU	\$2,800 5
1958 Ford F250 2d PU, Cab & chassis only	\$1,300 5
1958 Ford Fairlane 500 2d HT, T-Bird Spl, V-8 AT	\$2,000 6
1959 Ford Galaxie 500 4d HT, 352-cid, 3-spd	\$2,500 5
1959 Ford Fairlane 4d Sed, V-8, AT.....	\$1,600 5
1959 Ford F600 2d PU, Cab & chassis only	\$2,300 5
1959 Ford F600 2d PU, Cab & chassis only	\$1,600 5
1967 Ford Falcon 4d Van	\$1,350 5
1960 Ford Falcon 4d Sed	\$700 5
1961 Ford Custom 300 4d Sed	\$600 6
1963 Ford 2d PU, Stepside, w/utility racks on box	\$2,750 5
1964 Ford Custom 4d Sed, 6-cyl.....	\$700 5
1966 Ford Custom 500 4d Sed, 6-cyl.....	\$400 6
1966 Ford Galaxie 500 4d Sed, 352-cid, AT	\$900 5
1966 Ford Custom 4d Sed	\$500 5
1966 Ford Galaxie 500 4d Sed, 352-cid	\$500 5
1967 Ford Galaxie 500 4d Sed, 390-cid, AT	\$1,800 5
1969 Ford Mustang 2d HT Cpe, V-8, AT	\$1,800 5
1970 Ford Fairlane 500 4d Sed.....	\$400 5
1970 Ford Galaxie 500 4d HT	\$350 5
1971 Ford F150 2d 1/2T PU 4x4, 76K miles, a/c	\$2,900 5
1971 Ford Ranch Wagon 4d Sta Wag.....	\$3,000 5
1971 Ford Torino 500 2d FBK, AT	\$2,000 5
1972 Ford LTD II 4d Sed	\$425 5
1972 Ford Pinto Sprint 2d HBK, 95K miles.....	\$650 5
1973 Ford LTD 2d Sed.....	\$500 5
1975 Ford LTD 2d Sed.....	\$650 5
1977 Ford Fiesta 2d HBK	\$150 6
1982 Ford Econoline 150 Van, conversion.....	\$500 5
1967 GMC 2d PU	\$4,500 5
1979 GMC Sierra 2d 3/4T PU, 19.5K miles	\$4,250 4
1940 International 2d, Cab only.....	\$450 6

1954 International R100 PU	\$7,700 5
1963 International 1000 2d PU, 6-cyl, utility box	\$1,200 5
1965 International 100 2d 1/2T PU, 76.5K miles	\$100 4
1973 International 110 2d PU 4x4, AT, 28K miles	\$1,250 5
1949 Kaiser 4d Sed, Yale Blue, 3-spd, 51K miles	\$1,400 5
1967 Lincoln Continental 4d Sed	\$850 5
1974 Lincoln Continental Mark IV 2d HT	\$400 6
1950 Mercury 4d Sed, V-8, 3-spd	\$7,750 5
1950 Mercury 4d Sed, V-8, 57K miles	\$7,500 5
1956 Mercury Custom 4d Sed, V-8, AT	\$600 5
1965 Mercury Monterey 2d Conv, w/o V-8	\$950 6
1972 Mercury Montego 4d Sed, V-8, AT.....	\$700 5
1979 Mercury Cougar 2d HT	\$500 4
1949 Oldsmobile 76 4d Sed, 6-cyl, AT.....	\$1,000 5
1949 Oldsmobile 98 2d Conv, Title, V-8, AT, PW, green	\$9,500 5
1954 Oldsmobile 88 4d Sed, V-8, 3-spd	\$2,000 5
1959 Oldsmobile Super 88 4d Sed, V-8, AT, bill of sale.....	\$1,700 5
1964 Oldsmobile Jetstar 88 2d HT, 3-spd, w/o carburetor.....	\$5,300 5
1965 Oldsmobile Delta 88 4d Sed, V-8, AT	\$3,000 5
1970 Oldsmobile Cutlass 2d HT, 350-cid, AT	\$3,900 5
1950 Plymouth Deluxe 2d Sed	\$700 5
1951 Plymouth Concord 2d FBK, 6-cyl, 3-spd	\$3,000 5
1953 Plymouth Cranbrook 4d Sed, 3-spd.....	\$750 5
1954 Plymouth Savoy 4d Sed, 6-cyl, AT, visor (bent)	\$1,000 5
1956 Plymouth Belvedere 4d Sed, V-8, AT, bill of sale	\$1,800 5
1958 Plymouth Plaza 2d Sed, 6-cyl, 3-spd	\$1,850 5
1965 Plymouth Fury III 4d Sed.....	\$1,450 4
1971 Plymouth Fury III 4d HT	\$600 6
1949 Pontiac Silver Streak 4d FBK, 8-cyl, 3-spd, roof crushed	\$400 6
1951 Pontiac Eight 4d Sed, 8-cyl, AT, visor.....	\$1,000 5
1960 Pontiac Ventura 4d HT, AT	\$4,300 4
1962 Pontiac Catalina 4d Sed	\$1,600 5
1963 Pontiac Tempest 4d Sed, 326-cid, AT, w/o radiator	\$2,000 5
1969 Pontiac Bonneville 4d HT, Fender skirts, roof crushed	\$1,300 6
1978 Pontiac Grand LeMans Safari 4d Sta Wag	\$1,700 5
1950 Studebaker Champion 4d Sed	\$2,750 5
1951 Studebaker Champion 2d Cpe, Starlight, roof damage.....	\$3,000 5
1953 Studebaker Champion 2d HT, 6-cyl, 3-spd	\$3,100 5
19?? Toyota Corolla 4d Sed	\$250 6
19?? Toyota Corolla 2d Sta Wag.....	\$250 6
1970 Volkswagen 2d Sta Wag, 30K miles	\$1,500 5

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.

