



Yvette VanDerBrink (left) used a pickup truck bed to solicit bids from the vast crowds at the Neil Krinke collection auction on his 1934 Ford roadster project car. She had no trouble finding bidders, as it eventually sold for a whopping \$54,000.

Rural N.D. sale shows a hot market

■ **B. Mitchell Carlson reporting**

STANTON, N.D. — Born just north of the western North Dakota/South Dakota border in 1932, Neil Krinke grew up farming and working on cars, trucks, and tractors. He spent his life farming the land that his father homesteaded 14 miles south of Stanton, N.D. Krinke learned mechanics from his dad, and by the time he took over the family farm, he was already starting to gather up the early V8 Fords that he always liked.

During the long cold winters, he'd work on fixing up these cars, and over time that progressed into restorations from his shop that would win major awards in AACA and Early V8 Ford Club national meets. Frugal farmers rarely get rid of anything, so Neil kept all of the early V8 Fords that he bought from neighbors and at local auctions. Krinke decided to retire and leave the farming and ranching to his three sons and enlisted Yvette VanDerBrink come in and conduct an auction of his cars, trucks, vintage tractors and parts for all of the above at their family farm.

It was an unseasonably warm two Septembers days for the inspection and the auction, yet it was business as usual for VanDerBrink's team. It sure beats trying to sell in the cold or a thunderstorm. The good weather also helped with onsite attendance, with buyers from as far away as California. With very limited cellphone coverage out there, even with online bidding on Proxibid.com done via a fiber optic connection to the Krinke's ranch, sometime you just need to have boots on the ground. And there were plenty of pairs of boots on the scene, with bidders onsite from 10 states — in addition to over 600 registered bidders on Proxibid.com.

Starting promptly at 9:30, it took just over two hours to sell all of the cataloged automobilia and petroliana from Krinke's collection. With that completed, the auction moved on to the 16 vintage tractors. After a couple of pallets of tractor parts, it was on to the main event — selling the cars.

Overall, prices were extremely strong. In some cases, the pre-bids online gave a hint to where things were going to go for a given lot, but for the most part, it was the folks on site who controlled the market. A case in point was the first lot, a 1950 Pontiac Chieftain 8 convertible. Pre-bid the night before to \$10,500, it opened at \$22,000 with an online bid, and from there it was all bidders standing nearby. When all was said and done, it sold for an extremely strong \$51,000.

Leading all sales was the next lot, a 1957 Chevrolet Bel Air convertible. Restored by Krinke well enough to earn an AACA Senior National First Place award in 1994, it remains in fabulous condition. It finally changed hands for \$81,000. Strong sales weren't just on the nice restored cars, either. The most anticipated offering of the day was a 1933 Ford 3-window coupe body on a chassis. This was one of the cleanest, straightest, rust-free original bodies one will ever see as a "field car", and it sold here for \$48,100 to a bidder onsite.

While having an online aspect to an auction can slow things down, VanDerBrink and her crew kept things generally going smoothly, completing the last automotive lot before 3 p.m. In total, the 103 cars generated \$944,050 on the hammer for an average sale of \$9,165 per car.

Following were a few of the highlights:

1976 Ford F-350 Custom

2-dr. 1-ton with Knapheide utility box, *Condition #3*,



\$4,500. Our “Pick of the Sale” There’s no denying that trucks from the 1970s are the hottest vehicles in the collector market now. Granted, most folks want a half-ton pickup or early MPV like a Bronco, but a lot of folks would be smitten with this 1-ton. Retaining most of the original documentation from when it was bought new in Bowman, N.D. – including the window sticker — it was optioned with the 390-cid V-8, 4-speed manual transmission, 4.10 ratio rear differential, power steering, AM radio, plus heavy-duty cooling and towing packages. It was built to work. This was as solid of a “dent-side” as you’ll ever find, used as a field service truck by the original owner and Krinke. It was a late add to the auction, so it was the last vehicle sold. It proved that it pays to stay until the end, as this price was easily the best buy of the day. If you don’t find the utility box appealing, then put a period pickup box on it with fender flares and be prepared to deal with all the folks who would want to buy it from you.

1950 Pontiac Chieftain Strato-Streak 8



2-dr. conv., **Condition #3, \$51,000.** I didn’t expect this to bring even half of what this hammered sold for. While Krinke likes his early V-8 Fords, his first car was a ’50 Pontiac, so when he had the chance to pick this one up, he did. It has an older repaint, good brightwork and a mostly original interior in good condition. The optional 268-cid inline eight has about half of its original paint remaining, and has been regularly maintained and runs out well. It’s also equipped with the optional HydraMatic transmission. If there’s something that should get attended to first, it would be the top. It appears to be original, but is heavily weathered and has some small tears around the pinch points of the frame. All in all, a good cruiser, and easily worth the \$22,000 that Proxibid opened the bidding at. However, from there it was all folks onsite, taking it beyond where even a #2 condition car would

sell for. About three people came to the sale just to get this and weren’t intent on going home empty-handed, so we’re not changing the price guide just yet.

1957 Chev Bel Air



2-dr. conv., **Condition #2, \$81,000.** Recipient of a very competent and concise full restoration three decades and 669 miles ago, and still in superb condition. The restoration was good enough to earn an AACA Senior National First Place in 1994. Factory options include the Power Pac 283 V-8, Powerglide automatic transmission, power steering, AM radio, and dashboard clock. Fitted with dealer accessory continental kit and fog lamps in the grille bar. Color and trim match the body tag, but that tag and VIN are from different assembly plants. Since the restoration, only a missing seat back button on the driver’s side should be tended to. Otherwise, with just some light engine bay and undercarriage clean-up, this is essentially turn-key concours ready. The color combo of Colonial Cream with yellow and silver interior may put off some folks, but it’s nice to see a ’57 Bel Air ragtop in something other than Roman Red.

1954 Chevrolet 3100 Series



2-dr 5-window 1/2-ton pickup, **Condition #2, \$30,000.** This pickup was bought as-presented-here by Neil’s wife, Rosalie, for his 80th birthday present. Why a 1954 pickup? That was the year they were married. She had a good eye

for vehicles, as this was well restored and extremely close to stock. Indeed, the only concessions to the 21st century are modern rims and wide whitewall radial tires. Paint work is excellent, but shows some mechanical polishing on the doors if the light hits it right. Very clean and very stock under the hood. The box floor has clear varnished oak boards plus polished hardware. All new glass except for the vent windows, which have some delaminating along the edges. This ended up as a one-bid wonder, placed online by someone else in North Dakota.

1950 Mercury Eight

2-dr conv., **Condition #3, \$30,000.** Wears an average older repaint over some patch and fill in the quarter panels (easily seen by a large scrape at the bottom of the right front fender). Replated bumpers and selected trim. Fitted with period aftermarket fog lamps and 1970s

chrome sport mirror. Wears a license plate attachment tag (over a 1950 ND license plate) that was a participation award at the

1983 Early V8 Ford Club's Grand National Meet in Dearborn, Mich. Older replacement top shows some wear and shrinkage. Reupholstered seats with light wear. Overall, just a take-it-out-and-cruise car.



1964 Mercury Montclair Marauder

2-dr HT, **Condition #3, \$21,000.** Stated that it was bought new by a member of the Krinke family, but it must have been a distant relative, as it was sold new in Yankton, S.D., with an owner with a different surname, per the owner's manual. However, Neil was the owner by 1971. Originally advertised that the 30,893 indicated miles were actual, but later corrected to be over 100,000 miles (as an oil change was noted as being done in 1967 at 33,563 miles in the same owner's manual). Regardless of miles, the car is largely original. This includes most of the paint, with a plethora of rock chips on the front of the hood, but with a less than expert repaint on the left rear quarter panel. Excellent original interior, with lighter than expected wear. The engine bay has had some clean-up and older paint detailing. The declaration that the low miles let some air out of the car's interest balloon. Still, bidding soared more than



high enough, opening at 12 grand online, and after more bids online than onsite, it hammered sold online to a Missouri bidder.

1957 Ford Fairlane 500 Skyliner



2-dr conv. HT retractable, **Condition #2, \$46,500.**

Originally Raven Black and White with an all-black interior. Shows 324 miles since it was restored. The top was not operated during the inspection or auction, but a video online shows it working both up and down. Good workmanship on the body prep, paint, plating, and reproduction interior soft trim fitment. Door hinges sag a bit, so between that and the new door seals, shutting them takes some effort. Engine bay could be detailed better. Optional 292-cid V-8, automatic transmission and power steering. Some of the wiring harnesses have modern crimp connectors on the terminals. Aftermarket dual exhaust system has uneven length outlets straight behind the back bumper. Bidding opened at \$25,000 from Proxibid, and aside from a couple more bids below \$30,000, it was all onsite bidders driving a very strong selling price for a car that's almost in #3 condition.

1934 Ford Model 40

Roadster, **Condition #5, \$54,000.** Sold on a bill of sale. The chassis serial number is barely legible under angle grinder marks from where it was cleaned off. Since the lot was posted online, to on the inspection day, to when it when bidding opened up; availability of an engine vacillated between it will have one, it won't have one, to finally just before it sold (when they were selling other rebuilt

flathead V8s before the cars) that one of the engines was going with this car. While that motor has 1934 characteristics, it didn't have the section of the bell housing with a serial number. Most of the bodywork is reproduction panels, with some original pieces, such as the cowl. The interior was filled with parts intended for the project that were later disgorged from



the car and displayed behind it, with no inventory. Therein lies one of the problems with buying someone's project – even if they're still around and will tell you about it, unless you take the project back to bare steel, you don't truly know what you're working with. That stated, a lot of folks here and on site were willing to take a swing at it. Live bidding opened at \$30,500 on Proxibid, but from there it was entirely folks on-site chasing it down.

1934 Ford Model 40 Deluxe Victoria

2-dr "slant-back" sedan, **Condition #1, \$39,000.** This is a fairly rare bodystyle, as it was the first Ford to have a rear-opening trunk (tudors had fixed rear panels). Given a frame-off restoration by Krinke that took him four years to complete (it took him two years just to find the correct stanchions for the tail lights).

It attained 960 points in Early V8 Ford Club judging, becoming a Dearborn Award winner. Impeccably maintained

since, and needing only a weekend worth of detailing under the hood and cleaning up light dust in the seat pleats to be ready for concours judging as presented. Complete and authentic right down to the correct tool kit and spare tire lock. While not cheap, this was easily the best condition car here. As such was a good buy for a superb car. While it was bought by a family member, they had to compete against two others on-site past \$35,000 to get it back.



1936 Ford Deluxe cabriolet



2-dr. conv. with rumble seat, **Condition #2, \$59,500.** Fitted with dealer accessory greyhound hood ornament, trunk rack, full chrome wheels, door hinge mounted rear view mirrors and AM radio. Another restoration by Krinke. The body prep and paint are quite good, now with some light polishing scratches. Tape stripe body seam pinstriping in gold. Well-fitted reproduction interior, although the door panels are

coming loose from the door on the driver's side rear edge. That's part of the reason that the door doesn't latch well. Top fits adequately and is in great condition. It's a little off the mark as a concours show car, but better than being just a driver, as a few minor tweaks and detailing would make this car stellar. The bidders were aware of that, too, as the live bidding opened at \$40,000 via Proxibid. Beyond that, it was another case of those who made the trek here were intent on getting it, even if everyone on-site ended up making a retail-plus bid to try (and in once case succeed).

1940 Ford Deluxe

2-dr. coupe, **Condition #2, \$41,500.** Fitted with a period accessory electric fan manifold heater (in North Dakota, you need all the help you can get in January). Neil's three sons thought they'd surprise their dad by getting this coupe (their dad being the second owner of the car) restored for him. While

he appreciated their efforts and the excellent quality of the workmanship throughout, he was less thrilled by their choice of color — a non-stock

tomato red. Neil would've preferred if it was done in the original green. That certainly didn't deter the bidders, as they appreciated the expert workmanship and subsequent regular care on an otherwise bone stock example. Once again, live bidding started where Proxibid broke the ice, in this case at \$31,000, and it was all folks standing around the car who advanced the bidding.



1952 Dodge Model B-3-B-108

2-dr. 3-window 1/2-ton Pilot House "high-side" pickup. **Condition #5, \$1,600.** There wasn't anything here for MoPar fans until we got to this lot. For post-war Dodge truck fans, it was worth the wait. With more integrated styling than its Chevrolet Advance Design and GMC Blue Ribbon contemporary competitors, the Pilot House cab is arguably the best looking of the 5-window cabs on the market at that time. Since the Dakotas didn't use road salt back in the day (you were lucky to just get the roads

plowed), this is easily the most solid example of a new post-war Dodge pickup that we've seen at auction. Usually, even the trucks with solid floors and cabs have rust-out on the upper front fenders, from where slop gets caught in the fender brace. This truck has none of that, just steel with surface rust from sitting out



side and baking a lot of the original blue paint off. The worst sheet metal on the truck was Bondo-sculpture rear fenders and a creased tailgate. Even the box sides were straight and structurally rust-free (thanks in no small part to the wood floor long being rotted away). Bidding opened online at \$1,200, advancing by C-notes at a time exclusively by onsite bidders. The next lot was another '52 B-3-B-108 with a title, a bit rougher condition but with the optional Fluid Drive transmission. That truck also brought \$1,600.

1933 Ford Model 40

2-dr 3-window coupe, **Condition #6, \$48,100.** No, that is not a typo; forty-eight thousand one-hundred dollars. All it consisted of was a body on the chassis rails with both doors, three fenders, and no trunk lid (as it was a trunk back, not even with a rumble-seat). Nothing was left for an interior aside from the basic stripped dashboard. What you did get was a V-8 chassis with a very clear serial number stamped on it and one of the straightest and most structurally rust-free bare bodies pulled from the tree rows that you'll ever dream of finding. Be it for a concise concours restoration or for a wild street rod that would best perhaps the most famous '33 3-window coupe, ZZ Top's famed Eliminator. This was easily the most highly anticipated lot of the whole sale. For several weeks before the auction, it was pre-bid on Proxibid to \$19,500. The pre-bid advanced by a grand by the time the car opened for live bidding, and it just kept going and going. It finally got down to one on-site bidder and Proxibid at \$48,000. Auctioneer Glen Trautman cut the on-site bidder some slack and let him bid \$48,100. With the online bidder

folding, the guy at the auction got the most expensive automotive lot here, by the pound.

1935 Ford Deluxe



4-dr. sedan, **Condition #3, \$23,000.** The car wears an older restoration that is still very presentable, just a bit below being a #2 example. The repaint has a good sheen, but has some noticeable orange peel on the doors. Replated chrome still looks great, to include a door hinge-mounted dealer accessory driver's side rear view mirror. The high-quality reproduction interior upholstery was competently installed and still has no appreciable wear. Original door sill plates and rubber flooring are dull and cracked on the ends. The steering wheel is showing wear on the rim. The older reproduction Firestone whitewall tires are staring to yellow with age. To most folks, this would be a fine local show car or driver, and as such, this was a reasonable, if more like full retail, price.

VanDerBrink Auctions Neil Krinke sale

Stanton, ND

Sept. 18, 2021

All 103 automotive lots offered were declared sold,
100-percent sell-through rate

Buyer's premiums of 5-percent for onsite bidders and
10-percent on Proxibid.com not included below

B. Mitchell Carlson reporting

	Price/ cond
1936 Chevrolet Master 2d cpe nom 235cid 6cyl	\$10,600 5
1946 Chevrolet Fleetline Aerosedan 2d fbk	\$5,500 5
1954 Chevrolet 3100 2d 1/2t pu 5w	\$30,000 2
1957 Chevrolet Bel Air 2d conv 283cid/4bbl/AT	\$81,000 2
1968 Chevrolet Impala 2d HT 327cid/AT/ac	\$1,900 5
1952 Dodge B-3-B-108 2d 1/2t pu 5w pilot hse/high-side box	\$1,600 5
1952 Dodge B-3-B-108 2d 1/2t PU fluid dr/high-side box	\$1,600 5
1915 Ford T 3 trng Ruxstall aux trans	\$6,000 6
1928 Ford A 2d 1/2t PU no eng or trans no title	\$1,500 6
1929 Ford A 4d sed	\$20,500 3
1929 Ford A 2d sed	\$2,400 5
1929 Ford A 2d rds incompl	\$2,900 6
1930 Ford A 2d rds incompl	\$2,900 6
1930 Ford A cowl & chassis only	\$700 6
1930 Ford A chassis and engine	\$400 6
1931 Ford A 2d 5w cpe body only	\$1,400 6
1932 Ford 18 2d 3w cpe no eng, trans, seat, front clip or fenders	\$36,000 5
1932 Ford 18 2d sed incompl	\$9,500 6
1932 Ford 18 2d Vic sed incompl	\$7,000 6
1932 Ford 18 2d Vic sed incompl	\$22,000 6

1932 Ford 18 2d 1/2t PU incompl	\$2,750 6
1932 Ford 18 chassis and engine no title	\$3,100 6
1932 Ford 18 bare chassis only	\$2,000 6
1932 Ford 18 cowl & chassis only	\$2,400 6
1932 Ford 18 2d sed no title	\$4,100 6
1932 Ford 18 chassis only no title	\$1,700 6
1932 Ford 18 chassis only no title	\$3,750 6
1932 Ford B 4d sed	\$8,250 5
1932 Ford B 2d 1/2t stake no title	\$4,250 6
1932 Ford B 2d sed no title	\$6,000 6
1933 Ford 40 2d 3w cpe incompl	\$48,100 6
1933 Ford 40 4d sed	\$6,500 6
1933 Ford 40 chassis only no title	\$700 6
1933 Ford 40 chassis only no title	\$1,500 6
1933 Ford BB 2d 1 1/2t stake	\$2,500 5
1934 Ford 40 2d rds proj in work no title	\$54,000 5
1934 Ford 40 Del Vic 2d sed	\$39,000 1
1934 Ford 40 2d 5w cpe incomplete	\$20,000 6
1934 Ford 40 2d sed incompl	\$6,500 6
1934 Ford 40 2d sed	\$5,000 6
1934 Ford 40 2d sed incompl	\$4,500 6
1934 Ford 40 cowl & chassis only no title	\$2,900 6
1934 Ford 40 2d sed incompl	\$3,750 6
1934 Ford 40 2d 1/2t pu no title	\$3,500 6
1934 Ford 40 chassis only no title	\$1,200 6
1934 Ford V8 2d 1 1/2t stake no title	\$1,500 5
1935 Ford Del 4d sed	\$23,000 3
1936 Ford Del 2d conv rumbleseat	\$59,500 2
1936 Ford V8 2d 1 1/2t stake	\$2,000 5
1937 Ford V8 2d 1 1/2t stake 85hp V8	\$2,500 5
1937 Ford V8 2d 1/2t PU 85hp V8	\$8,000 5
1937 Ford V8 2d 1/2t PU no eng or trans no title	\$1,000 6
1940 Ford Del 2d cpe	\$41,500 2
1940 Ford Dell 2d cpe	\$7,500 5
1940 Ford Del 2d conv no title	\$7,900 5

1940 Ford Del 4d sed	\$2,750 6
1940 Ford Del 4d sed Del mod into hmde pickup	\$800 6
1940 Ford Std 2d sed incompl	\$250 6
1941 Ford Del 2d sed	\$300 6
1941 Ford Del 2d cpe	\$1,500 6
1941 Ford Sup Del 2d conv	\$36,000 2
1941 Ford Sup Del 2d conv no title	\$2,200 5
1941 Ford Sup Del 4d sed	\$300 5
1941 Ford V8 2d 1 1/2t stake w/cable winch hoist	\$400 5
1942 Ford V8 2d 1 1/2t fire	\$2,300 5
1946 Ford Sup Del 4d sed no title	\$500 5
1947 Ford Sup Del 2d cpe	\$2,800 5
1947 Ford Sup Del 2d cpe	\$7,000 5
1947 Ford Sup Del 2d sed Columbia rear axle/no title	\$800 6
1950 Ford F-3 2d 1t pu nom 1952 Mercury V8	\$1,900 5
1953 Ford F-600 2d 2t cab/chassis	\$500 5
1954 Ford Crestline Sunliner 2d conv	\$7,000 5
1957 Ford Fairlane 500 Skyliner 2d HT conv 292cid/AT	\$46,500 2
1957 Ford Fairlane 500 Skyliner 2d HT conv 312cid/3spd	\$8,000 5
1957 Ford Fairlane 500 4d sed 292 cid/3spd	\$1,750 5
1958 Ford Cus 300 4d sed 292 cid/3spd no title	\$750 5
1964 Ford Galaxie 500 4d sed 390 cid/at	\$625 5
1976 Ford F-350 Cus 2d 1/t utility 390cid/4spd	\$4,500 3
1962 GMC Cus 1002 2d 1/2t pu	\$3,600 5
1942 Mercury Eight 2d sed	\$1,800 5
1948 Mercury Eight 2d cpe no title	\$1,400 5
1950 Mercury Eight 2d conv	\$30,000 3
1951 Mercury Eight 2d cpe	\$6,000 5
1964 Mercury Marauder 2d HT 390 V8, 2v, AT, bench seat	\$21,000 3
1964 Mercury Park Lane 2d conv nom 410cid V8/4bbl	\$1,900 5
1955 Packard Patrician 4d sed	\$375 5
1950 Pontiac Chieftan Silver Streak 8 2d conv	\$51,000 3