

WORLDWIDE AUCTIONEERS

The Old Car Heaven Museum Auction

| <u>Lot</u> | <u>Item / Year / Make</u> | <u>Model</u> | <u>Price</u> |
|------------|---------------------------|---------------------------|--------------|
| 101 | 1925 Dodge | Series 126 | \$ 9,625 |
| 102 | 1968 Chrysler | 300 | \$ 3,520 |
| 103 | 1954 Dodge | Coronet | \$ 990 |
| 104 | 1960 Dodge | Dart Phoenix | \$ 3,850 |
| 105 | 1950 Chrysler | Imperial | \$ 3,575 |
| 106 | 1956 Plymouth | Belvedere | \$ 1,650 |
| 107 | 1936 Chevrolet | Master Deluxe Series FD | \$ 27,500 |
| 108 | 1956 Chrysler | New Yorker | \$ 11,275 |
| 109 | 1970 Chrysler | 300 | \$ 6,820 |
| 110 | 1950 Nash | Statesman Airflyte | \$ 3,190 |
| 111 | 1964 Chrysler | 300K | \$ 13,475 |
| 112 | 1934 Dodge | K-34 1-1/2 Ton Grain | \$ 5,060 |
| 113 | 1965 Chrysler | 300L | \$ 18,700 |
| 115 | 1951 Chrysler | Imperial Newport | \$ 3,630 |
| 116 | 1960 Cadillac | Fleetwood 60 Special | \$ 8,800 |
| 117 | 1939 Chrysler | Royal Windsor | \$ 3,190 |
| 118 | 1965 Dodge | Polara | \$ 4,180 |
| 119 | 1957 Chrysler | 300C | \$ 37,400 |
| 120 | 1954 Chrysler | New Yorker Town & Country | \$ 6,325 |
| 121 | 1951 Chrysler | Imperial | \$ 4,675 |
| 122 | 1973 Chrysler | Imperial LeBaron | \$ 2,420 |
| 123 | 1950 Buick | Super Riviera | \$ 29,700 |
| 124 | 1956 Chrysler | Windsor | \$ 14,300 |
| 125 | 1963 Chrysler | 300 Pace Setter | \$ 11,000 |
| 126 | 1966 Dodge | Coronet 500 | \$ 10,450 |
| 127 | 1968 Chrysler | 300 | \$ 11,000 |
| 128 | 1941 Plymouth | Special Deluxe P12 | \$ 7,700 |
| 130 | 1960 Chrysler | 300F | \$ 38,500 |
| 131 | 1941 Desoto | S8 Deluxe Businessman's | \$ 5,775 |
| 132 | 1960 Desoto | Adventurer | \$ 7,700 |
| 133 | 1948 Dodge | Custom | \$ 15,950 |
| 134 | 1950 Dodge | Coronet Club | \$ 3,300 |
| 135 | 1961 Chrysler | 300G | \$ 19,800 |

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|-----|------|------------|--------------------------------|----|--------|
| 137 | 1955 | Dodge | Suburban | \$ | 4,400 |
| 138 | 1941 | Chrysler | New Yorker | \$ | 28,600 |
| 139 | 1948 | Lincoln | Continental | \$ | 16,500 |
| 140 | 1957 | Dodge | D-100 1/2 Ton | \$ | 3,080 |
| 141 | 1958 | Dodge | D-100 Sweptside 1/2 Ton | \$ | 17,050 |
| 142 | 1962 | Chrysler | 300H | \$ | 35,200 |
| 143 | 1959 | Dodge | Sierra Nine-Passenger | \$ | 12,100 |
| 144 | 1966 | Dodge | A100 1/2 Ton | \$ | 9,900 |
| 145 | 1951 | Desoto | Custom | \$ | 12,375 |
| 146 | 1957 | Lincoln | Premier | \$ | 9,900 |
| 147 | 1939 | Plymouth | P8 Deluxe | \$ | 35,200 |
| 148 | 1947 | Plymouth | Special Deluxe | \$ | 4,620 |
| 149 | 1941 | Desoto | Deluxe | \$ | 9,020 |
| 150 | 1961 | Plymouth | Fury | \$ | 19,800 |
| 151 | 1962 | Plymouth | Sport Fury | \$ | 6,325 |
| 152 | 1932 | Chrysler | Series CD | \$ | 30,800 |
| 153 | 1949 | Dodge | B1 1/2 Ton Panel | \$ | 8,910 |
| 154 | 1954 | Chrysler | New Yorker Deluxe Newport | \$ | 38,500 |
| 155 | 1970 | Chrysler | 300 | \$ | 10,725 |
| 156 | 1924 | Dodge | Series 116 | \$ | 6,050 |
| 157 | 1964 | Chrysler | 300 | \$ | 9,350 |
| 158 | 1960 | Dodge | Dart Pioneer | \$ | 5,610 |
| 159 | 1963 | Chrysler | 300J | \$ | 15,400 |
| 160 | 1961 | Dodge | Polara | \$ | 16,775 |
| 161 | 1964 | Dodge | Custom 880 | \$ | 4,400 |
| 201 | 1942 | Lincoln | Continental | \$ | 16,500 |
| 202 | 1924 | Paige | Model 6-70 Four-Passenger | \$ | 26,400 |
| 203 | 1961 | Dodge | Seneca | \$ | 9,350 |
| 204 | 1964 | Dodge | Custom 880 | \$ | 6,875 |
| 205 | 1959 | Simca | P60 Aronde Oceane | \$ | 8,690 |
| 206 | 1956 | Dodge | C4-GL 1-Ton | \$ | 11,275 |
| 207 | 1960 | Dodge | Dart Phoenix | \$ | 19,800 |
| 208 | 1950 | Willys | Jeepster | \$ | 10,340 |
| 209 | 1961 | Dodge | Dart Phoenix | \$ | 14,300 |
| 210 | 1956 | Studebaker | Power Hawk | \$ | 16,775 |
| 211 | 1962 | Dodge | Dart 440 | \$ | 17,710 |
| 212 | 1957 | Chrysler | Saratoga | \$ | 9,240 |
| 213 | 1963 | Dodge | Polara | \$ | 8,800 |
| 214 | 1925 | Dodge | Depot | \$ | 31,350 |
| 215 | 1955 | Chrysler | Imperial Crown Eight-Passenger | \$ | 5,940 |

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|-----|------|------------|-------------------------------|----|--------|
| 216 | 1965 | Imperial | Crown | \$ | 8,800 |
| 217 | 1936 | Plymouth | Deluxe P2 | \$ | 8,470 |
| 219 | 1956 | Dodge | Sierra | \$ | 16,500 |
| 220 | 1960 | Plymouth | Fury Suburban | \$ | 8,250 |
| 221 | 1962 | Plymouth | Fury | \$ | 12,100 |
| 222 | 1964 | Plymouth | Belvedere | \$ | 8,470 |
| 223 | 1955 | Dodge | Coronet | \$ | 8,360 |
| 224 | 1953 | Plymouth | Cranbrook | \$ | 19,250 |
| 225 | 1967 | Dodge | Coronet R/T | \$ | 16,500 |
| 226 | 1963 | Plymouth | Sport Fury | \$ | 10,450 |
| 227 | 1964 | Plymouth | Sport Fury | \$ | 17,600 |
| 228 | 1953 | Alvis | TA-21 Tickford | \$ | 33,550 |
| 229 | 1962 | Dodge | Dart 440 Suburban 9-Passenger | \$ | 15,950 |
| 230 | 1949 | Dodge | Wayfarer | \$ | 15,400 |
| 231 | 1956 | Chrysler | Imperial Nine-Passenger | \$ | 17,875 |
| 232 | 1950 | Dodge | Coronet | \$ | 18,975 |
| 233 | 1954 | Chrysler | Custom Imperial | \$ | 10,725 |
| 234 | 1964 | Alfa-Romeo | Giulia Spider 1600 | \$ | 19,250 |
| 235 | 1954 | Dodge | Royal | \$ | 22,550 |
| 236 | 1958 | Chrysler | Imperial Crown Southampton | \$ | 24,750 |
| 237 | 1964 | Lincoln | Continental | \$ | 14,300 |
| 238 | 1950 | Plymouth | Special Deluxe | \$ | 9,900 |
| 239 | 1958 | Dodge | Custom Royal Lancer D-500 | \$ | 11,550 |
| 240 | 1951 | Plymouth | Cranbrook | \$ | 12,100 |
| 241 | 1940 | Dodge | Luxury Liner Deluxe | \$ | 25,300 |
| 242 | 1948 | Plymouth | Special Deluxe | \$ | 19,470 |
| 243 | 1960 | Buick | LeSabre | \$ | 22,275 |
| 244 | 1956 | Plymouth | Belvedere | \$ | 10,450 |
| 245 | 1961 | Plymouth | Fury | \$ | 17,600 |
| 246 | 1936 | Chevrolet | Business | \$ | 13,200 |
| 247 | 1942 | Cadillac | Series 42-63 | \$ | 23,100 |
| 248 | 1956 | Ford | Thunderbird | \$ | 35,200 |
| 249 | 1937 | Chrysler | C14 Imperial Business | \$ | 25,300 |
| 250 | 1940 | Cadillac | Fleetwood Touring | \$ | 26,400 |
| 251 | 1961 | Chrysler | Imperial Crown | \$ | 19,800 |
| 252 | 1962 | Imperial | Crown | \$ | 12,925 |
| 253 | 1956 | Dodge | Custom Royal | \$ | 37,400 |
| 254 | 1960 | Plymouth | Fury | \$ | 36,300 |
| 255 | 1938 | Pontiac | Eight Series 28 Business | \$ | 26,400 |
| 256 | 1959 | Plymouth | Sport Fury | \$ | 38,500 |

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|-----|------|---------------|------------------------------|----|---------|
| 257 | 1959 | Imperial | Crown | \$ | 41,800 |
| 258 | 1940 | Cadillac | Series 60 Fleetwood Special | \$ | 29,700 |
| 259 | 1941 | Cadillac | Deluxe Touring | \$ | 23,375 |
| 260 | 1955 | Mercury | Montclair Sun Valley | \$ | 27,500 |
| 262 | 1936 | Brewster-Ford | Seven-Passenger | \$ | 33,550 |
| 263 | 1954 | Chrysler | New Yorker Deluxe | \$ | 29,150 |
| 264 | 1963 | Plymouth | Sport Fury "Max Wedge" | \$ | 25,025 |
| 265 | 1947 | Ford | Deluxe | \$ | 36,300 |
| 266 | 1957 | Chrysler | 300C | \$ | 91,300 |
| 267 | 1940 | Oldsmobile | F40 Series 60 | \$ | 35,200 |
| 268 | 1957 | Plymouth | Fury | \$ | 42,350 |
| 269 | 1946 | Lincoln | Continental | \$ | 40,700 |
| 270 | 1959 | Ford | Galaxie Skyliner Retractable | \$ | 32,175 |
| 271 | 1953 | Cadillac | Series 62 | \$ | 45,100 |
| 272 | 1958 | Plymouth | Belvedere | \$ | 34,925 |
| 273 | 1995 | Ferrari | F355 Spider | \$ | 50,600 |
| 274 | 1955 | Chrysler | C300 | \$ | 55,000 |
| 275 | 1956 | Desoto | Firedome | \$ | 60,500 |
| 276 | 1957 | Jaguar | XK140 Drophead | \$ | 74,800 |
| 277 | 1992 | Ford | GT40 | \$ | 40,700 |
| 278 | 1937 | Buick | Roadmaster | \$ | 63,250 |
| 279 | 1935 | La Salle | Series 35-50 | \$ | 74,250 |
| 280 | 1962 | Chrysler | 300H | \$ | 71,500 |
| 281 | 1949 | Cadillac | Fleetwood | \$ | 19,250 |
| 282 | 1941 | Buick | Special Series 40B | \$ | 24,200 |
| 283 | 1961 | Chrysler | 300G | \$ | 137,500 |
| 284 | 1940 | La Salle | | \$ | 22,825 |
| 285 | 1957 | Cadillac | Series 62 | \$ | 22,275 |
| 286 | 1950 | Chrysler | Windsor C48 | \$ | 12,100 |
| 287 | 1941 | Buick | Series 50 Super | \$ | 54,450 |
| 288 | 1955 | Chrysler | Windsor Deluxe | \$ | 44,000 |
| 289 | 1956 | Chrysler | 300B | \$ | 33,000 |
| 290 | 1950 | Plymouth | Special Deluxe | \$ | 15,400 |
| 291 | 1961 | Dodge | Polara | \$ | 9,900 |
| 292 | 1956 | Plymouth | Belvedere | \$ | 26,400 |
| 293 | 1971 | Mercedes-Benz | 280 SL | \$ | 30,800 |
| 294 | 1959 | Plymouth | Fury | \$ | 16,500 |
| 295 | 1950 | Dodge | Series B-2-126 1-Ton Welding | \$ | 14,850 |
| 296 | 1948 | Frazer | Standard | \$ | 11,275 |
| 297 | 1938 | Pontiac | Series 26 Deluxe | \$ | 12,650 |

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|-----|------|----------------|---------------------|----|--------|
| 299 | 1950 | Cadillac | Special Fleetwood | \$ | 22,000 |
| 300 | 1954 | Chevrolet | 3100 Deluxe 1/2-Ton | \$ | 23,650 |
| 301 | 1930 | Chrysler | Model 66 | \$ | 24,750 |
| 302 | 1956 | Chrysler | Windsor | \$ | 8,250 |
| 303 | 1961 | Mercury | Monterey | \$ | 8,470 |
| 305 | 1937 | Dodge Brothers | Series MC 1/2-Ton | \$ | 16,500 |
| 306 | 1966 | Cadillac | deVille | \$ | 16,500 |
| 307 | 1958 | Chrysler | Windsor | \$ | 10,725 |
| 308 | 1956 | Dodge | Sierra | \$ | 14,850 |
| 309 | 1964 | Mercury | Monterey | \$ | 8,250 |
| 310 | 1961 | Plymouth | Belvedere | \$ | 9,460 |
| 311 | 1932 | Dodge | DL | \$ | 15,125 |
| 312 | 1966 | Chevrolet | Impala SS | \$ | 26,400 |