

Lambrecht Chevrolet Auction

The auction that put Pierce, Nebraska, on the hobbyist map

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Pierce, Nebraska—a quiet farm community of 1,774 residents—was home to Lambrecht Chevrolet Company for decades. Its owner, Ray Lambrecht, had a different selling approach. He simply wouldn't sell used cars. Any vehicle taken on trade-in was moved to the family farm on the edge of town. When Lambrecht closed his dealership in the mid 1990s, the collection, which had been overgrown by trees and weeds, contained about 450 used vehicles, as well as some new model leftovers.

VanDerBrink Auctions put Lambrecht's collection of nearly 500 new and used vehicles up for auction on September 28–29. While most had titles, about 50 vehicles retained their Manufacturer's Statement of Origin, or MSO, and those perceived as most collectible were stored indoors. We say *retained* because Lambrecht couldn't sell vehicles on MSO when he relinquished his new-car dealer's license. VanDerBrink worked with the state to issue new Nebraska titles and return the original MSO, which had been voided, to the vehicle's first legal owner.

An estimated 20,000 bidders and spectators from around the world descended upon the town to take part in the action at the family farm. There were no reserves, and every vehicle was sold to the highest bidder. In the end, sales totaled about \$2.8 million—\$1.9 million of which sold the first day. A 1958 Apache Cameo sold for \$140,000, while a 1963 Impala with 11 miles sold for \$97,400. Four more vehicles sold for more than \$72,000 each, and an additional 10 sold for \$30,000 or more each. 🚗



Selling price: What the vehicle sold for
Average selling price: Average market value of vehicles in similar condition

LEGEND

Condition: #1–Excellent; #2–Very Good; #3–Average; #4–Poor; #5–Major Project
Top price bid: The highest offer made
Reserve: Minimum price owner will accept



CHEVROLET

Year: 1958
Model: Apache Cameo
Condition: Original/#2-
Reserve: None
Selling price: \$140,000
Avg. selling price: \$29,100

The marquee vehicle of the auction was this Apache Cameo pickup. It had just 1.3 miles on its odometer and retained its MSO. The roof of the building in which it was stored collapsed under the weight of a heavy snowstorm. That resulted in damage to the truck's roof visor, and the windshield was cracked. Beyond general dust, the Tartan Turquoise exterior and silver and black interior otherwise appeared to be in excellent condition throughout. The six-cylinder engine was complete and it was backed by a column-shift three-speed manual transmission. Running condition was unknown, however. It certainly gave one buyer the sense of purchasing a collectible truck like this as if it were 1958 again.



CHEVROLET

Year: 1963
Model: Impala
Condition: Original/#2-
Reserve: None
Selling price: \$72,500
Avg. selling price: \$32,000

Quite possibly the only vintage vehicle at the auction that has run in the past few years was this attractive Impala two-door hardtop. How well and for how long was anybody's guess, though. Powered by a 396-cu.in. big block with a four-barrel, and backed by a column-shift automatic, it had just 12.5 miles on the odometer and retained its MSO. The Artesian Turquoise exterior seemed to be in fine shape for its age and free of any major rust, dents or scratches. The matching cloth interior was in excellent shape, though it was missing its front seat carpet. This car, which was sparsely equipped with options, was obviously stored in optimal conditions and not surprisingly, was among the top draws at the event.



CHEVROLET

Year: 1966
Model: C10
Condition: Original/#3-
Reserve: None
Selling price: \$39,000
Avg. selling price: N/A

Trucks were a large portion of Lambrecht's sales. There were nearly 20 1963 to 1966 ½-ton pickups that remained on MSO, with mileage in the single digits. This black-and-white Custom had bidders buzzing. Showing six miles on its odometer, it was powered by a straight-six backed by a floor-mounted four-speed manual. Though the engine appeared complete, its operating condition was unknown. The exterior looked to be in relatively good shape, but the paint was thin and surface rust had formed on the hood and roof. The wood slats in the bed had disintegrated, but the interior was mostly complete and seemed to be in nice shape overall. This could be a very handsome truck when finished.



CHEVROLET

Year: 1957
Model: 210-series
Condition: Original/#3-
Reserve: None
Selling price: \$37,500
Avg. selling price: \$15,000

Tri-Five Chevys were abundant, and there were at least a dozen 1957s to choose from. This used four-door hardtop had more than 47,000 miles on its odometer. Its Dusk Pearl exterior was covered under so much dirt and debris that you could barely peer through the windows to view the interior. Despite that, the car actually seemed very complete and in excellent condition throughout. Once inside, we found the black-and-white cloth interior in nice shape overall. The operational condition of its 283-cu.in. and column-shift automatic transmission was unknown. Beyond any mechanical repairs, it seemed that this attractive 210 needed little more than a good detailing to restore it to its former glory.



CHEVROLET

Year: 1977
Model: Vega
Condition: Original/#4+
Reserve: None
Selling price: \$10,500
Avg. selling price: \$3,000

From its appearance, you'd likely never know that this Vega had just six miles on it. The Light Buckskin exterior was faded and thin in spots, and rust was visible in odd areas. The matching interior was weathered too. The plastic trim panels were faded and the carpet had some heavy stains. The under hood was rusty and corroded, and while the 2.3-liter four-cylinder looked complete, it was said to be missing its carburetor. Operational condition was unknown. With 1977 being the Vega's final year and this particular example remaining on MSO, could the two-door hatchback coupe lay claim to being the last Vega ever sold "new?" Then again, even if it were true, would that add any value?



INTERNATIONAL

Year: 1954
Model: R100 pickup
Condition: Original/#5
Reserve: None
Selling price: \$7,600
Avg. selling price: \$3,000

The International R100 pickup had a classic truck look. Beyond dents and dings, the body panels and step-side bed seemed to be in decent shape, without many rust holes. From years of use and decades of abandonment, there was literally nothing left of the original finish, and that allowed surface rust to take hold of the entire exterior. Based on what was visible in the door jambs, the original color looked to be some shade of red. The inline-six hadn't been run in years, and needed some parts and a complete rebuild. The windshield was cracked and the interior was in poor shape, but overall this R100 seemed relatively complete and would possibly be a restoration project.



CHEVROLET

Year: 1965
Model: Impala
Condition: Original/#3-
Reserve: None
Selling price: \$45,000
Avg. selling price: \$25,000

This low-mile 1965 Impala equipped with a big-block retained its original MSO. The two-door hardtop showed just over 10 miles on its odometer. The 396-cu.in. four-barrel and optional A/C made the engine compartment a bit crowded, but the absence of the radiator and air cleaner assembly lent insight to the operational condition. The Ermine White body was straight, but the paint was chalky in areas, and some exterior rust was visible. The carpet was missing from the red interior and we saw indications that the floor pan had been wet for some time. Clues suggest that this Impala was stored both inside and out over the years, and its condition clearly reflected it.



BUICK

Year: 1959
Model: LeSabre
Condition: Original/#5
Reserve: None
Selling price: \$5,500
Avg. selling price: N/A

The iconic styling of GM vehicles produced from the late-1950s through the early 1960s created a strong following, and this two-door hardtop Buick had prospects around it all weekend. It was, however, well used, and the Arctic White finish was very faded, with visible rust on the body. The blue interior was worn and tattered, and the floor pan appeared to be in rough shape. The 364-cu.in. engine looked to be complete, but didn't run and was missing its radiator. The exterior trim was complete and seemed in reasonably good shape. Depending upon how much the buyer is willing to spend to make it roadworthy, it might be better utilized as a parts donor.



CHEVROLET

Year: 1976
Model: Monte Carlo
Condition: Original/#5
Reserve: None
Selling price: \$800
Avg. selling price: N/A

This Monte Carlo was likely a very nice and clean low-mile trade-in, but exposure to the elements had taken its toll on the 32,000-mile body. The Dark Blue Metallic finish was faded, and all that remained of the vinyl roof was its outline. Rust was so severe in the right rear quarter panel that several large holes had developed. The left rear quarter, doors, and fenders seemed fully or partially salvageable. And the exterior bright work appeared clean and vibrant. The complementary cloth interior was in rough shape, but the 350-cu.in. two-barrel and column-shift automatic appeared complete and unaltered. While it may cost much more to restore than it's worth, this Monte Carlo looked better as a parts donor.



CHEVROLET

Year: 1978
Model: Corvette
Condition: Original/#2-
Reserve: None
Selling price: \$80,000
Avg. selling price: \$20,000

The limited production Corvette with the Indy 500 Pace Car package for 1978 became an immediate collector's item. Many were squirreled away with only a handful of miles, and this particular example had just 4.3 on it. The interior still had its protective coverings and the front spoiler, "Corvette" emblems and wheel center caps remained in their original packaging, placed in the shelf area. That suggests it wasn't ever dealer-prepped at the time of delivery. The L48 350-cu.in. engine was complete and appeared to be in excellent shape, but its operational condition was unknown. The interior appeared factory fresh, and the exterior, though dusty, seemed like it only needed a thorough washing.



CHEVROLET

Year: 1959
Model: Impala
Condition: Original/#4-
Reserve: None
Selling price: \$19,000
Avg. selling price: N/A

This four-door hardtop, with just 2.1 miles, was so new that the orange engine overspray hadn't yet burned off its exhaust manifolds. The Gothic Gold and white exterior was, however, worn thin in spots and surface rust had formed. Some trim and the taillamps were missing, but we found the headlamp assemblies on the front seat floor board. The headliner was hanging down, and the upholstery was tattered in spots. The trunk area was heavily rusted, with large holes in numerous places. It's not often that a car with what's left of the window sticker remaining on the side glass needs a complete trunk floor replacement, but it's unlikely that there's any way around it. It makes you wonder about the rest of the underbody metal.



FORD

Year: 1971
Model: Torino 500
Condition: Original/#5
Reserve: None
Selling price: \$2,000
Avg. selling price: N/A

This Ford had sat for more than 30 years, when its owner traded up for a new Chevy. The Winter Blue Metallic two-door coupe with 79,000 miles looked to be very original and complete, but in poor condition overall from sitting. The 351-cu.in. two-barrel was complete but hadn't been run for decades. The operational condition of it and the column-shift automatic was unknown. The body was rusty and the paint was nearly gone. The front valance was bent and damage to the right front indicates it had been in an accident. The matching blue interior appeared to be fully intact, but the dash pad was cracked and the carpet was littered with debris. It may be more than just a parts car, but a restoration would certainly be costly.



CHEVROLET

Year: 1979
Model: Impala wagon
Condition: Original/#3-
Reserve: None
Selling price: \$12,500
Avg. selling price: \$2,000

This plain-looking Impala wagon showed just 1.7 miles on its odometer. The 350-cu.in. four-barrel was backed by a column-shift automatic, and the pair seemed original and complete. Operational condition was unknown. Despite being stored outside for decades and the presence of black mildew on many areas of the exterior surface, the Light Yellow finish looked to be in decent shape and the body appeared relatively rust-free. Beyond a cracked dash pad and a tattered headliner, the tan interior was quite nice. The market for late 1970s wagons isn't exactly ripe considering the economy. Hopefully for the buyer, it doesn't take much more money to make it roadworthy.



DURANT

Year: 1928
Model: Sedan
Condition: Original/#5
Reserve: None
Selling price: \$7,000
Avg. selling price: N/A

Initially conceived by former General Motors CEO Billy Durant to compete with GM's divisions, Durant Motors produced vehicles for about 10 years before closing its doors. This well-used two-door sedan was owned by Lambrecht's uncle. The body seemed to be in excellent condition, despite its age and faded and rusty appearance. The padded top and wood frame had deteriorated badly over the years, and that exposed the interior to the elements. Though the engine and transmission remained with the vehicle, it obviously hadn't been run in decades. The car is certainly a complete project for its purchaser, but then again, when was the last time you saw a 1928 Durant?



CHEVROLET

Year: 1969
Model: Impala
Condition: Original/#4+
Reserve: None
Selling price: \$6,100
Avg. selling price: N/A

This two-door coupe equipped with a big-block was among the hidden treasures at the auction. The body appeared quite solid and in relatively good shape considering the length of time it spent in a farm field. Beyond the roof and left front fender, the Fathom Green paint was decent. The matching green bench-seat interior was in comparable condition. Rusty hinges prevented us from raising the hood more than a few inches, but we spied a big-block engine and it looked to be a 396-cu.in. that obviously didn't run. It'll likely take a fair amount of time and money to get this Impala roadworthy, but the unassuming combination, complete with steel wheels and hubcaps makes it a stoplight sleeper.



CHEVROLET

Year: 1965
Model: Impala
Condition: Original/#5
Reserve: None
Selling price: \$800
Avg. selling price: N/A

Rare exterior colors are uncommon because of unattractiveness, but some, like Evening Orchid, were quite eye appealing and have become more popular than ever before. About one percent of all Chevrolets produced in 1965 were painted the light purple hue, and this well-used four-door sedan with 78,000 miles was one of them. Much of the original finish had worn away and the body was quite rusty. The windshield was broken and the black interior was very rough. The 327-cu.in. engine, which was backed by a column-shift automatic, didn't run. For as cheaply as it was purchased, the buyer should be able to invest a fair amount of money into it and end up with an unusual collector car, thanks to the color.



CHEVROLET

Year: 1982
Model: Chevette
Condition: Original/#3-
Reserve: None
Selling price: \$5,500
Avg. selling price: \$3,500

The Scooter was an entry-level model powered by a 1.6-liter four-cylinder two-barrel. This one, however, didn't run. The white exterior was faded, but the body looked complete. The doors were locked, so we could only peek inside. With 817 miles on the odometer, the dark gray interior looked to be in good shape. As it retained its MSO, it was likely a demo of some sort. The original window sticker was still affixed to the side glass, and it showed a base price of \$5,237. The only extra cost option was an AM radio, which took the sticker price, including delivery fee, to a total of \$5,605. It's interesting that its first owner was willing to pay nearly sticker price more than 30 years later.



PONTIAC

Year: 1960
Model: Ventura
Condition: Original/#5
Reserve: None
Selling price: \$4,300
Avg. selling price: N/A

This forlorn four-door hardtop was certainly once a classy-looking Poncho with its Sierra Copper finish and white painted top. The exterior had piles of debris on it, and the faded paint was so thin that surface rust formed in many areas. The body panels appeared solid. There was, however, at least one large rust hole in the passenger compartment. The 389-cu.in. engine, which was backed by a column-shift automatic, was grungy and grimy, and obviously hadn't been run in decades, but everything was there, including the original battery. The exterior trim was complete and seemed to be in excellent condition. That alone may have been worth the selling price to the buyer.



OLDSMOBILE

Year: 1964
Model: Jetstar 88
Condition: Original/#5
Reserve: None
Selling price: \$5,300
Avg. selling price: N/A

The Jetstar 88 combined a full-size body with mid-sized drivetrain and running gear to create a classy price leader. This bare-bones Ebony Black two-door hardtop had just 59,000 miles. Its exterior was faded and rusty and the wheels and tires were missing. The 330-cu.in. V-8 had lost its four-barrel carburetor, valve covers and rocker arms, distributor cap, and other accessories. The interior was complete but the white bench seat was dirty and tattered and the door panels were warped. Interestingly, there was a manual transmission shifter. It's reported that only a couple of hundred manual-trans Jetstar 88s were built that model year. Does that make it desirable enough for a complete restoration though?



CHEVROLET

Year: 1980
Model: Monza
Condition: Original/#4+
Reserve: None
Selling price: \$4,000
Avg. selling price: N/A

The 1980 model year was the last for Monza production. According to the invoice taped to the side glass, this Light Blue Metallic 2+2 hatchback cost \$4,950 and was shipped from the Lordstown, Ohio, factory on August 29, 1980. Though it showed just 9.4 miles on its odometer and retained its MSO, long-term outdoor storage had taken its toll. Vandals broke out the headlamps and at least one outside door lock. Though the paint looked decent, there was damage to certain body panels and the interior was grungy. The 2.5-liter two-barrel looked complete, but its radiator was missing and it didn't run. This subcompact certainly looked as if it were attractive in its day, and may be again down the road.



CHEVROLET

Year: 1962
Model: Impala
Condition: Modified/#4
Reserve: None
Selling price: \$36,000
Avg. selling price: \$12,000

This two-door hardtop—complete with period-correct custom touches—lends a view into the days that hot-rodders long for. A used car with more than 57,000 miles on it, beneath the hood resided a 327-cu.in. There was some rust visible on the lower edges of the fenders, doors, and quarters, but the Nassau Blue body seemed solid and original. The matching interior appeared to be in excellent condition and peering upward from the floor boards was a four-speed shifter. With auxiliary gauges beneath the dashboard, shag carpeting on the rear package shelf, and a custom dual exhaust system complete with cutouts beneath each fender and scavenger pipes out back, someone certainly purchased a nostalgic hot rod.



FORD

Year: 1957
Model: Fairlane 500
Condition: Original/#4-
Reserve: None
Selling price: \$7,250
Avg. selling price: \$5,000

We have to wonder what type of new Chevy the owner of this top-of-the-line Fairlane 500 traded for. It looked like a very nice car and showed just 60,000 miles on its odometer. The Raven Black finish was faded and worn, but the body looked to be in fairly decent shape overall. Rust had formed in certain areas and the matching black interior with bench seat was complete but in rough shape. The headliner was hanging down and some glass was cracked. The 312-cu.in. four-barrel engine with automatic transmission hadn't been run in years and may not have been complete. The two-door hardtop was once quite likely a very striking car. It's up to the buyer to decide if it's worth restoring to its former glory.



CHEVROLET

Year: 1963
Model: Impala SS conv.
Condition: Original/#5
Reserve: None
Selling price: \$7,500
Avg. selling price: N/A

Any early 1960s Impala SS convertible, particularly one equipped with a 327-cu.in. and manual transmission, is sure to command interest. This one caught our attention for a different reason though. There was very little left that was salvageable. The convertible top had disintegrated long ago. That, combined with field storage, caused a significant amount of rust damage to the entire floor pan. It looked to have been originally painted Monaco Blue, but many of the body panels were rusty. The light blue interior was in poor shape and debris was scattered throughout. The 327-cu.in. engine was missing many pieces too. It's simply amazing what years of neglect had done to what was once a beautiful car.



CHEVROLET

Year: 1979
Model: C10
Condition: Original/#3-
Reserve: None
Selling price: \$22,000
Avg. selling price: \$4,000

The heavy-duty frame and underpinnings included with the Big 10 package pushed the gross vehicle weight of a half-ton pickup to 6,000 pounds, exempting it from EPA emissions standards. Revised classifications for 1979 required smog-limiting equipment. This Tangier Orange example retained its MSO, and with 3.3 miles on it, the body appeared rust free and in good shape, but the finish was faded and thin, and the tailgate was missing. Beyond the absent radiator, the 305-cu.in. two-barrel engine and column-shift automatic transmission seemed complete, but operational condition was unknown. The interior was missing only minor trim, but the dash was cracked and the bench seat was soiled. It looked to have considerable potential.



CHEVROLET

Year: 1946
Model: 3100-series pickup
Condition: Original/#5-
Reserve: None
Selling price: \$4,250
Avg. selling price: N/A

Vintage trucks certainly had a strong following at the auction. This well-used 1946 half-ton was one of several dozen examples up for bid. The white exterior finish may not have been original, but the cab and fenders seemed to be in good shape considering the vehicle's age. While the rear fenders remained, there was little left of the original wood panel bed. The interior was in poor condition. Some of the exterior trim had been removed or stolen, as had all four wheels and tires, and only the block remained of the original six-cylinder engine. The title was included, so it's quite possible that the buyer purchased it to restore, but it was more likely a parts donor for another project.



MERCURY

Year: 1950
Model: M74 Sport Sedan
Condition: Original/#5
Reserve: None
Selling price: \$7,500
Avg. selling price: N/A

The late 1940s and early 1950s Mercurys were often customized by hot rodders. They remain highly coveted by nostalgia buffs today, and can command a premium price. This 57,000-mile four-door sedan complete with suicide doors had apparently sat outside ever since it was traded in. Its black paint was faded, and surface rust had formed in many areas. The body had some rust, but it seemed to be in relatively good condition otherwise. Some windows were broken, and that accelerated the interior deterioration. The 255-cu.in. flathead V-8 was missing its air cleaner assembly and radiator, and obviously hadn't been run in years. This particular Merc seemed a perfect candidate to hot rod or to donate parts for an existing project.



CHEVROLET

Year: 1978
Model: Impala
Condition: Original/#4-
Reserve: None
Selling price: \$2,500
Avg. selling price: N/A

This four-door Impala was one of three late 1970s examples up for auction that remained on MSO. Obviously stored outside since new, the Carmine Red exterior was quite faded from exposure, but the body didn't seem as rusty as you'd first expect. Despite showing just four miles on the odometer, underhood was a 305-cu.in. two-barrel V-8 that appeared to not have been run in at least 30 years. Though the engine looked complete otherwise, its radiator was absent. The matching cloth interior was as weathered as the exterior, and without many convenience options, this particular example was little more than a low-buck stripper. There really wasn't much desirable about it.



CHEVROLET

Year: 1967
Model: Caprice
Condition: Original/#5
Reserve: None
Selling price: \$3,500
Avg. selling price: N/A

The body and exterior finish of this 68,000-mile Granada Gold four-door hardtop didn't look as bad as you'd expect for the environment in which it had been stored since 1973, but the sheetmetal was rusty and it had apparently been involved in an accident some time ago, leaving the front bumper and right front fender dented. The windshield was badly cracked, the back window was broken out and that left the interior in very poor condition. There was so much rodent debris packed within the engine compartment that the 396-cu.in. big-block was barely visible. Though what little we could see looked complete, it obviously didn't run. It's hard to say if it was worth the selling price as a restoration project, but you can't beat it for parts.