

JULY 2003

CCN V9

Classic Car News

Read All About It!



Craig Jackson's West Palm Beach auction gave him plenty to smile about as seen in the Dodge Electric. The 1st East Coast Barrett/Jackson Auction did well in the Florida Sun Shine. The final gavel brought a 60% sell through.

Mr. Lance Coren Reports on The SEMA IAS LA Show 2003!

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It's My Opinion!

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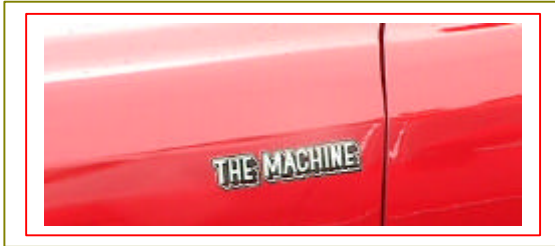
Future Classics

A look at The SEMA Show

Watch Our Moving Banner For other Events We Will Cover

It's My Opinion!

By Tony Monopoli



What's in a name? I am testing CCN reader's memories. If you are as old as dirt, this may not ring a bell. But if you remember the good old Muscle Car days, it may. Muscle cars spoke through load exhausts with the sounds of Carbs and Cubes. Even the emblems

on their fenders let you know that they had muscles to flex! The first reader to identify the Make, Year and Model of the vehicle that had the (The Machine), emblem pictured above will be awarded a 1-year subscription to the NADA Collector Car Price Guide. Send an email with your entry to Tony Monopoli at automotiveappraiser@yahoo.com. The prize will be awarded to the first individual that emails me, the correct answer. IAAA Members or CCN employees and their families are not eligible

The usual Christmas card photo will be back with the next issue of the "It's My Opinion" Column.

Now on to My Opinion! The collector car season is in full swing. Weather though out the country has been severe, hotter were it is usually hot, wetter were it is usually rainy. Murphy's law applies here. The economy, the war and undesirable weather are the backdrop. The secondary indicators are in, auctions are still strong considering these factors. I still believe that the market is strong. Wall Street is rebounding. Remember the street is followed by the economy so a true test will come.

In the Wow department—A 1967 L88 with 11 miles on it, brought \$640,000 at the Bloomington Mecum Auction. I witnessed a "Modified" 1969 Camaro R/S S/S convertible sell for 83K (\$83,000.00) +. Both cars set a record for vehicles of their type.

WEST PALM BEACH, BARRETT JACKSON APRIL 11-12-13 2003

The Barrett Jackson Auction in West Palm Beach, Florida could not have come at better time for a guy like me from the northeastern part of the US. I left NJ with the start of the second snowstorm within a week (April mind you). Craig Jackson sure has timing. I felt that this auction should prove interesting for two reasons. First, will the marketplace remain strong and second, can it absorb another sale.

As I flew to the event, I wondered what the effects of the Iraq War, the unpredictable Stock Market and the Economy would have on the Collector Car Market.

Craig Jackson's timing is impeccable. His January AZ auction is clearly a market indicator, so will this one be dubbed the official 'Spring Breaker". One has to wonder what the staff at Barrett Jackson has in store for the collector car market. The gala benefited the Darrel Quyn's Miami Project. The auction's major sponsor, Chrysler Daimler donation amounted to Ten Thousand Dollars. The items being auctioned included original art, watches and a VIP pass to the Barrett Jackson Scottsdale Auction.

The Palm Beach auction kicked off April 10th with a gala reception and charity auction for 1,300 guests. Thirty two Thousand Five Hundred Dollars was raised for The Miami Project to Cure Paralysis and the Darrell Gwynn Foundation to cure spinal cord injuries. During the festivities, auction sponsor, Daimler Chrysler, presented a check for \$10,000 to Marc Buoniconti and to former NHRA world-champion Darrell Gwynn, athletes that now suffer paralysis following tragic accidents, which occurred during participation in the sports they loved.

This Gala added attendee perks included that included valet parking and an attendee raffle. Craig Jackson's decision to bring it to West Palm Beach made sense to me, location, demographics, and a receptive community. The auction started April 11th and ran through the 13th. Spring is a perfect time for an easterner or cold weather collector to head south. I flew out of an Ice storm and landed in the balmy Florida weather. The area and its weather make it easier to include family participation.

The auction started off Thursday at about the announced time.

The second car on the block was declared the 1st one sold at the inaugural B J Auction. From that point on the sale took on the stature in true Barrett Jackson fashion. By the end of that day the sell-through was 70%. Craig's Inaugural West Palm Beach auction was certainly a success by my standards. One hundred fifty nine cars, totaling nearly six million were sold.

Standouts included a modified 1969 Camaro R/S S/S convertible that sold for 83K (\$83,000.00). Its exceptional condition, pale yellow color and factory appearance made the crowd stand and cheer competing bidders on.

Dodge-Chrysler-Jeep sponsored the three-day event, which drew a crowd exceeding 30,000. The top prices paid on the auction block were \$214,920 for a 1958 Mercedes-Benz 300SL Gullwing Coupe, followed by \$165,240 for a 1996 Bentley Azure Convertible, and \$153,360 for a 1958 Mercedes-Benz 300SL Roadster. Other notable sales included a 1969 Chevrolet Camaro RS/SS Convertible, which sold for \$89,100; a rare 1941 Hollywood Graham Four-Door Sedan that sold for \$86,400; and an award winning 1963 Jaguar XKE Roadster, which commanded \$83,700.



“South Florida welcomed our auction event and witnessed why the Barrett-Jackson auctions continue to set the pace for the classic and collector car markets,” said Craig Jackson. “This was a very successful first-year event that represents our company’s intentions to expand the South Florida auction to the size and significance of our 33-year-old Scottsdale, Ariz. event.

The 1941 Hollywood Graham Four-Door Sedan pictured sold for \$86,400. It was an all-steel custom with hand made grille. Former owner Eddy Murphy had it built by Greg Selvioge of Edmunds, Washington.

Greenwich Concours d' Elegance

The ninth annual *event* was held on June 5th and 6th 2003 at Roger Sherman Baldwin Park in Greenwich, Connecticut.



The parking lot amazed me. Attendees arrived in style, check out the AMG SUV. This year's participation included cars, boats and a plane. I only attended the Saturday Concours. But the event started on Friday with tours and activities and show field on Saturday and Sunday. The Greenwich Concours is a rain shine event.

The Saturday *Concours d'Elegance* featured pre-WWII domestic and European cars and Post-WWII domestic cars. Sunday's *Concours Europa* was devoted to post -WWII European sports, touring, and competition cars. Limited-production, one-off vehicles and rare cars make up the vehicle roster. There were automotive art galleries, memorabilia, a book alley, workshops and demonstrations. Audi of America, Bentley Motors, Mercedes-Benz USA, Lincoln Division of Ford Motor Company, Rolls-Royce Motor Cars NA, General Motors, Saab Cars USA, Daimler Chrysler Corp., Volvo Cars of North America, Jaguar Cars North America, Land Rover North America, Ferrari Maserati North America, and Mini USA provided fascinating exhibits.

Easterners attending and displaying their vehicles are a hardy group. They come, they cover and they endure. Fortunately for the car owners and attendees, the rain held off most of the day I attended.

The wet spring made it hard on attendees and their pride and joys at this and other eastern car shows.



1927 Hispano-Suiza with “umbrella”, owned by Good-sport Frederick Berndt



Bruce & Genia Wennerstrom, are the joint chairs in the event; they bring diversity to the Greenwich Concours yearly. The event takes place in the town of Greenwich, which is located in Connecticut. The area is upscale, with old money families who have classic cars. I enjoy seeing the Old families bring some interesting family air-looms.

Pray-Group crew is seen cleaning and un-covering Malcolm Pray's Speedster.



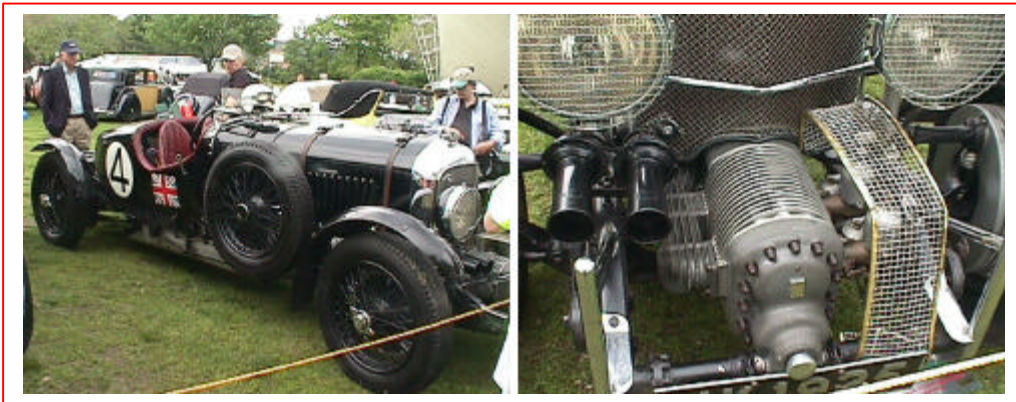
Launches adorn the adjacent canal that forms one side of the Rogers Park peninsula. The Concours offers something for everyone, rich or poor, early boats, planes and cars from all decades are on display. The only missing link is Historic Hot Rods. If you have the opportunity to attend, come-on - down, take in the beautiful sites, cars and people.

Mr. Dewolfe Hotchkiss dressed the part posses with his Hotchkiss drop-head. I spoke with Dewolfe and was told that he bought it because of its name and that was the only relation.

I guess when a rare vehicle has your name; you can paint it to your personal taste. Attendees liked the Hotchkiss with its modern graphics. When a vehicle is that rare who would know its correct colors.



1939 Hotchkiss Grand Sport



1931 Bentley 4 1/2 Litre Supercharged

I say the proof is in the pudding. The Nobile Family brought a seemingly un-restored 1931 Bentley in full racing trim to the delight of the Greenwich Concours attendees. It is interesting for me to watch History repeat itself. The Bentley's Supercharger is driven off the crankshaft. New car manufacturers are using this same configuration today. Technology!

Let me explain why I sent Lance Coren to cover the 2003 IAS (International Auto Salon), which SEMA puts on yearly. We all know that history repeats itself. A good appraiser must be able to spot trends. A good appraiser must be able to see new trends, so watching all cars, whether old or new keeps Johnny sharp.

The April event takes place in LA, the Mecca of the Car world. Readers of the Classic Car News may argue that coverage of the IAS is not warranted. Their reasoning may hinge on the events primary content being after-market products for Kid cars, like the ones seen in the Fast and the Furious. Lets just look-see!



Classic Car News

2003 SEMA International Auto Salon

By Lance Coren

The 2003 SEMA International Auto Salon (IAS) at the Los Angeles Convention center was an abundant plethora of displays by the most prominent of aftermarket tuners and auto manufacturers in the United States and Japan. The exhibition halls were filled with pre-production prototypes, pure prototypes, performance modified street machines ----

Pictured is yours truly (TM). I wrote & declared this Honda A “Future Classic”

---- and every other form of high performance vehicle that has been and will be modified for many purposes.

The majority of the cars represented were imports and compacts, although Hummers and additional larger types were on display also. At my count, there were even 18 Nissan Skyline GTR's (Japan's only production RHD, 4WD, 4WS, 2-door turbocharged coupe) on display throughout the venue. The public streamed into the show non-stop and created waiting lines at the entrance. The trade and public press were there in substantial numbers and filming TV crews were a common sight in the many halls.

The atmosphere was completely charged by high performance in its pure term. With movies such as The Fast & The Furious & 2 Fast 2 Furious burning up the theater big screens, there is no end in sight in the demand for high performance vehicle modifications by the younger crowd. Manufacturers and tuners from across the globe were present to strut their wares and the displays were downright awesome!



The amount of growth in this arena is immense and each year shows a near vertical ascent in interest by the specialized public sector for these modified type cars. SEMA has anticipated this type of industry growth and has hit a grand-slam home run with the IAS show. Many more years of enhanced presentation will undoubtedly fuel the public's cry for more power and something different for their cars all across the US. I'm sure, for 2004, SEMA's IAS will be busting at the seams. I can't wait!

SEMA Professes a Safety First. Honda civic lesson of the day mimics their Policy,

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