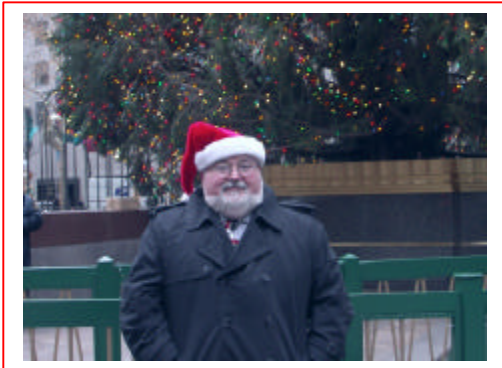


Classic Car News

Read All About It!



I get into the spirit of things yearly by dressing as Santa for my annual Christmas card. The absence of a Car or my Dog wasn't planned but the surroundings are bigger than life as I posed at the Rockefeller Center Christmas

Tree. Anyone who ever visited New York during the Christmas Season can appreciate the lone Santa photo.

My Opinion

The SEMA show

Barrett Jackson Auction

Coverage From NYC Auction

The All-Auto-Appraisal-Industry Conference

The Russo and Steele Auction Seminar

Meeting old friends at the SEMA Show

Is the Collector Car market at its top?

Collector Car prices are outrageous! When will it Stop?



These are the sounds of the market, the chatter of collectors, the questions of the masses. But are they valid? The Holland tulip craze of the eighteen hundreds comes to mind when prices go out of control. Ferrari was the 'doom word' of the past collector car crash. Tulips are like the Tin Man without a heart. Collector car prices have memories that

drive them (no pun intended). The collecting public's best recollections of the GTO weren't red or the blue one photographed at Monterey with Webers's, but red, white and blue with three Rochester carbs'. The racing they relate too wasn't Le Mans, but was on the streets of Indianapolis. The shows they remember weren't in Paris, but in Detroit. It's an American thing.

And Now on to MY Opinion!

I believe the market will start out strong in Arizona because the TV coverage at Barrett Jackson continually increases, the number of cars that are brought there grows with them and the other Scottsdale auctions. Attendance is up yearly and last year bidders had \$867million in available funds to spend at Barrett alone. The bidders letters of credit total over a billion dollars for 2006. The Barrett Jackson 35th Anniversary auction will be the richest with more cars, days and the largest audience thanks to Barrett Jackson's Speed Machine. I see similarities to the late1980's, except they were Ferrari's "Not Goats" (GTO). I have to believe that the market is not overdone. I can guarantee one thing, If you buy a new one, it will depreciate from day one. Buy an old one, and just maybe the price will rise while you love and enjoy it!

Barrett Jackson Auction Expands:

Just when you think how big can you go, Team Jackson announces that the 35th Anniversary Barrett Jackson Auction will be a literal smorgasbord of collector cars. The event spans nine days, starting with a kick-off on Saturday Jan 14th, and Barrett attempts to make it affordable by offering discount ticket for families on Sunday. The view only days will give bidders time to look before they leap.

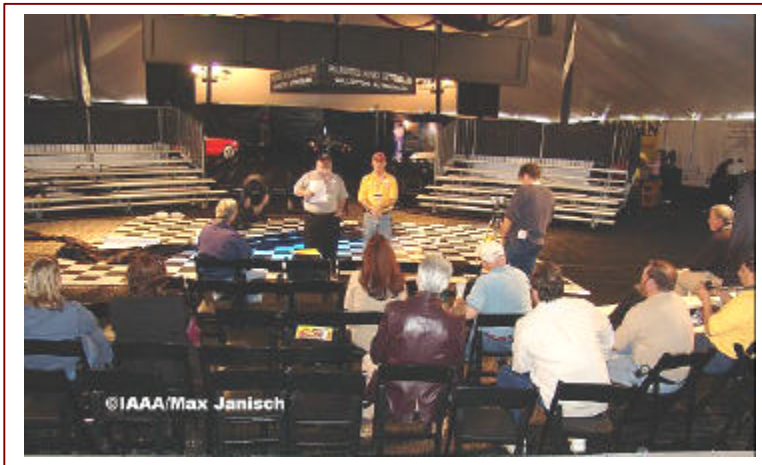
Those that can't get enough Barrett-Speed will be treated to extended live cable-TV coverage starting on January 17th. Thirty three hours of live coverage will give bidders another year to hash and rehash the winners and losers, so to speak, of a literal conglomerate of collector autos brought and sold in AZ. And then we will be treated to those speedy cameras following craig and company along with Sr. Executive VP Steve Davis and various consignors and potential bidders as they prepare for the Scottsdale event. The result will net four one-hour specials scheduled to lead up to SPEED coverage of the 2006 Barrett-Jackson Collector Car Auction from Scottsdale.

Collectors can expect to see the largest collection of Hemi cars ever assembled. Shelby lovers will have 22 cars to bid on including a Cobra, G.T.500's and G.T.350's from virtually every era. Barrett claims each Shelby was decoded, verified and authenticated. Exotic car lovers can bid on a "Lotec" (I think it had a different name back then) that was built in 1995 for a United Arab Emirates citizen who wanted to own the fastest, individually owned car in the world. It went from 0-60 mph in 3.2 seconds, 0-125 mph in 8.08 seconds and had a top speed of 268 mph. It was built from carbon fiber and had a 1,000 horsepower V-8 Mercedes engine with twin Garrett turbo chargers. This beauty cost over \$2.2 million to build. The auction will include 100 of the rarest Corvettes, ranging from the third 1953 built, to an affordable 1977 T-Top Coupe

Let the bidding begin world style with the initial Speed broadcast on Tuesday, January 17th, so watch your cable if you can't be there. Look for me in a bright yellow shirt, although I make a point of steering clear of the TV crew as some of my uncles always did.

All Auto Appraisal Industry Conference Offers Collectors Hope!

The IAAA is hosting the Third Annual All-Auto-Appraisal-Industry-Industry-Conference (AAAIC) in Scottsdale, Arizona on January 20th. The conference is a place that appraisers and industry personnel have an opportunity to share pertinent knowledge about the collector car industry and forge relationships not otherwise attainable. January in Scottsdale is ideal, with so many industry icons attending the Barrett-Jackson Collector Car Auction, Russo and Steele Auction and the R & M Auction. The benefit of this conference comes to collectors through industry personnel that attend and come away from it better informed, more aware and compassionate of each other's part in the big picture. Legal, insurance, publishing and even government representatives from various facets of our automotive hobby attend and share knowledge and possible resolutions for industry issues. For more info go to all-auto-appraisal-industry-conference.com.

Russo Steele Ads Another Day for the IAAA Free Seminar.

You can thank Drew Alkazar, CEO of Russo and Steele, who invited the IAAA back for a second year to present an unbiased seminar which addresses the concerns of the bidders participating at his auctions.

IAAA presenters Lance Coren and Tony Monopoli will provide attendees with an earful of wisdom about the collector car market and buying at auction on January 20th and 21st at 10:00am.

The IAAA/Russo Steele Auction seminar provides an inside track on the pros and cons of buying at auction and tips on successful bidding and purchasing in the collector-car marketplace. The speakers share their knowledge and in-depth secrets, collected over years of professionally inspecting, appraising, buying and selling specialty cars.

Russo and Steele Auction, International Automotive Appraisers Associationtm, NADA Collector Car Appraisal Guides, Black-Book CPI Value Guides, The VMR Collector Car Price Guides, Putnam Leasing Co. and J.J. Best Banc sponsor the event.

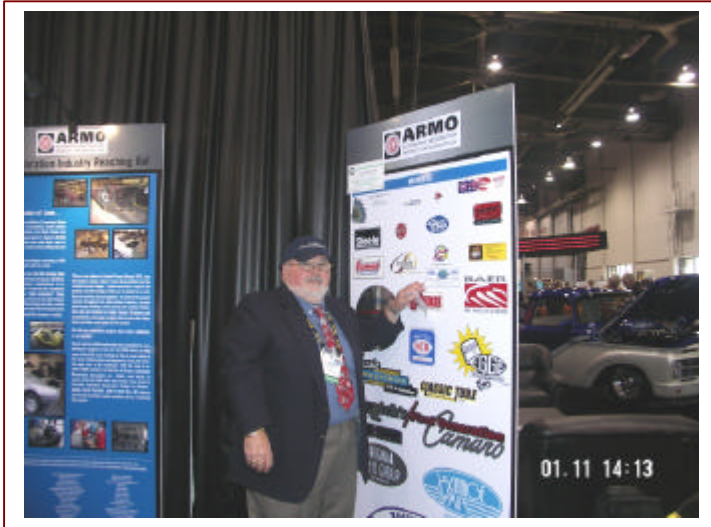
Presenter Lance Coren is a member and certified master appraiser of the IAAA, who is considered an automotive and exotic car appraisal expert, who serves the industry throughout the world and has broken auction records with the sale of his own historic TransAm racecars. I am also an IAAA master appraiser who will present bidders with my take on automotive and modified cars utilizing over 40 years experience.

The 2005 SEMA Show 2005



Attention car lovers, bookmark the Sema.org website, program your Tivo and start the countdown so you don't miss the SEMA show that takes place each November. If you're lucky enough to be in the industry, book your flight right now. If you can't go, tune your TV and head to the newsstand to pick up all the reading material you

can. I have attended many times and can say from experience it has grown to a size and stature which borders unmanageable. I have been a part of the auto industry since 1964, and attended SEMA in Anaheim in 1971. I have to congratulate the SEMA army-staff for the miraculously well-done job, specifically the guys at the top. It is said that you can't be in two places at once, but I guess no one ever told Corky Coker, SEMA Director emeritus and the young and vigorous Chris Kersting who are both a part of each and every meeting and event as a comedy team that do a job that's no joke. Their interaction keeps corky young and chris SEMA Show savvy.



My contribution to SEMA is as a representative of the International Automotive Appraisers Association and member who supports your cause. SEMA has many councils and factions that provide everything needed to deal with government legislation targeting your cars, including issues dealing

with trade licensing agreements between the OEM and after-market that affect the quality and availability of components that you need and clamor for. These relationships allow SEMA members access to the vehicle manufacturers product (vehicle measurements needed to provide new products allowing development of add on upgrade parts timed to the OEM new model releases)

The trek to Las Vegas has evolved into auto industry week. Other shows include APEX (parts exhibition) that fills the Sands Convention Center and NACE, the auto body convention at the Mandalay Bay Convention Center.

The SEMA show is the equivalent of an 80-ton gorilla. The size of this show overwhelmed all the modes of Las Vegas' public transportation, including their new monorail.



Complaints came from weary show-goers who found a broken down monorail, a taxi shortage, bumper-to-bumper traffic and an overcrowded show floor. I don't think SEMA or their staff could be faulted. The incredible turnout and the three other automotive shows, plus a bull riders convention added to the chaos. If Bigger is better, the sheer size of the convention was an indication that the automotive after-market is booming worldwide. Contingents from China, Korea and Europe were in attendance. I rode the Monorail and appreciated its best attribute, the fast ride, despite the awkward entrance and exits. Also, I traveled to and from the convention center by a SEMA provided bus when I could. Lastly, I hailed a cab when the SEMA shuttle wasn't available.

A cab ride with several Korean gentlemen, who manufactured brake components for the after-market and OEM, came about after a meeting ended later than the SEMA shuttle ran. I shared cabs and introduced myself to a group from China and informed them about appraisers, my own 40-year long career and the appraisers association itself. The IAAA joined SEMA, ARMO and the HRIA as a source of valuable industry information concerning legislative matters related to specialty vehicles. The fact that we can visit manufactures, publishers, related organizations and do it in one week is the reason we make the trip to SEMA a must attend event. The media, company decision makers and entrepreneurs digest the information attained here and transform it into articles and new products that inform and entertain you.



No Comments please!

The SEMA show is work that I enjoy. My day started with a meeting at 7:30 am, and the show floor exhausted me by the time I attended the evening receptions.

The team of corky and chris led off many meetings. I was tired seeing them, but not hearing them speak!



John Brueggeman, the 26 year old Montana senator, was a key speaker at the ARMO council meeting. He is the chairman of the SEMA Automotive Enthusiast Leadership Caucus. The Senator helps our cause on Capitol Hill as a pro-vehicle legislator. The senator's own mode of transportation is a custom built chopper. Thanks!

I was privileged and honored to participate in the SEMA intern program. Interns from colleges and universities across the US descend on the SEMA show to get a first hand look at the automotive after-market industry to which they intend on becoming part of. I hosted three students this year and can say "we had a delightful interaction between Old and New School views on the industry."



SEMA intern Melissa Lewis Weber State University UT

I am told that interns find me interesting as a host. They help investigate products and companies on the show floor. I try to focus on the vehicles they enjoy and the companies they would be interested in working for. I got a different perspective from their youthful mindset and believe in the ARMO directive to "Bring A Kid

To A Car Show," because it will assure us of a continued interest our hobby. Steele Products, Coker Tires, American Collectors Insurance, HMN, Old Cars Weekly and many others belong to ARMO and attend and display there.



Live TV shows that broadcast from there include Car Crazy OverHaulin' and a Yahoo sports conference build off that resulted in a side by side drag race down Las Vegas boulevard at three am on Thursday. Legally of coarse! And if that is not enough you can rock climb and test drive at their proving grounds.



SEMA is a Mecca for Celebrity watchers, and spotting next generation products that effect trends with over 1,000 new items on display.

Everyone including the OEM manufacturers displayed cars that were tweaked with aftermarket garb. I photographed a customized Ferrari (it was lowered and had engine upgrades) at the DUB display. One wheel manufacturer had a million dollar diamond studded set of rims. Did I mention that they came with a Bentley GT? The Chrysler Hemi 300 M came in every configuration, including a Hurst version. Toy companies displayed their latest miniatures side by side with their full-size versions.

Celebrity built vehicles included cars built for Jay Leno and spike TV's Funk Master Flex. Our favorite builders unveiled their latest creations as well. Ken "Posies" Fenekel unveiled his Aeroliner.



Celebrity vehicles included those built for Jay Leno and Spike TV's Funkmaster Flex. Our favorite builders unveiled their latest creations as well. Ken "Posies" Fenekel unveiled his aeroliner. Posies is an old friend who admitted that he builds what he likes, regardless of price or popularity. Aeroliner power is a 427 Roush .

The show becomes old home week for a seasoned (old) guy. Another friend and one of my original customers from B & T displayed a very unique ride called Wild Wood. Don Freedman now owns AmericanRodsandRides.com, an online classifieds site. It's a relatively new company with a bright future.

Tony Monopoli, Don Freedman with Rick Valenza, who built Wild Wood at the BASF booth. The fictitious wood looks so real and feels like real wood, but is carved into the fiberglass. Don will tour the car for his AmericanRodsandRides starting with a Rod and Custom Show located in Philadelphia, PA.



Locate your next car, or products needed to build one and find out more about the glass/woody at www.AmericanRodsandRide.com



Joel Rosen unveiled a 2006 version of his Motion Performance Camaro. It is probably one of the most publicized SEMA show cars. I had the honor of sharing customers with him. We provided parts, and he built the engine for the King Cobra World Champion Race car as it rocketed to fame in the late 1970's. Joel was always

my hero and is finally getting the recognition he deserves.

Rand/Workman NYC auction event was a first-class, first in early September. The event took place on a NYC pier with the city as its backdrop, and brought Interesting vehicles and bidders to the “City That Never Sleeps”.

The Last Hemi 'Cuda convertible built by Chrysler, which was one of two exported to Europe, was their centerpiece in the Million Dollar Row. You know who has the other one? I'll give you a hint...his first initial is C and he is famous for his B/J auction. The white Cuda was one of eleven made in 1971 and one



of eight with an automatic transmission. It also boasts black leather seats, rally gauges, center console, power brakes, hood pins and its original export kilometer speedometer. It is one of two Hemi Cudas with factory billboard stripes. The owner of the Hemi Cuda Rejected the \$4.1 million bid. A one-off Z/28 Camaro convertible, which was built for a GM exec was bid to \$1.1 million, but didn't sell.

Thomas L. DuPont of the DuPont Registry and “Mr. October” Reggie Jackson of Yankees fame, were the auction’s official starters. The Yankees baseball, legend officially opened up the Saturday auction by warming up the bidders with some comedy and the auctioning of 2 signed baseballs donating 100% of the proceeds to Katrina recovery. The sell through was less than stellar but the eclectic selection of fine cars, watches and art were sheer New York. September 11th was a poor choice for a date, but you couldn’t get a better Fall day to have it.

I rate their first auction and event high and believe that this one is a keeper. The event is billed as a lifestyle experience and I believe it will gain stature as long as they play it again sam.

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