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INSIDE

2

Cadillacs – How I Came to Admire and Acquire Them

3

RM Sports and Classic Car Auction in Monterey

4

300 SLR and World's Fastest Transporter

5

Gooding & Company Pebble Beach Auction

5

Imperial Palace is Site of Next AAG Agent Training Session

6

Oldmobile 442

8

Hurricane Katrina

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Rare 1938 Talbot-Lago Teardrop Coupe Sells for \$3.6 Million at RM Monterey Auction



PHOTOGRAPH COURTESY OF RM AUCTION

RM AUCTIONS SETS NEW WORLD RECORD IN MONTEREY WITH \$31 MILLION IN VINTAGE AUTOMOBILES SOLD

RM Auctions completed another outstanding sale at its 20th annual Monterey Sports and Classic Car Auction totaling \$31 million and topping all other auction events. The auction event held August 19-20, 2005 at the Portola Plaza Hotel in Monterey, California, was the largest single offering in the history of the famed Monterey weekend and a new world record for a two-day auction of vintage automobiles. The sale saw an outstanding 91 percent of cars sold and included seven cars that sold for more than \$1 million apiece.

Headlining the auction was a stunning 1938 Talbot-Lago T150-C Lago Speciale Teardrop Coupe that sold for \$3,685,000. The one-off car had spent its entire life in Europe – making its first North American appearance on the RM auction block. The Teardrop Coupe, named for the seductive shape of the car's pillarless windows and sculptured body, is recognized as the pinnacle of French Art Deco design.

Excitement also built around the North American debut of the super-

This 1938 Talbot-Lago is the only long wheelbase T150-C Lago Speciale Teardrop Coupe in existence. It won the 1948 24 Hours of Spa and is powered by a 3,996cc 6-cylinder engine with hemispherical combustion chambers and triple Stromberg carburetors. It was bodied by Fagoni and Falaschi.

luxury 2006 Maybach 57 S which was driven on stage by *Tonight Show* host Jay Leno and a surprise "hitchhiker" – the legendary racer Sir Stirling Moss. It sold for \$550,000 to a Texas collector. With encouragement from Leno and a special appearance by Ulrich Maybach, great-grandson of founder Wilhelm Maybach, charitable proceeds from the Maybach 57 S and the generosity of RM's clients raised \$427,000 for the Boys & Girls Club of America.

"We are more than pleased with the results of our Monterey event which was the most exciting and largest sale in our company's history and set a new world record for a two-day auction of vintage automobiles," said Rob Myers, Founder of RM Auctions. "We saw strong prices across the board on the sports and racing cars, muscle cars and even the more popular classics – sure signs of a healthy market."

Joining the Talbot-Lago in the million dollar plus category were six other incredible automobiles:

Continued on Page 3

Cadillacs – How I Came to Admire and Acquire Them

By Tim Pawl

Flash back to the year 1957 in Detroit, Michigan: a six year old boy is taken for a walk with his family to the house of a doctor who lives two streets over from their home. A small crowd of people is there, all admiring a brand new triple green (including the matching green convertible top) 1957 Cadillac Eldorado Biarritz convertible. Someone says, "The best buy the best." It is an image that will still be fresh many years later.

Now, move forward to 1978: while looking to buy a 1965 Chevrolet Impala SS convertible, my bride of five years glances over at a 1969 Cadillac convertible in the back of the dealership. "You'd be nuts not to buy the Cadillac," she says, and so the purchase is made. The glamorous white convertible with dark blue interior is the talk of our neighborhood, even though it is nine years old at the time.

Two years later, we contact Cadillac after trying to take our then four-year-old son for a ride in the back seat. Instead of seat belts there are funny looking loops found beneath the "ostrich grain" leather rear seat cushions. The knowledgeable Cadillac representative at the factory informs us that they have records of every Cadillac built since 1903, and that we have a special order parade car. The loops are stirrups that were installed so that individuals sitting up on the rear seat backs could place their feet through them and not have to worry about falling out of the car. And by the way, the car was built in September, 1968 and was shipped to California. The only parade we could think of in California was the Rose Parade so for several years we assumed it was used for this event.

After becoming a member of the Cadillac-LaSalle Club in 1985,

we read about a car similar to ours for sale by a club member in Iowa. The ad states that it was used in the Astronauts Return Parade in Chicago. After a lengthy phone call, we realized that we have a car matching his. Further investigation reveals that several of these cars were delivered around the country for use in parades planned for when and if the moon landing was a success. Ford Motor Company also prepared some Lincolns for use in the parades since competition for product placement in photo opportunities was prevalent in 1969. We obtained photos of the parades held in New York, Chicago, Florida, Texas, and California. In the overhead parade photos in October 16, 1969 Chicago Tribune is the line of 1969 Cadillac convertibles. The New York and Chicago parades were "tickertape" style; the Cape Kennedy, Florida, Houston, Texas, and Los Angeles/Long Beach, California parades were for the space industry workers.

Along about 1988, we get the itch to purchase another collector Cadillac. We are given the opportunity to view the special order build sheets at Cadillac. There, in book form, are sheets detailing special orders. A special order could be something as simple as contrasting seat piping, or as elaborate as upholstering seats to match the drapes in a person's home! The list of customers reads like a copy of "Who's Who," including movie stars, kings and princes, governments, and sports heroes.

Our preference is to find one of the 200 Bicentennial Eldorado convertibles used at the Indianapolis 500. But we learn that only 53 individually numbered 1973 Eldorado Convertibles have this special designation. There were also 513 replicas of the pace car. So identifying an actual Indianapolis 500 Eldorado was extremely important. I gather

all the VIN numbers for these cars from among the 28,000 special orders for 1973. I discover that Nixon gave Brezhnev a 1973 Eldorado and that Hank Aaron received one for eclipsing Babe Ruth's home run record. We start a quest that lasts four years before finding car number 22. We purchase the car from a former track steward from Indy at the same time that Cadillac announces that the Allante will be the Indy Pace Car in 1992.

Neither Cadillac nor the Indianapolis Motor Speedway owns one of the Bicentennial Eldorado convertibles used at the 1973 Indianapolis 500. The speedway didn't require the manufacturer to donate a pace car to their museum until 1976. We are asked to display our car at Indy and it is prepared with the help of Cadillac and their original suppliers. The car returns to Indy for the month of May, 1992. We ask the people involved with the race to autograph the inside of the trunk lid. Many former drivers including race winner Gordon Johncock, pole winner Johnny Rutherford, pace car driver and 1960 winner Jim Rathman, the festival queen, engineers from GM, and others from the 1973 race are more than happy to sign the car. The trunk lid may some day be worth more than the rest of the car! Our car is also used for the 1/18th scale diecast model. If you have one of these you will notice that the license plate number is 22.

As if to return the favor of passing along the history of these Cadillacs, I was elected President of the Cadillac-LaSalle Club Museum and Research Center, Inc. in 2001. Formed in 1996, the center preserves the build records, advertising materials, shop manuals, and other information pertaining to Cadillac and LaSalle vehicles.

Cadillacs have been a great ride for my family and me. It's a bonus that they happen to be built in my hometown. "The best buy the best" is still true. It's not how much you pay, but what you buy, that is important.

RM Sports and Classic Car Auction in Monterey

Continued from Page 1

- 1964 Ford GT40 Prototype – the actual car that won the 1965 Daytona Continental Race, driven by Ken Miles and Lloyd Ruby, splendid in its 1966 racing livery. (\$2,502,500)



- 1970 Ferrari 512S Spyder Sports Racing Car - 550bhp, 4,496cc dual overhead cam V12 made this the fastest car Ferrari had ever built to date, capable of 235 mph plus. (\$1,947,000)
- 1958 Ferrari 250 GT Tour de France Berlinetta – a Scaglietti-bodied, Pinin Farina design was the last Tour de France built with a storied racing provenance. (\$1,457,500)
- 1959 Ferrari 250 GT LWB California Spyder – Known to collectors as one of the most beautiful Ferraris ever built, it is as graceful standing still as it is at top speed. (\$1,320,000)
- 1938 Mercedes-Benz 540K Special Roadster - The centerpiece of the 1937 Berlin Motor Show, it was the automobile of choice of royalty and international celebrities. (\$1,017,500)

Other notable highlights from the two-day RM Monterey auction included:

- 1951 Ferrari 340 America Berlinetta - this hot rod of sports racing Ferraris and one of only two closed Berlinettas to receive Touring's superlight coachwork. (\$973,500)
- 1971 Porsche 917 Spyder – formerly from the famed Harrah Collection and considered to be one of the most

desirable of all vintage Porsche racers. Recently restored to its former glory. (\$863,500)

- 1962 Chaparral 1 Sports Racing Car, a revolutionary design by legendary Jim Hall that would dominate its class in the 1960s. One of five built of the original first series. (\$577,500)
- 1964 Shelby 289 Cobra "Dragonsnake" – born into the prime of the drag racing era, this Cobra successfully defended Carroll Shelby's legacy, winning countless events. (\$451,000)
- 1949 Jaguar XK120 Roadster Prototype - the first XK120 prototype ever built (Chassis 67001) was the world's fastest production car and launched the Jaguar sports car dynasty. (\$440,000)
- 1971 Plymouth Hemi 'Cuda - the holy grail of muscle cars today. This factory original, with less 30,100 miles was one of only two finished in Autumn Mist Metallic, out of only 108 built. (\$412,500)

The holy grail of muscle cars – a factory original 1971 Plymouth Hemi 'Cuda with less than 30,100 miles – sold for \$412,500.

Above: 1932 Alfa Romeo P3 Tipo B Monoposto which sold for \$2,100,000.
Right: 1971 Plymouth Hemi 'Cuda.

- 1932 Alfa Romeo P3 Tipo B Monoposto – one of three remaining examples out of six, this ex-Scuderia team car won the 1934 Monaco Grand Prix, in addition to finishes at Monza, Nurburgring and Rheims. (\$2,100,000)

PHOTOGRAPHS COURTESY OF RM AUCTION



The World's Fastest Racecar Transporter and Legendary 300SLR Speed Onto Pebble Beach

Mercedes-Benz presented a memorable motorsports display at the 2005 Pebble Beach Concor D'Elegance on August 21, 2005. The 300 SLR sports-racing car driven to victory by legendary driver Sterling Moss in the 1955 Mille Miglia, Italy's classic road race, made its final appearance in the United States before retiring to the new Mercedes-Benz Museum in Stuttgart, Germany. The transporter that carried the 300 SLR to Europe's racetracks during the 1954–1955 racing season paid its first U.S. visit in almost 50 years.

RECORD HOLDING RACECAR

Considered one of the most beautiful racecars of all time, the Mercedes-Benz 300 SLR was both brutally fast and astonishingly tough. Known internationally as the W 196 S, the 300 SLR was based on the company's dominant Formula One Grand Prix racer using fully enclosed bodywork with a navigator's seat and a trunk. The heart of the 300 SLR was based on the inline-eight cylinder Grand Prix engine, with displacement enlarged from 2.5 to 3.0 liters. The engine was filled with high technology, including direct gasoline injection (used also on the 300 SL road car) and a desmodromic valvetrain (valves opened *and* closed by camshafts).

In the capable hands of Stirling Moss, the 300 SLR set a course record in the 1955 Mille Miglia that would never be broken. Moss's navigator for the event was world champion motorcycle racer and journalist Dennis Jenkinson. The team had driven and mapped the entire 1,000-mile circuit, recording the details on an

18-foot roll of paper secured to a roller device. The duo rated all of the difficult corners, grading them as "saucy," "dodgy," or "very dangerous," each denoted by a hand signal from Jenkinson.

FASTEST TRANSPORTER

Built as the world's fastest racecar transporter, the one-of-a-kind Mercedes-Benz was powered by the same engine as the legendary 300SL "Gullwing" sports car and was capable of reaching 105 mph on Europe's super highways. Weighing nearly 7,000 pounds with a racecar on its bed, the Mercedes-Benz transporter was still capable of high speeds. "Max. Speed 105 mph" was painted on its rear fenders to answer the frequently asked question, "How fast will it go?" International race fans have long inquired about this unusual vehicle, and for many years visitors to the Mercedes-Benz Museum have wondered why it was not on display. Unfortunately, the original was scrapped in 1967 after being used by the Mercedes-Benz test group as a workhorse.

The "new" transporter is a near-exact replica – "near-exact" since it was recreated without the benefit of blueprints of the original because they did not exist. The task of recreating the transporter took seven years, with the steering, suspension, and unique rear glass taking quite a long time themselves. The transporter and its priceless cargo, the 300 SLR, will be on view when the new Mercedes-Benz Museum opens in Stuttgart, Germany in 2006.

PHOTOGRAPH COURTESY OF MERCEDES-BENZ USA





AAG Agent Training Session Will Be Held at Imperial Palace

The Auto Appraisal Group is pleased to announce that the Collections at the Imperial Palace in Las Vegas, Nevada, will be the site of the October 25–28, 2005 new agent training session. AAG has opportunities for new field agents in many metro areas across the nation. For additional information visit www.autoappraisal.com. Individuals interested in becoming AAG field agents should send résumé and qualifications to: Auto Appraisal Group
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Gooding & Company Pebble Beach Auction Tops \$22 Million in Sales

Described as the “most satisfying sports car in the world” by *Road & Track* in December 1967, the 1967 Ferrari GTS/4 Alloy NART Spyder sold for a very satisfying \$3,960,000 at Gooding & Company’s Pebble Beach Auction on August 21, 2005. This car is the first and by far the most important NART Spyder. It is one of only two with aluminum coachwork, and one of only four of the series of ten believed to have been built completely from inception as a NART Spyder.

In addition to an impressive race history, the car was chosen as the star car in *The Thomas Crown Affair* starring Steve McQueen and Faye Dunaway. McQueen found the NART Spyder so satisfying to drive that he ordered his own.

In its second year, Gooding & Company’s Pebble Beach Auction realized an impressive \$22,089,020 in sales with a wide range of vehicles bringing top prices:



Above: \$3,960,000 was the price for this 1967 Ferrari 275 GTS/4 Alloy NART Spyder.
Below: 1966 Volkswagon Westfalia Campmobile which sold for \$99,000.

PHOTOGRAPHS COURTESY OF GOODING & COMPANY



- The Ex-Walt Hansgen/ Bonneville 1955 Jaguar D-Type Sports Racer. (\$1,815,000)
- 1954 Porsche 550/1500RS Prototype driven to a win by Hans Herrmann at the Nurburgring 1954 Grand Prix. (\$1,034,000)
- 1933 Duesenberg SJ Disappearing-Top Convertible Coupe with body by Murphy. (\$2,200,000)
- 1957 Jaguar XKSS, one of only 16 built with an impressive race history. (\$1,925,000)

- 1969 Ferrari 312 Formula One Grand Prix Racecar. (\$1,320,000)
- 1934 Packard Twelve Sport Sedan. (\$962,500)
- 1936 Hispano-Suiza J12 Convertible. (\$880,000)

One of the remarkable sales of the auction was a 1966 Volkswagen Westfalia Campmobile. In very good original condition with only 22,000 miles, the final price of \$99,000 shows the level of popularity these vehicles have reached in the last few years. The Campmobile outsold many other cars at the auction including a 1937 Rolls-Royce Phaeton III (\$82,500), 1936 LaSalle (\$81,400), 1962 Porsche 356B Super 90 Cabriolet (\$82,500), 1917 Pierce-Arrow (\$93,500), 1958 Cadillac Eldorado Brougham, 1974 Jaguar E-Type Series III Roadster (\$93,500), and 1972 Ferrari 365 GT/4 Daytona Spyder (\$49,500). It matched the price of a 1971 Mercedes-Benz 280 SE 3.5 Convertible (\$99,000).

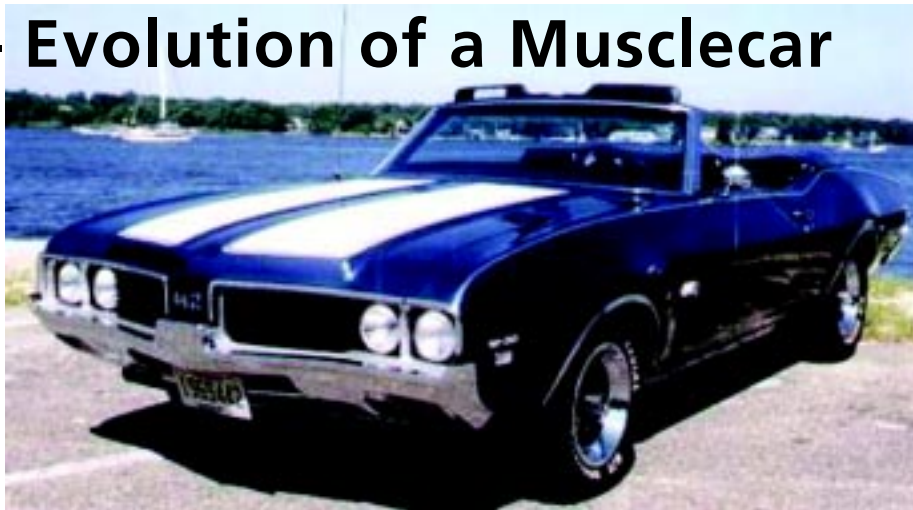
The Olds 442 – Evolution of a Musclecar

By Owen Griesemer

My love of cars comes from my late father, who loved Packards and a certain 1955 BMW 501. My family didn't own an Oldsmobile until 1969, but my great aunt and my grandparents both had owned Olds in the past. In 1969, forsaking Rambler, my parents bought a Cutlass station wagon with the flat roof, not the Vista Cruiser with windows in the roof. It was topaz gold with black interior, but didn't come with any power or comfort options. But it did have a 350 V8 and a Muncie four-speed with Hurst shifter that my dad special-ordered. This was the car I learned to drive in and it is still in my possession, having been returned to and restored by me about seven years ago.

My first car was a 1966 442 and I have also owned two 1970 Cutlass Supremes, one coupe and one convertible, and a 1970 442 W-30. I am also a member of the Oldsmobile Club of America (OCA), served for several years as president of the Olds Performance Chapter of OCA, and am a judge at OCA national meets. So you can see that my affection for Olds is pretty well entrenched.

I would like to focus on Oldsmobile's musclecars, which are embodied in the 442. Developed partly in response to the Pontiac GTO, the first 442s were sold in early 1964, and were marketed primarily with a police pursuit option available on the Cutlass and F-85. Oldsmobile's intermediate models shared GM's A-body platform. Supposedly, the option was available in both 2-door and 4-door forms, and was comprised of a high-compression, 330 ci 4-bbl motor mated to a 4-speed Muncie transmission (the only trans available), dual exhaust and a heavy duty suspension, the latter making use of the first rear sway bar in any GM A-body



1969 Oldsmobile 442.

PHOTOGRAPH COURTESY OF MUSCLECAR.COM

(LeMans/GTO, Malibu/Chevelle, Skylark/GS). The rear anti-sway bar became a 442 tradition, riding out back on every 442 ever made, even into the 1970s and 1980s when it had become largely an appearance option.

The moniker "442" has often been the subject of confusion, with some people even believing that it referred to the engine displacement. But in 1964 it referred to the 4-bbl, 4-speed and dual exhaust components of the option, and the name stuck even after an automatic transmission was made available as an option in 1965. Also new in 1965 was a new engine, the 400. The fact that only 2,999 442s were sold in 1964 was in part due to its late arrival and minimal marketing, but it probably also had to do with the fact that its displacement was no match for the GTO's 389 cubic inches.

That was remedied in 1965 with the 400 motor, which was developed uniquely to allow for the 442 to compete with its larger-motored GM musclecar brethren, and put it right at GM management's limit of 400 cubic inches for its intermediate line. Now available with an automatic, sales of the 1965 442 increased nearly ten-fold.

Restyled in 1966, but still riding on its 115-inch wheelbase, the 442 added a couple of interesting options, the L-69 and the first W-30.

The L-69 upped the ante by matching the GTO's three 2-bbl carburetors, but used a mechanical linkage. The companion intake manifold had a clever feature allowing the driver to block off the heat crossover passage under the carb by simply loosening a couple bolts and turning the plate, thus allowing the motor to see cooler air. For much more cool air, combined with a ram air affect, the W-30 option started with the L-69's tri-power set up, and added the aforementioned air induction setup (two scoops located in the front bumper, connected to a unique chrome air cleaner via hoses) special cam and valve train. The battery had to be relocated to the trunk to make room for the hoses. Only 54 of these cars came from the factory equipped with the W-30 option (the air cleaners are individually numbered), but the option was also available over the counter from the dealer.

1967 saw the farewell of the tri-carb L-69 option, as GM banned multi-carb motors with the exception of the Corvette. The W-30 option was therefore revised to work with a single Quadrajets 4-bbl, and also added red plastic fender wells. Noteworthy improvements for this year included the availability of GM's Turbo 400 transmission as an option, replacing the old 2-speed automatic and, greatly needed, the option of power front disc brakes.

The 1968 and 1969 442s rode on a new 112-inch wheelbase chassis, and also received restyled bodies. They still retained a 400 ci motor, but it was reconfigured with a different bore and stroke so that it could share the 455's crankshaft. The W-30 option continued to be available, with the scoops now residing underneath the front bumper. It was joined by a similar option dubbed the W-31, available on 350 motors for 2-door Cutlasses and F-85s. Called the Ram Rod 350 in 1968, it was designated the W-31 in 1969 via front fender decals similar in nature to its big brother, the W-30. 1968 was also the first year that the 442 became its own model line, with a unique VIN identifier (44) in the second and third digit positions. This would last until 1972, the year the 442 went back to being an option package for the Cutlass.

1970 saw big changes under, and for, the hood of 442s. GM relented on its intermediate engine displacement limit to better compete with the 428 Cobra Jets and 440 Six Packs of its competition, so Olds dropped its mighty 455 into the restyled 442. The W-30's air induction system moved topside as part of a powerfully styled ram-air hood, with twin, large scoops extending well forward into the airstream, making Olds' ram-air package one of the most effective of the era. Also new to the option was a cast aluminum intake manifold, which shared the same design as the cast iron intake of standard 442s, but making for a considerable weight savings of approximately 25 pounds.

The W-30 ruled as the top 442 option for two more years, but the W-31 was gone after 1970. All 442s had to deal with lower compression engines in 1971 and 1972, and, as previously stated, the 1972 no longer had a unique VIN number to differentiate it from your basic Cutlass. To further humble the 442, the 350 motor was made standard

in 1972, with the 455 relegated to optional status. One benefit to the 1972 VIN numbers was that GM now had an engine identifier. The presence of a "U", "V" or an "X" in the VIN identifies the 455, but keep in mind that the 455 was available as an option on any Cutlass. However, the top-of-the line W-30 motor is identified by the "X" in the fifth position, so that digit serves as a reliable indicator that one is looking at a real 1972 442 W-30.

Right now, with musclecars hot in the marketplace, the 442 is charging after the GTOs and Chevelle SSs in both price and desirability. This year's Barrett Jackson auction saw a couple of 442s cross the \$100,000 threshold.

When looking at a 442, either to appraise or purchase, keep the following in mind. Only the 1968 to 1971 models had a unique VIN number; 1964-1967 and 1972 models were all options on the Cutlass/F85 line, so documentation becomes critical on these to avoid buying a clone. There is no comparable service to the Pontiac Historical Service to verify a 442, or desirable options like the W-30. Besides the requisite big-block motor (Olds had two different block sizes, one for the 330-350 ci, another for the 400-425-455 ci) in every year except 1964 and 1972, make sure to look for the rear sway bar, and the accompanying boxed lower control arms, that all 442s came with. 1968 to 1971 442s also all had a unique rear bumper, with cutouts at each lower corner for the exhaust trumpets to pass through. In 1972, this bumper was only available with the 455 models.

As for the ultimate 442, the W-30, documentation plays an even more important role, as none of the option's features are difficult to add to a base 442 to create a clone. Only the 1972 model, with the "X" in the VIN, is verifiable without documentation. There are, however, some things to watch out for that would eliminate a car as a possible con-

tender. For one, all W-30s were assembled in the home plant in Lansing, Michigan, so the plant code in the VIN must be "M." The cam used in stick shift W-30s from 1968 to 1972 was so radical that there was insufficient vacuum for power brakes. So manual disc brakes are the way they were equipped. Air conditioning was also unavailable on manual transmission cars. To be correct, some years had uniquely coded cylinder heads. Look for a large cast single letter found to the left of the number one or number eight spark plug hole: "D" for 1968-69; "F" for 1970; and "H" for 1971. Other unique features include red plastic fender wells for 1967-1971 models and some very early 1972s; cast aluminum intake manifolds for 1970-72; ram air, although the 1970-72 ram air hood and matching air cleaner were available as a separate option on Cutlasses and 442s under option code W-25; and sport mirrors for 1970-72. Other equipment such as the Hurst Dual-Gate console for automatics, gauges and tach, Super Sport wheels, sport steering wheel, and the rear spoiler were NOT part of the W-30 package, but available separately as options.

There is one other way to verify a W-30 car, if it came equipped with an automatic transmission, and still has its original unit. All W-30 automatics came with the TH400, which has a small metal tag riveted to the right rear side of the case. These were coded OW for W-30s (except WOG in 1967). So, if the trans in the car is coded OW, and the VIN stamped in the other side of the case matches the VIN on the car, then you are almost guaranteed having an original W-30.

I hope you will find this information informative and useful. Like most car guys, I could go on for hours. So, if you would like more information, feel free to contact me. And, if you liked this article, I just might be persuaded to write another about the Hurst/Olds.



AUTO APPRAISAL GROUP™

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Hurricane Katrina's Terrible Toll

The Auto Appraisal Group encourages all of you to support the victims of Hurricane Katrina through monetary contributions and donations of goods and materials.

Along with the many terrible images of human suffering during Hurricane Katrina's savage onslaught of the Gulf Coast are scenes of property damage almost too widespread to comprehend. Photographs of demolished homes and businesses and cars and trucks tossed in piles or submerged in murky flood waters powerfully convey the destructive power of the storm.

According to Larry Batton, President of the Auto Appraisal Group, "More than 700,000 vehicles are a total loss or have been severely damaged by Hurricane Katrina." Numerous car dealerships have lost their entire inventory and the toll on antique and collector



ASSOCIATED PRESS FILE PHOTOGRAPHS

vehicles is being evaluated. Many rare cars, trucks, and motorcycles may be lost forever or ruined beyond restoration.

Agents from the Auto Appraisal Group will be working with insurance companies and individuals to assess the total dollar amount of

loss. In some cases, individuals have AAG appraisals on file to refer to; in other cases AAG will "work backwards," using the company's vast database of comparable values to determine the value of a vehicle before it was destroyed.