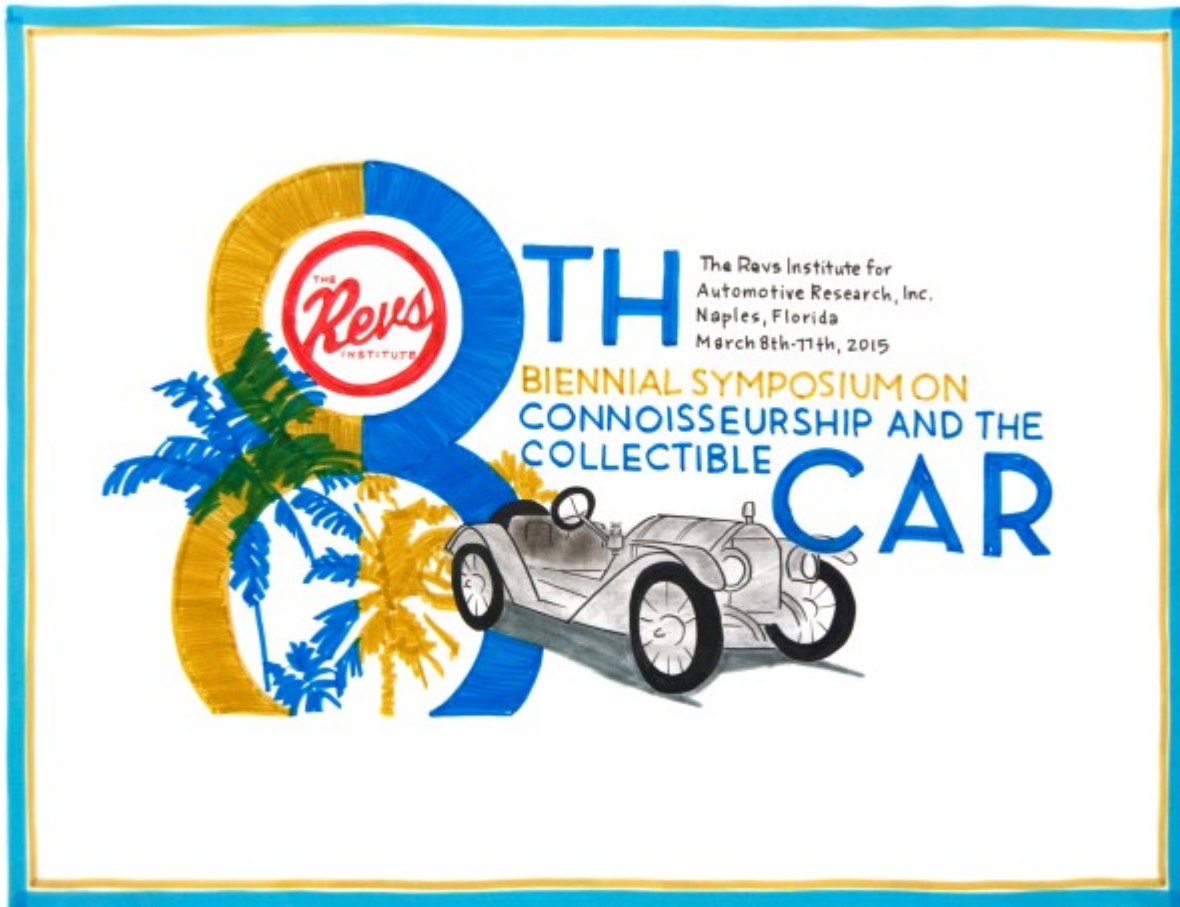


CAR COLLECTION – CHANGING AGENDAS



This is one of a series of comments on the 8th biennial symposium “Connoisseurship and the Collectible Car” held at the Revs Institute for Automotive Research in Naples, Florida in March 2015. [\[Link\]](#)

Here are Sara Heppner-Waldston’s wonderful graphic recordings of the talks and conversations.

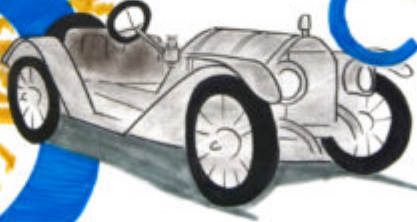
Sketches of a paradigm shift in the world of car collection.

[Click to see enlarged views.](#)



80TH The Revs Institute for
Automotive Research, Inc.
Naples, Florida
March 8th-11th, 2015

BIENNIAL SYMPOSIUM ON
CONNOISSEURSHIP AND THE
COLLECTIBLE CAR





Challenges in Restoration - Mercedes-Benz 540K Special Aktion Panzer

- the HISTORY**
- 1938 and 1943
 - last sold to Hitler
 - 1942 - Hitler commissioned 20 armored cars when a key advisor was killed
 - this car was assigned to motor pool in Berlin
 - car was dismantled and stored in pieces throughout a town in Estonia
 - 1942 - car was traded for education of Ganner's daughter in U.S.
 - transported to New York

Where in its time do we take it back?

How do we find the PARTS?

What could we make out of this?

Do we treat it with the same RESPECT we treat and display dinosaurs?

Do we use a donor car to 'save' this car?

What's the status of this car? is it SIGNIFICANT?

the EMPLOYMENT of EVIL makes this an importantly cultural artifact

it's about the **story**

this car has been **WITNESS** to SO MUCH

can we **dissociate** the car from the people who used it?



Restoration of this car is for mankind

! You can maintain the INTEGRITY of the car without sacrificing the whole!



our job is to **maximize** the

the DOCUMENTARY VALUE is **continuous**

Requires: REFERENCES COMMENTARY

Technology can help TELL the STORY, without breaking the car

Sense of anthropocentrism to maximize the story



We must be careful **NOT** to **BURY** the PAST...
...we **Faction** in education w/ restoration

Restoration can be **semi-free**... like ART

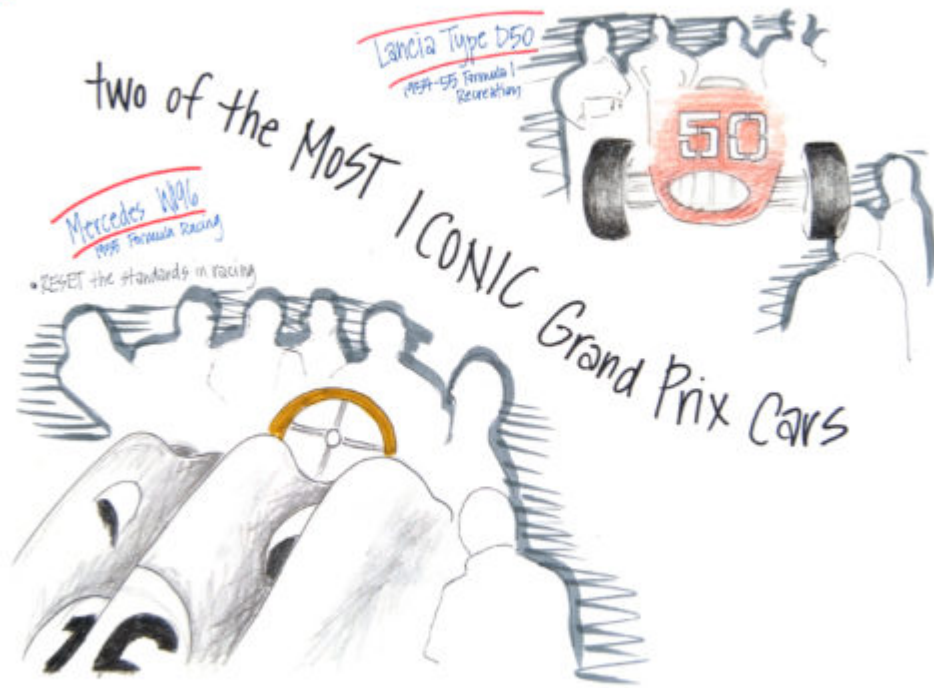
can you imagine WHO SAT HERE?..

Full Restoration would **trivialize** the story of this car!... We can set a **NEW PARADIGM!** in RESTORATION



We're All Archaeologists Now - How and Why Every Collector Should Embrace their INNER ARCHAEOLOGICAL SELF



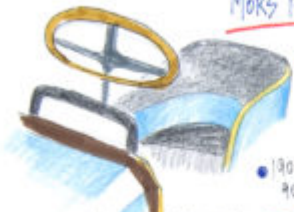




CONNOISSEURSHIP AND THE COLLECTIBLE CAR

March 8-11, 2015 • Naples, Florida

MORS 1902 type Z



introduced the shock absorber and the Damper... able to maintain HIGHER SPEEDS

driving this car was a battle against nature...

nails... horse poop... road conditions... rocks... people...

1903... averaged 90 mph!

these cars are surprisingly FAST!



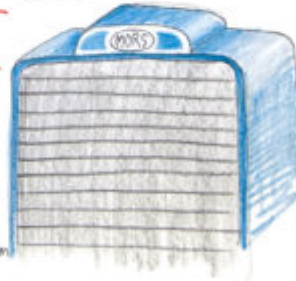
this engine is a SURVIVOR!

PEUGEOT 1903 3.0 liter Coupe de l'Auto

MORS 1908 Grand Prix Car

very tolerant engines thanks to the oil flow in the engine

this car was found in Argentina... it was a 12-year restoration



the original piston weighed 16 lbs.



CONNOISSEURSHIP AND THE COLLECTIBLE CAR
March 8-11, 2015 • Naples, Florida

Every car is worthwhile!
 • was very nimble
 • the style suits the method in which it was made...
 • ability to accommodate 4 passengers was revolutionary!
 • design was secondary to engineering

SOLUTIONS to the CAR MONSTER we have created
 • New concept of OWNERSHIP
 • Mini Transportation?
 • Single car?

Nazi Germany... used the Beetle for the OPPOSITE of FREEDOM

It will take a SOCIO-CULTURAL CHANGE

...the amazing thing is this car can be a minimalist as you want...

...the amazing thing is this car can be a minimalist as you want...

No connection between the front and back engine...
 DO NOT USE on the ROAD!

VW became very complicated...
 ...too many parts, mechanisms ie 3 gear + overdrive
 → it's more fun to drive a slow car fast than a fast car slow!

ALL of these cars are engaging at LOW SPEEDS...
 take pleasure in the DRIVING EXPERIENCE!

Today ALL cars are good... even the basic ones

the Mini had the GREATEST INFLUENCE on other cars

the Mini had the GREATEST INFLUENCE on other cars



Collecting in 2025 and Beyond

DAVID SWIG

Who are the collectors of the future?

We must engage YOUNG PEOPLE as early as possible

MILLENNIAL ENTHUSIASTS are emerging

Considerations/TECHNOLOGY CONNECTIVITY

DRIVING IS NO LONGER THE KEY TO FREEDOM
KEYLESS TRANSMISSION

We need to create **passions**

We will ENGAGE Millennials by making VINTAGE CARS Relevant AND Desirable

Automotive Quality or EDUCATION Support Organizations like SEMA

But the Value of these cars is UNDENIABLE

• How will we RESTORE these cars?
• Is driving a LOST ART?
• Will VINTAGE RACING survive?
• How will TECHNOLOGY and AUTONOMOUS CARS affect us?

Milennial Challenges
ACCESS to VEHICLES
ACCESS to LESSER TO OPERATE
ACCESS to KNOWLEDGE
ACCESS to RESTORERS and MECHANICS

Auto Collecting is a relatively NEW PURSUIT

Muse of Louvre 1793

the automobile's effect on POPULAR CULTURE is yet to be discovered!

2011's CHANGING

Musique Events will always exist BUT...

TYPES OF CARS are changing

COLLECTING IS DEMOCRATIZED

Niches are changing

1950's CARS

SOCIAL MEDIA IS CHANGING THE MARKET = ENGAGING MILLENNIAL INTEREST

1960's and 1970's

GROUP B RALLY CARS = 1970's and 1980's

Group B Rally Cars

Group B Rally Cars

- Qualifications versus the SAME
- Limited Production Numbers
 - Series Numbers
 - Association Racing Heritage
 - Performance Technology



Stanford Digital Library Project

• PETER HANGIATICO • DOUG NYE • BOB SCHWARZWALDER •





How Can You and Those Who Care About Historic Automobiles Ensure their Survival, Prosperity and Impact?

MILES COLLIER • MARK GESSLER • NICK MASON • PAUL KYSELL • JONATHAN CHAVEZ • DAVID SWIG • JOHN LAVINE



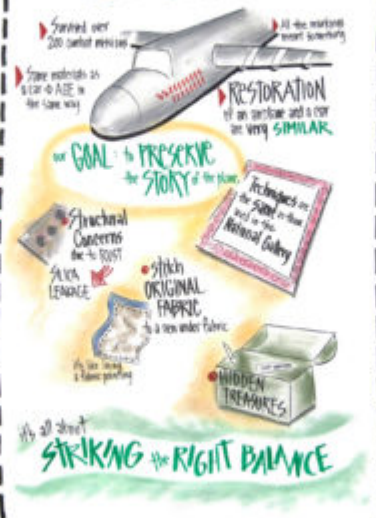
Can Collector Vehicles Co-Exist with Driverless Technology?

MARKEL HAGERTY



50 Shades of Conservation Gray...

Mitchell B-26 MALEDEM COLLEUM



Automotive Heritage is for Everyone

MARK GESSLER





Risk Management: Collection Security and Safety

• McKEEL HAGERTY •



