

diagnostic and performance-enhancement tools has exploded over the past two decades. Software updates and chip swaps have become commonplace for most aftermarket shops and become simpler to manage on devices such as PDAs.

The short-term challenge will be restoring and servicing current-generation vehicles that rely almost entirely on multiple CPUs and in-car networks to operate everything from engines and transmissions to lighting, climate controls, occupant safety, entertainment, etc. These are the pieces that will test tomorrow's restoration techs' mettle and know-how.

As we do today, some available used parts and pieces will allow many mass-produced cars to be easily brought back into service, while the more-valuable cars with limited production will take specialized knowledge and support. The key will be technical support (officially and unofficially) by the premier marques currently producing cars that will be worth restoring in the future —

Porsche, Mercedes, Jaguar and Ferrari, to name a few. Some will, others will not. For those that won't, never underestimate the private sector's ability to adapt to demand in this industry. Whole cars can be built from spare parts today that were previously NLA.

With an internet-based, global supply-and-demand marketplace, I believe the restoration industry will continue to adapt to provide for the restoration of modern electronic-based cars.



TED BOCCUZZI III,
Lead Restoration Technician
and Builder, North American
Motor Car

Our team at North American Motor Car is as passionate about modern collector cars as we are about vintage ones. Our technicians are focused on learning about the newest technology, so they have the knowledge and skills to repair and restore

modern cars in the future.

We now have computer specialists for cars just like we have carburetor specialists, and our team is constantly evolving to meet the demands of car enthusiasts. New technology has always had an impact on our industry, and the digital technology that is being used in modern cars will someday be old technology, so it all comes down to being able to access the right parts, skills and knowledge in the future. We anticipate that parts suppliers will stock the current electronics from this era in the same way that parts are currently stocked from previous eras, but even if that isn't the case, we are confident we will be able to create, source or restore the items we will need.

We are always thinking about how best to meet the needs of our customers, so we have crafted a team that is trained on the latest digital technology used in modern vehicles so that we can continue to maintain those vehicles for collectors in the future. ♦

COLLECTOR CAR FRAUD

- ◆ Seller Misrepresentation
- ◆ Odometer Problems-TMU/Exempt
- ◆ Auction/Internet Problems
- ◆ Title Problems-Open Titles
- ◆ Fraudulent Documentation
- ◆ Restamping-Engines/Trim Tags
- ◆ Inaccurate Car Appraisals
- ◆ Shipping/Carrier Damage
- ◆ Estate Management Problems

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