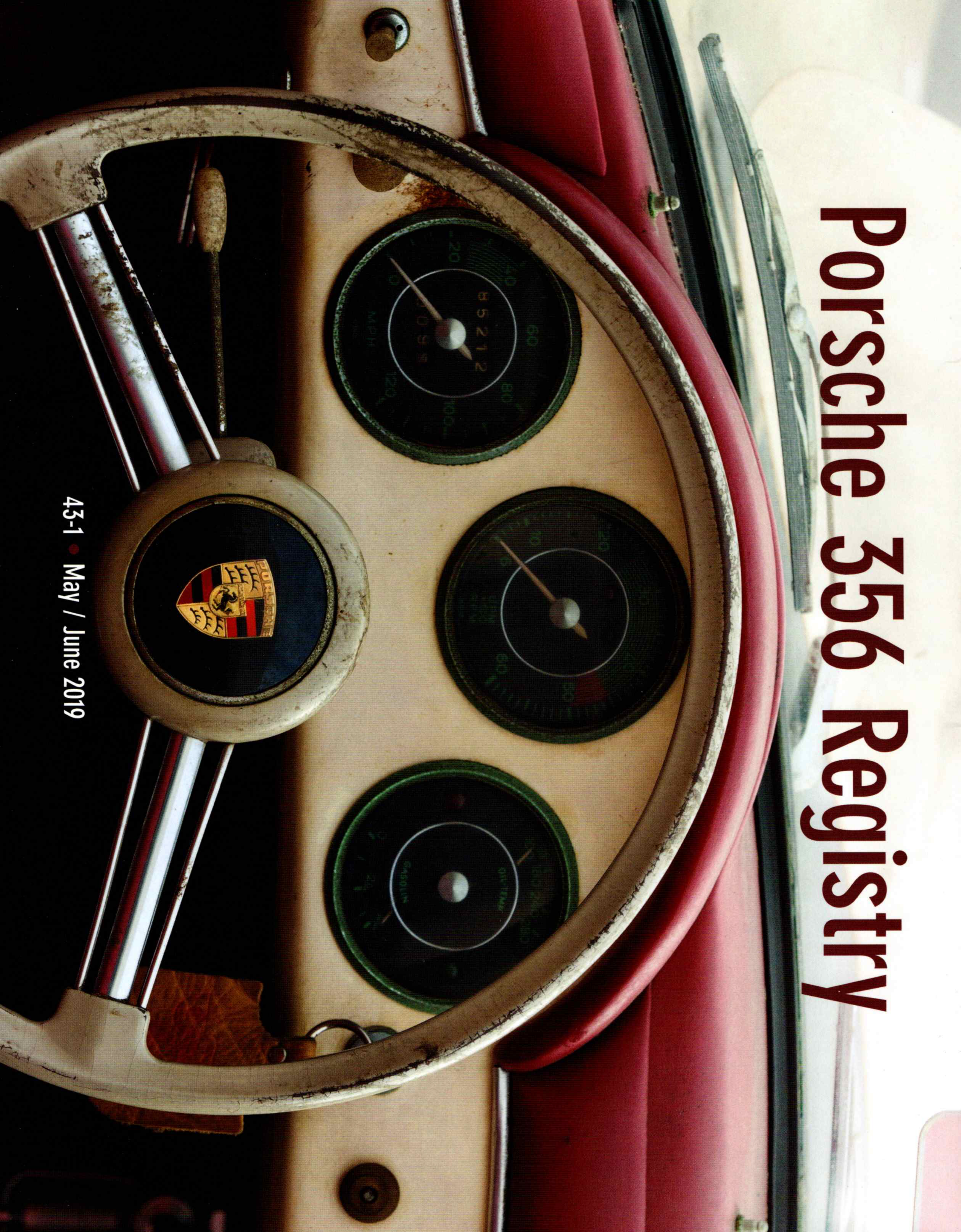


Porsche 356 Registry



43-1 • May / June 2019

Amelia Island Shines Again

By Prescott Kelly

Photos by Bruce Sweetman and Prescott Kelly

Amelia Island's automobile festival has firmly settled in as the second-largest such event in the country, behind only the Monterey Peninsula extravaganza held every August. It ranks first overall in the minds of many attendees of both weeks because Amelia Island is so user-friendly.

Attendance at any of the weekend's events is easy to arrange. Access and parking are well planned. Traffic is tough occasionally, but nothing like Thursday–Friday–Saturday on the Monterey Peninsula. Hotels and VRBO house rentals are less expensive. There are plenty of restaurants with good food and fair prices—with reservations easy to obtain as late as the week before. And the focus of the entire weekend, the Concours d'Elegance at the Ritz Carlton, still benefits from the “touch” that car guy extraordinaire Bill Warner has employed for the past 24 years.

The surrounding events are still growing. Key to Porschephiles are Friday's PCA Werks Reunion, and the Thursday night “Guardians of the Marque” dinner organized by Porsche Cars North America. Then there are the automobile auctions led by the big three of Gooding, RM Sotheby's, and Bonhams, with a couple of lesser auctions for bargain hunters. Traditionally, the Amelia Island auctions have been the best performers for Porsches, followed by Monterey and then Scottsdale.

The Auctions

We attended the big three auctions in order to monitor the health of the market. The trends we saw in Scottsdale in January 2019 continued. While the overall numbers looked okay, piece-by-piece analysis suggests that the market is continuing to soften, overall and for Porsches.

Porsches had grown from second-rate collectibles in 2010 to prime market movers just behind Ferraris as of 2014–15. As the values soared

interest followed, but eventually so did selling pressure as long-timers lightened their collections. We know four big-name collectors who sold between 10 and 50 cars at auction over the past 15 months. A lot of those cars were stellar examples, some were auction meat, but perhaps 75 percent sold for short money by our expectations. As confessed bargain hunters, in Scottsdale and Amelia we bought one car and bid on six others, being the first under-bidder on three of those.

Abetting the situation are the dealers who have to sell iron to survive, and if no good iron is available, poor iron will do. “Buyer beware,” is the mantra at any auction, but perhaps more so since 2015. The increasing number of auctions dilutes the quality of the available cars even more.

Closer to home, 356s are also off, even Speedsters. Four-cams have been scarce at recent auctions, but the Carrera 2 cabriolet at Scottsdale seemed a little soft. We take a lot of heat for predicting the typical generational shift away from people who grew up lusting after 356s, but we see it in the market. For every 20 to 100 examples of 964s, 993s, 997s, and newer Porsches owned by our friends in the 35-54 demographic, these folks might own only one—or no—356s. Countering my POV are people who correctly point out that 356s are the very best cars of their era in terms of acquisition cost, driving pleasure, reliability, and maintenance costs. Which way will it go? We'll see.

The Guardians of Porsche Wine Maker's Dinner

The Thursday night dinner was sold out as usual, and it was as much fun as usual. Porsche invites the movers and shakers in our hobby, but tickets are also available to the public. It is really the place to see everyone you know in North America who is into Porsches. For 2018, the honorees were the 1977 winners of the 24 Hours of Le Mans, led by Jacky Ickx, Juergen Barth, and Hurley Haywood. The after-dinner discussion by Bill Warner and those three drivers provided many insights into racing the 936 and the interactions of the teammates.

Their car, chassis 936.001, sponsored by Martini, placed first overall covering 2,903 miles at an average speed of 121 mph. Porsche moved Ickx over to the number 4 car after his own 936 (with Henri Pescarolo), chassis 936.002, race number 3, retired in the fourth hour with a failed connecting rod. At that time, number 4 was in 41st place. Overnight, the team charged back, with Ickx setting the pace. Toward the end, that 936 lost a piston, but Barth drove it home to first overall with a trailing plume of blue smoke. The Ickx-Barth-Haywood retelling of that story was worth the trip to Amelia. And to show you how times have changed, that year was the first where a three-driver team took first place rather than a traditional two-man team.

Werks Reunion

The 2019 Werks was the third installation of this East Coast version of the famed Monterey Werks held every August. It launched with an initial event in 2017 that broke all expectations. The event held even the next year. Chairpersons Sandy and Tom Provasi told us that 2019 was larger



Best in Show, Concours d'Elegance: 1938 Mercedes-Benz 540K Autobahn-Kurier



Looking up the fairway at the Omni Golf Resort with some of the Porsches on the judging field at the Werks Reunion.

than 2018, with concours entrants capped at 150, plus another 550 cars in the model-centric parking corrals. More than 700 Porsches spread across two fairways of the Omni Resort Golf Course was an impressive sight.

A feature for 2019 was the PCNA, Porsche Classic, and Porsche Design exhibit hall. Outside on display were a 992 Carrera S, a new GT3, and a Porsche Classic-restored Oak Green Metallic 2005 Carrera GT plus a white G-body 911. John Oates and Rod Emory gave a talk about Oates's Emory-built 356 hardtop cab Outlaw. Gunther Works presented their Exo 1, an unpainted, carbon-fiber-bodied 993 coupe with a 431-horsepower 4.0-liter engine.

Weissach Porsche designer, American Grant Larson, talked about the Carrera GT he helped design. And a panel of Hagerty's Dave Kinney, *Panorama* editor Rob Sass, RM's Ramsey Potts, and dealer Nathan Merz talked about the market in general and for specific Porsche models.

After the judges had reviewed their assigned 150 Porsches, the afternoon featured a drive-by awards ceremony of the winners, who were:

Class P1/PIA, 356 (open and closed top): Tyler Winslow, Gray 1952 Porsche 356

Class P2, 1965–68 911/912: Kelly Telfer, Signal Yellow 1968 Porsche 911

Class P3, 1969–73 911/912: Charles Moore, Red 1973 Porsche 911S

P4, 1974–89 911/912: Fernando Neris, Pearl White 1986 Porsche 911 Turbo (930)

P5, 1990–98 964/993: John Ross, Black 1994 Porsche 911 Turbo 3.6

P6, 1999–2010 996/997: Joe Waunsch, Red 2002 Porsche 911 Turbo

P6A, 991 (2011–2019): Richard and Mary Lumpp, Black 2014 Porsche 911 Turbo S

P7, 914 & 914-6: Christopher Turner, 1972 Porsche 914-6

P8, 924/944/928/968: David English, Black 1984 Porsche 944

P9, Boxster/Cayman: Steve McCombs, Black 2014 Porsche Cayman S

P10, Cayenne/Panamera/Macan: Mark Laszio, Blue 2018 Porsche Macan S

P11, Factory Supercars: Jonathan Hull, Black 2005 Porsche Carrera GT

P12, Competition/Race: Jay Javetz, Silver 1970 Porsche 914-6 GT

P13, Sport Purpose: Jerry Peters, 1962 Porsche 356B Outlaw

P14, GT2, GT3, GT4: Alan Thomas, Black 2008 Porsche 911 GT2

Sponsor Awards

Pirelli: Scott Marshall, Red 1988 Porsche 944 Turbo Cup

PCNA: David Geisinger, White 1974 Porsche 914 2.0 LE

Leland West: Alan and Jane Boe, Blue 1979 Porsche 911 Turbo

Werks Reunion chairs Sandy and Tom Provasi, with past PCA Zone Rep and First Husband John Boles.



Griot's Garage: Jack Cook, Red 1971 Porsche 911S

LN Engineering: Hayden Ratliff, Red 1979 Porsche 911 SC Safari

Pelican Parts: Mike Carrigan, Sepia Brown 1972 Porsche 911T

Cobb Tuning: Lauren Lopez, Blue 2014 Porsche 911 Carrera S

Gunther Werks: Andy Kilcoyne, Flat Black 1984 Porsche 911 Safari

XPEL Technologies: Kevin J. Smith, Yellow 2016 Porsche Cayman GT4

Werks Reunion will return to Monterey on Friday, August 16, 2019—a very good place to be that day.

Amelia Concours Seminars and Cars and Coffee

Every year Bill Warner and his band of zealous cohorts arrange a couple of seminars for the Talbott Ballroom at the Ritz Carlton. For 2019, the Friday afternoon seminar was "Racing Around the Rules: The Unfair Advantage," with speakers who had "been there, done that": Ray Evernham, Kevin Jeanette, Jim Busby, Andy Petree, Mark Raffauf, Jay Signore, and Steve Roby.

Saturday morning's seminar was "The Porsche 962 Dynasty," and featured Justin Bell as emcee, who worked amusingly with the panelists: drivers Jacky Ickx, Jochen Maas, Justin's dad Derek Bell, Rob Dyson, Hurley Haywood, Brian Redman, David Hobbs, engine supplier Alwin Springer, and IMSA rules maker/enforcer Mark Raffauf. The most interesting aspect of the seminar was the remarkable camaraderie and mutual respect between the drivers.

Once again on Saturday morning, the concours field was taken over for "Cars and Coffee at the Concours," with drive-in displays organized by marque and sponsored by Heacock Classic Car Insurance. Porsches were well represented and everyone seemed to enjoy the low-key opportunity to show or see a wide variety of cars.



The 962 Dynasty seminar on Saturday morning was hosted by Justin Bell.



Don and Mary Fowler's well-known 356A coupe.



Not all the Cars and Coffee Porsches were fully restored... yet.



Jerry Peters's Outlaw, a B coupe with an A front clip and true hardtop styling.

The Amelia Island Concours d'Elegance

The anchor event is the Sunday Concours. Now in its 24th year, the Concours has raised almost \$4,000,000 for Community Hospice & Palliative Care and other north Florida charities.

What sets this concours apart is its wide acceptance of interesting cars, not just "significant" cars, and its informal tone. That is backed up with low-key judging that can seem a tad random, labeled "French Rules," but meaning whatever the judges like for whatever reasons. The exhibitors are in on it, and the resultant lack of tension about who wins helps make the event special. It all reflects the perspectives and wonderful idiosyncrasies of the founder and chairman, Bill Warner.

Bill and his crew always have several unusual "surprise!" classes to add flavor to what otherwise might be mistaken for a serious undertaking. This year the classes included the cars of Jacky Ickx, American Dragsters, Custom Coachwork Volkswagens, Cars of the Rock Stars (with two Porsche 356s), Indianapolis 500 Innovations, and Cars of Heads of State.

The 13 Volkswagen Specials were, well, "special," with a four-door Beetle and a spread of Rometsch, Dannenhauer & Strauss, and Hebmuller VW-based coachbuilt cars. The wrought iron filigree-bodied Beetle, one of six built for Mexican weddings, was a hit. (Yeah, we are not sure how that works either.)





This 1953 Volkswagen Dannenhauer & Stauss Cabriolet is one of 65 built, and 19 extant.



There were several 356s in the postwar sports car class: Jerry Charlup's Aquamarine Blue GS Speedster, Billy Weaver's Speedster, and the Ingram family's 1955 Continental coupe. Miles Collier brought his 1951 Gmünd SL, a wonderful historic 356. John Oates's Emory Outlaw 356 coupe was there along with the OFF Brothers Collection's 356C cabriolet—a.k.a., the Janis Joplin cab. The Ingrams also had their 904.078 on the show field. There were 11 962s presented and the Factory brought two 936s, the 1977 variant and the 1981. The 1977 936 tied directly to Jacky Ickx, the weekend's Grand Honoree, who was present for all the weekend's festivities. Ickx was especially talkative and charming—as he has been since his retirement, when his famous dour competitiveness melted away.



An Amelia Award winner in "Cars of the Rock Stars," this 356C cabriolet with its restored hippie paint job once belonged to Janis Joplin.



Amelia Island Concours Founder and Chairman Bill Warner with Jacky Ickx.



Robert Rathe's 1960 356B GT coupe was borrowed for the PCNA display.



The Ingram family's 904.078, a 10,000-km, very original example that also ran the Targa Florio and the Nurburgring 1000 kms.



The John Oates 1960 Emory Special Cabriolet won First-in-Class in "Cars of the Rock Stars."



The Ingram Family's 1955 Continental coupe won the Porsche Trophy for the Most Historically Significant Production Porsche.



Miles Collier's 1951 Gmünd coupe, one of the aluminum cars from 1949–50 that the Factory used as racecars because of their light weight.





Registry member Jerry Charlup with his ex-Jimmy Moore 356 Speedster GS with its original Type 547 four-cam engine.



The business end of Jerry Charlup's 1957 GS Carrera Speedster, showing off its original matching-number Type 547 engine.



Bruce Canepa's 962-002 won a Best-in-Class against ten other 962s. This Factory team car was driven by Jacky Ickx and Jochen Mass to three overall victories in the 1985 FIA World Endurance Championship Series. At right, Joe Buzzetta's Porsche 910.

Awards won by Porsches included:

Best in Class – Cars of the Rock Stars: John Oates's 1960 Porsche 356B Emory Special cabriolet

Amelia Award – Cars of the Rock Stars: The OFF Brothers Collection's 1964 Porsche 356C cabriolet (a.k.a. the Janis Joplin 356)

Best in Class – Porsche 962: Bruce Canepa's 1985 Porsche 962-002

Amelia Award – Porsche 962: The Sprecher Collection's 1994 Porsche Dauer 962-LM-GT-003

Amelia Award – Porsche 962: Joe Robillard's 1986 Porsche 962-HR3

Best in Class – Race Cars 1967–1983: Phil Bagley's 1972 Porsche 911 ST

Amelia Award – Race Cars 1967–1983: Joe Buzzetta's 1967 Porsche 910

There were also several sponsor awards won by Porsches at Amelia:

The Andial Trophy for the Most Significant Porsche Race Car: Rodrigo Sales's 1985 Porsche 962 HR1

The Borla Trophy for the Best Sound on the Field: John and Suzanne Campion's 1983 March-Porsche 83G

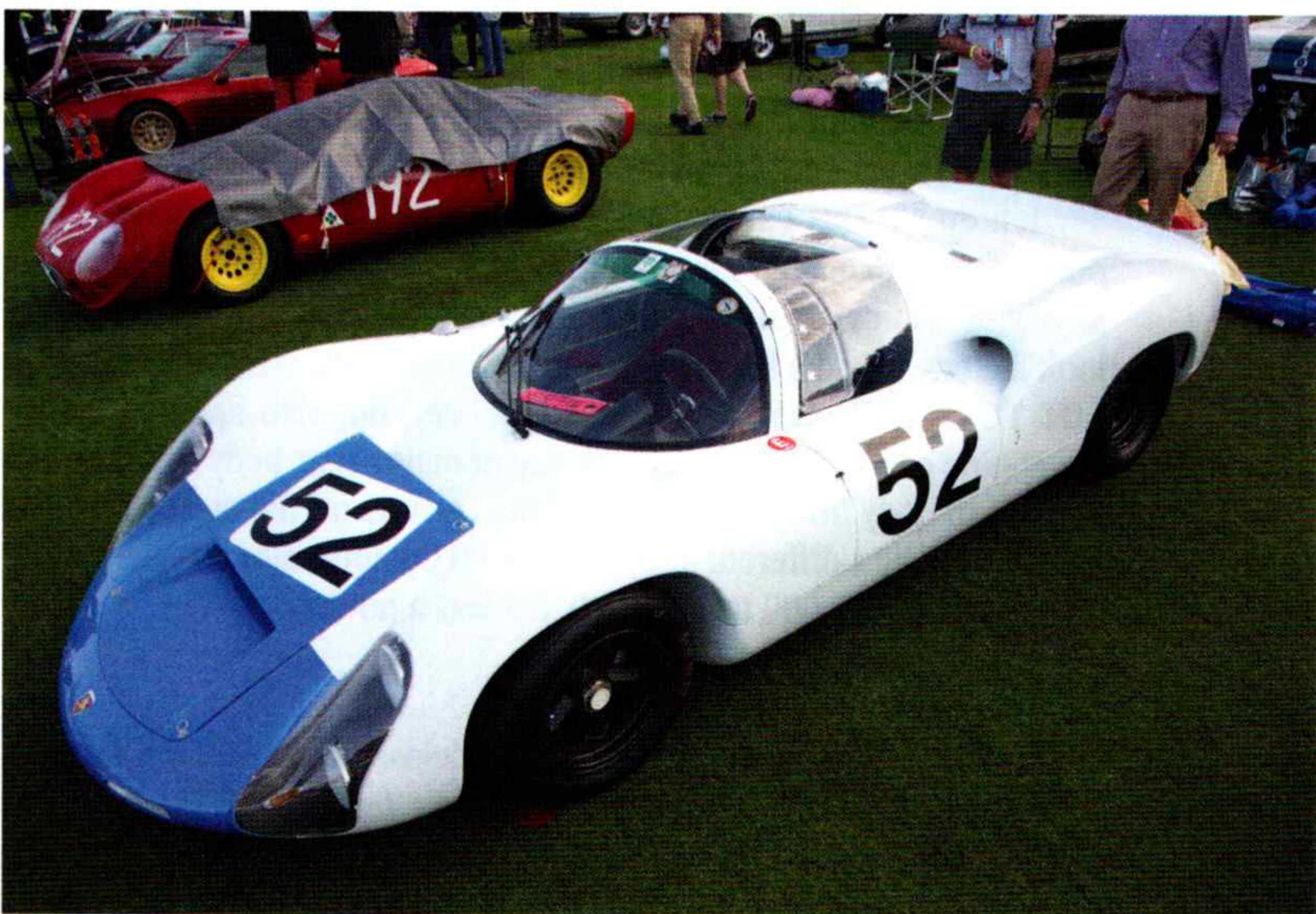
The Daytona International Speedway Trophy for the Most Significant Car to Race at the Daytona International Speedway: Johnny Gray's 1987 Porsche 962-108C

The International Motor Sports Association Award for the Most Historically Significant IMSA GTP: Rob Dyson's 962-101

The Porsche Trophy for the Most Historically Significant Production Porsche: The Ingram Family's 1955 Porsche 356 Continental coupe

The Spirit of Sebring Award for the Car Best Representing the Spirit of the Sebring 12-Hour Race: The Swap Shop's (the family of the late Preston Henn) 1985 Porsche 962.104

Spectators, exhibitors, workers, and sponsors all love the Amelia Island concours. If you try it, we'll bet you will too. Plan on it for next March. 🏁



Amelia Island Auction Highlights

By Vic and Barbara Skirmants
Photos courtesy of the auction houses

Bonhams

Lot 213: 1956 Speedster, chassis 82639. Silver over red leather, a very presentable combination, the car included a hardtop and a tool kit. A recent restoration by Buster Venable at 356 Unlimited in Melbourne, Florida, it had a non-matching engine, but it was period correct, #65307. Matching front lid and rear engine lid. The rear engine lid and left door opening had nice gaps, but the front lid seemed heavy. Flat engine tin is from a later-model car. S-90 tach. Equipped with a tow hook, which is not proper for a '56. Spare wheel and gas tank were dated 6-56, but an aftermarket fuel sender was equipped. Paint thickness measured at the door openings was more than 3 mm. Estimated at \$350,000 to \$450,000, with a reserve. Unsold at \$270,000.

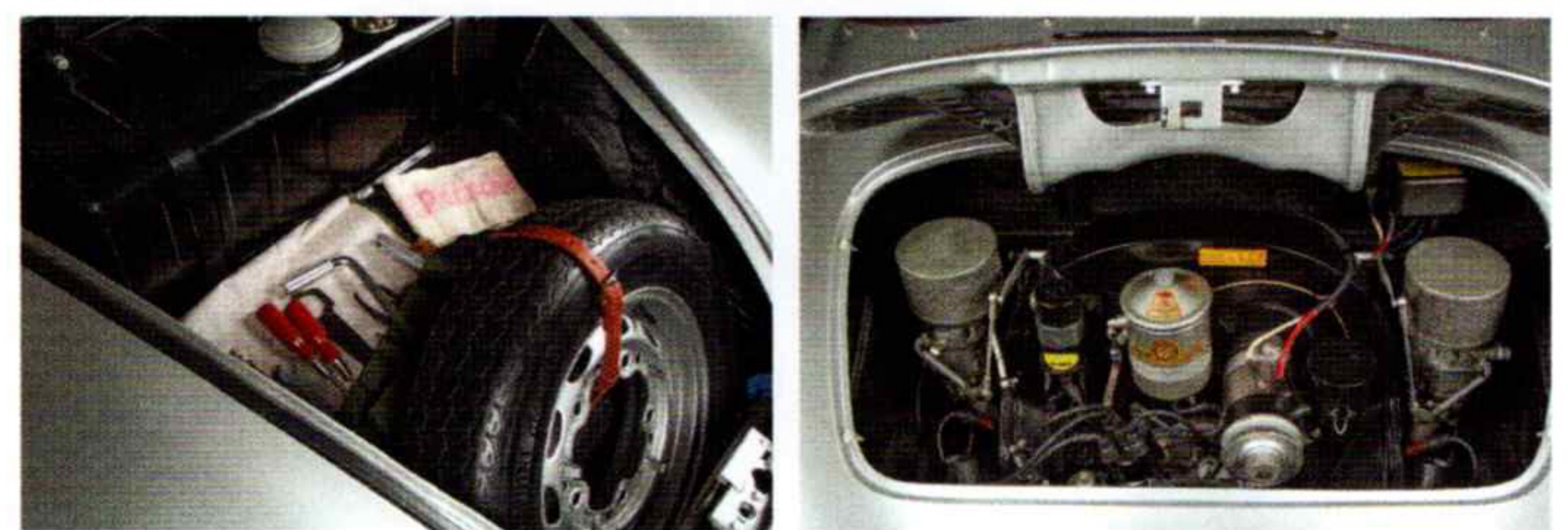
Lot 218: 1964 C coupe, chassis 218398. Light Ivory with red leather. The listing shows it as a numbers-matching car, with all five wheels dated 6-64. In our review we noted that the right door needed its door striker adjusted, which gave a poor appearance to the fit of the closed door. In addition, the right door had a thick application of filler. The front lid had been replaced, and the chrome had been buffed off of the hood handle. The nose clip had been replaced with overlap welding seams—that explained why the proper seams were all smoothed off in the trunk opening. Car was equipped with an antenna but no radio or speakers. Engine had Weber carbs and no breather hose. Generator was in the wrong position, and—Vic's favorite gripe—the inlet fitting into the oil filter can was painted orange. The carb pre-heaters were not connected to anything. Estimated at \$70,000 to \$90,000, with no reserve. Sold at \$68,000.

Russo and Steele

Lot 7095: 1958 Speedster, chassis 83937. Silver with black interior. This was Russo and Steele's first auction event at Amelia Island. Unfortunately, this car was the worst Speedster we have ever seen at a public auction event. This car had hideous gaps and black side spears, with door handles to match, weird hubcaps, and nerf bars. Car was described as having "an original push-button starter"—on a 1958! It didn't even look factory. It had a key but there was a note on the dash advising, "DO NOT TWIST THE KEY!" Engine had Webers, but also apparent inside the engine compartment was evidence of major rear body damage. The amount of body filler on the rear of the car was off the meter. Front lid appeared to be a different body color. S-90 Compensator was on the car. Estimated at \$275,000 to \$325,000, but was a no-sale.

Gooding and Co.

Lot 86: 1958 Speedster, chassis 83828. Meissen Blue with red interior, very nicely presented, but the right front fender had been buffed through. Bad gaps at the top front of both doors. Left door gaps were not symmetrical, and the door lock buttons were installed incorrectly.



No escutcheons were present on inner door handles. Car had a non-matching front lid. The left door bottom protruded over the rocker panel. Front fender supports had been replaced with solid struts. Non-original engine, but replaced with one of the correct year. Generator was rotated incorrectly, and carb return springs were in the wrong position. The COA



Bruce Sweetman

and the Kardex had no information printed, but there were hand-written notes stating that the car was Meissen Blue with coupe seats. There was no information shown as to who did any of the restoration work on the car—a few photos of the body during preparation for paint, and that was it. This car left lots of questions for a potential buyer. Estimated at \$300,000 to \$400,000. No sale at \$172,500.

RM Sotheby's

Lot 251: 1962 Porsche 356 B Super 90 "Twin Grille" Roadster, chassis 89665. Black over red leatherette. Body by D'Ieteren. Alex Dearborn is well known for his Twin Grille that he has owned since 2007, and a lot of us have seen this car at events over the years. This car was heavily optioned, including armrests, headrests, fog lamps, seat belts, a cigarette lighter, a radio/speaker/antenna package, canvas tonneau, sun visors with passenger-side mirror, additional soundproofing, touch-up paint, chromed wheels, and a luggage rack. Presented with a painted spare wheel, correct jack, tool roll, owner's manual, and a variety of old registrations, concours score sheets, and restoration and maintenance invoices. Mark Eskuche reviewed the car at the auction preview and told us that he couldn't find any faults. Sold for \$467,000, including buyer's premium.

A note: All the auction houses are now charging a 12 percent premium for the first \$250,000, and 10 percent over that. 🚗

