

SILVERSTONE CLASSIC – 2013



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It has been a very busy summer. It seems that everyone is looking for good cars and it would appear (almost) that money does not seem to come into it, that is, if its the right car. The rich stayed rich. What's increased in value? You won't see a proper, no stories Lola T70 Mk. IIIB coupe for under \$1.5M now, whereas T70 Spyders are "only" \$500K. That's going to change; consider what prestigious series you can run them in, particularly in Europe. There's still a lot of "old money" over there, mixing it up with the new kids on the block with their software made fortunes.



Porsche RSR 3.0s have also received a mighty jolt in values, I've sold three this year so far and prices are approaching \$1M plus. I have heard that they are going for more in Europe. As for STs and 2.8 RSRs, don't ask!

Racing wise, I traveled to Spa-Francorchamps at the end of May, for a cold, wet but invigorating meeting in which "our" RSR, George Tuma's wonderful old 9065, won the race for 911 race cars, driven by Jim Pace, who had never been to Spa before!

Last week (end of July) I visited England to see my daughters and also to visit the Classic Silverstone meeting, which has grown into a mammoth affair and which featured no less than a thousand Porsche 911s on the track on Sunday, all at one time! It was all very agreeable, despite Silverstone, in my experience, not being the most enjoyable place to visit for a motor racing spectator, so festooned as it is now in fences, chained gates and peopled by security types of the "You can't go there" sort. Still, a glance at the accompanying photos will give an idea of the quality of the entry, which was very good.

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So it's off to Monterey in ten days, to help look after the auction sale of yet another RSR, the Sebring winner of 1976. After that, I think I'll be taking a vacation....

































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