



FOR IMMEDIATE RELEASE

**Gooding & Company Presents the Renowned Drendel Family Porsche Collection
at its Amelia Island Auction on March 9**

SANTA MONICA, Calif. (February 6, 2012) – [Gooding & Company](#), the acclaimed auction house celebrated for selling the world’s most significant and valuable collector cars, is honored to announce its recent consignment of the Drendel Family Collection of 18 Porsches. Recognized as the world’s finest private collection of its kind, the Drendel Family Collection consists of both road and race cars spanning 25 years of Porsche history from 1973 – 1997. With 10 of the 18 lots being offered without reserve, the arrival of this extraordinary collection in Amelia Island offers collectors and Porsche enthusiasts around the world the opportunity to own a piece of Porsche’s winning motorsport heritage. In addition, the March auction marks the first time many of these historically-important racing stars will have ever been presented at auction.

Gooding & Company has moved the start time of its Amelia Island Auction to 11 a.m. on Friday, March 9th to accommodate the extensive 18-car collection, as well as to accommodate the schedules of its guests at the daytime auction.

“The result of well-developed connoisseurship and deep passion, Matthew Drendel built what has become the world’s most significant private collection of turbocharged Porsches,” says David Gooding, President and founder of Gooding & Company. “It’s a very rare occurrence when a refined, single-marque collection of high-quality road and race cars is offered to the public. We feel privileged to have been selected to present the Drendel Family Collection in Amelia Island.”

A Passion for Porsche

Matthew Drendel was attracted to Porsche automobiles from an early age. Although his personal racing successes were primarily associated with normally-aspirated 911 Cup cars, it was the legendary turbocharged Porsches that most interested him as a collector. His collection began with a single 930 road car and later expanded to the 18 magnificent cars it is today.

“Matthew Drendel maintained a reputation for collecting the very best cars and, therefore, has always been respected in the Porsche community,” says Gooding & Company Specialist David Brynan. “The overall scope of the collection and focus on factory team cars reflect his tremendous dedication and knowledge of the marque.”

Detailed below are seven of the most significant collector cars being offered as part of the Drendel Family Collection:

1973 Porsche 917/30 Can-Am Spyder

Chassis 917-30-004

Estimate: \$3.25 - \$4 million

The Porsche 917 racing program was one of the most successful in the history of motor sport and the 1973 917/30 Can-Am Spyder represents its pinnacle. With a 1,000 hp turbocharged flat-twelve, American racing champion Mark Donohue’s 917/30 was so dominant that the Can Am Challenge Cup was disbanded and the other manufacturers withdrew due to their inability to compete.

One of four examples completed at the Porsche factory, 004 was intended to be the 1974 Penske-Sunoco team car but was instead sold to Australian Porsche Importer Alan Hamilton. Later purchased by the Porsche factory, this car is now the centerpiece of the Drendel Family Collection. Meticulously restored and presented in the iconic Penske-Sunoco livery, this 917/30 has been raced at the Monterey Historics and has been displayed at the Amelia Island Concours d’Elegance and Rennsport Reunion.

1984 Porsche 962

Chassis 962-103

Estimate: \$1.75 - \$2.225 million

According to Gooding & Company specialists, this car is the finest example of the Porsche 962 and one of the most successful racing cars of its generation. With only two owners from new, this back-to-back 24 Hours of Daytona winner will be one of the Drendel Family Collection’s most significant offerings at the auction with its immediately recognizable Löwenbräu livery, list of legendary drivers, unrivalled racing record and superb documentation.

1974 Porsche RSR Turbo Carrera 2.14

Chassis 911 460 9016 (R9)

Estimate: \$1.75 - \$2.25 million

The Carrera RSR Turbo 2.14 represents a turning point in the history of competition Porsches when it introduced the use of turbocharged engines in production-based race cars. Used by the factory for development, this hand-built experimental 911 was campaigned as a Martini & Rossi Porsche Works entry in the 1974 season at Nürburgring, Imola and Zeltweg. Few racing cars of this caliber have remained so correct and untouched, making this car an extremely important piece of Porsche history.

1976 Porsche 935/76

Chassis 930 570 0001 (R14)

Estimate: \$1.7 - \$2 million

The first 935 built, this car served as the prototype and development mule for one of the most successful series of Porsche racing cars. This historically-significant example ran as a factory team car under the recognizable Martini & Rossi livery and its podium finishes at Watkins Glen and Dijon helped Porsche capture the Group 5 World Championship in 1976. In addition to its impressive provenance and great

originality, this factory race car has the remarkable distinction of being the first Porsche with a 930 serial number prefix.

1985 Porsche 962

Chassis 962-HR1

Estimate: \$900,000 - \$1.2 million

During its career, this Porsche achieved 11 overall wins and 19 podium finishes, as well as 2 IMSA GTP Drivers Championships and an IMSA GTP Manufacturers Championship. Along with its Holbert Racing sister car, 962-103, this 962 is one of the most significant 962s in history. Fresh from restoration, 962-HR1 was displayed at RennSport Reunion IV in 2011.

1997 Porsche 911 GT1 Evolution

Chassis 993-GT1-004

Estimate: \$900,000 - \$1.2 million

This rare factory team car – one of just four built - has competed at top events (Le Mans, Nürburgring and Laguna Seca) in the highest levels of international racing with known drivers behind its wheel. Later campaigned by Rohr Racing at Daytona and Harry Bytzek in the Canada GT Challenge Cup, GT1-004 has one of the most impressive racing records of any factory GT1.

1975 Porsche 934

Chassis 930 670 0155

Estimate: \$800,000 - \$1 million

The racing variant of the road-going 930, the 934 expanded on the success of the RSR, winning the European GT Championship as well as the TransAm Championship in North America. The second 934 constructed, this car was actively campaigned through the early 1980s, culminating in a first in class at the 1982 24 Hours of Le Mans. In regards to this car, noted Porsche authority Bruce Anderson was quoted as saying “it is the most successful 934 to race in international competition.”

The remaining cars of the Drendel Family Collection, 10 offered without reserve, are listed below:

1980 Porsche 924 Carrera GT Le Mans

Chassis 924-003

Estimate: \$450,000 - \$600,000, Without Reserve

One of three Works entries at the 1980 24 Hours of Le Mans; placed 13th Overall with Bell and Holbert

1980 Porsche Indy Car

Chassis 0031

Estimate: \$350,000 - \$550,000

Intended as Porsche’s return to open-wheel racing, the company’s ground-breaking program was cancelled a month before the Indianapolis 500 as a result of last-minute USAC rule changes

1987 McLaren-Porsche MP4/3 Formula One

Chassis MP4/3/1

Estimate: \$450,000 - \$600,000, Without Reserve

The first MP4/3 built and the only example in private hands

1981 Porsche 924 GTP “Le Mans”

Chassis 924-005

Estimate: \$375,000 - \$450,000, Without Reserve

Factory prototype and development car, built to compete at the 24 Hours of Le Mans

1995 Porsche 911 GT2 Evolution

Chassis WP0ZZZ99ZTS393062

Estimate: \$375,000 - \$425,000, Without Reserve

The Champion Porsche, 1996 12 Hours of Sebring class winner

1992 Porsche 968 Turbo RS

Chassis WPOZZZ96ZNS820065

Estimate: \$250,000 - \$325,000, Without Reserve

Factory prototype with Le Mans and Sebring race history

1994 Porsche 911 Turbo 3.6

Chassis WP0AC2965RS480276

Estimate: \$75,000 - \$90,000, Without Reserve

1986 Porsche 944 Turbo Cup

Chassis WP0ZZZ95ZGN154076

Estimate: \$65,000 - \$85,000, Without Reserve

1988 Porsche 944 Turbo S

Chassis WP0AA2957JN151272

Estimate: \$50,000 - \$65,000, Without Reserve

1994 Porsche 968 Turbo S Clone

Chassis WP0AA2961RS820772

Estimate: \$45,000 - \$55,000, Without Reserve

1991 Porsche 944 S2 Cabriolet

Chassis WP0CB2949MN440106

Estimate: \$25,000 - \$30,000, Without Reserve

Gooding & Company will be conducting its annual Amelia Island Auction on March 9, 2012 at 11 a.m., at the Racquet Park located at the Omni Amelia Island Plantation at 6800 First Coast Highway in Amelia Island, one mile south of the Amelia Island Parkway. Guests may preview the cars on Thursday, March 8th from 9 a.m. to 6 p.m., and Friday, March 9th from 9 a.m. to 11 a.m. An auction catalogue for \$75 admits two to the viewing and auction. General admission to the viewing and auction can be purchased at the tent for \$30 per person. Bidder registration forms, press credentials and additional auction information are available at www.goodingco.com or by calling (310) 899-1960. Auctions are broadcast live at www.goodingco.com/auction

About Gooding & Company

Gooding & Company, internationally celebrated for its world-class automotive auctions, provides unparalleled service in the collector car market, offering a wide range of services including private and estate sales, appraisals and collection management. In the past two years, Gooding & Company has realized the most prestigious automotive records in the world for a Car Sold at Auction with the iconic 1957 Ferrari 250 Testa Rossa Prototype at \$16.39 million, an American Car at Auction with the 1931

Whittell Coupe Duesenberg Model J at \$10.34 million, and the undisclosed private treaty sale of the world's Most Valuable Car with the 1936 Bugatti Type 57SC Atlantic. The auction house ignited 2012 achieving extraordinary results at its annual Scottsdale Auctions in January with more than \$39.8 million in sales and 98% sold.

Preceding each auction, a complete catalogue is made available online at www.goodingco.com and a virtual auction guide is published via Gooding & Company's IAC award-winning iPhone and iPad app. For additional vehicle information and up-to-the-minute results, follow Gooding & Company on [Facebook](#) and Twitter [@GoodingCompany](#). Renowned for its annual standing as the official auction house for the [Pebble Beach Concours d'Elegance](#), Gooding & Company will return to Pebble Beach, California on August 18 & 19, 2012.

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