

# **Mastery and Misery**

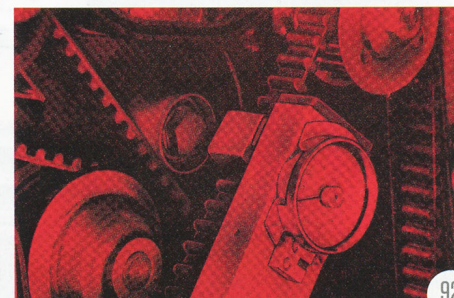
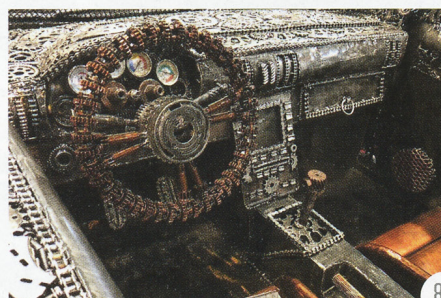
**Text by Sean Cridland**

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# Back Story

When young Harris Hurley Haywood was traipsing around north Florida in the late 1960s, he had no idea who Peter Gregg was or what Brumos was—or that he'd begin a lifelong career with Porsche as one of their star drivers. But after beating Gregg at a PCA autocross in Jacksonville, Haywood traded in the Corvette he'd received as a high school graduation gift for his first Porsche, a Jack Atkinson-prepared 911S.

Gregg took a gamble on the kid's talent and entered him in the 1969 Six Hours of Watkins Glen. Since there wouldn't be many opportunities to practice in the car before the FIA event, Haywood continued autocrossing, taking every opportunity to learn the car's handling and braking capabilities. In addition, once he turned 21, he attended SCCA driver's schools and raced in two SCCA regional events. To get the FIA license he would need for Watkins Glen, he joined NASCAR, which automatically made him a member of ACCUS, the U.S. FIA affiliate. This qualified him for an FIA B international license.

As one could imagine, the SCCA officials overseeing the Watkins Glen entries weren't very welcoming toward the unknown kid. Gregg vouched for Haywood, and they went on to win their class against some very seasoned veterans. The rest is history. Haywood went on to become America's most accomplished endurance sports-car racer with multiple overall wins at Daytona, Sebring, and Le Mans. —Sean Cridland

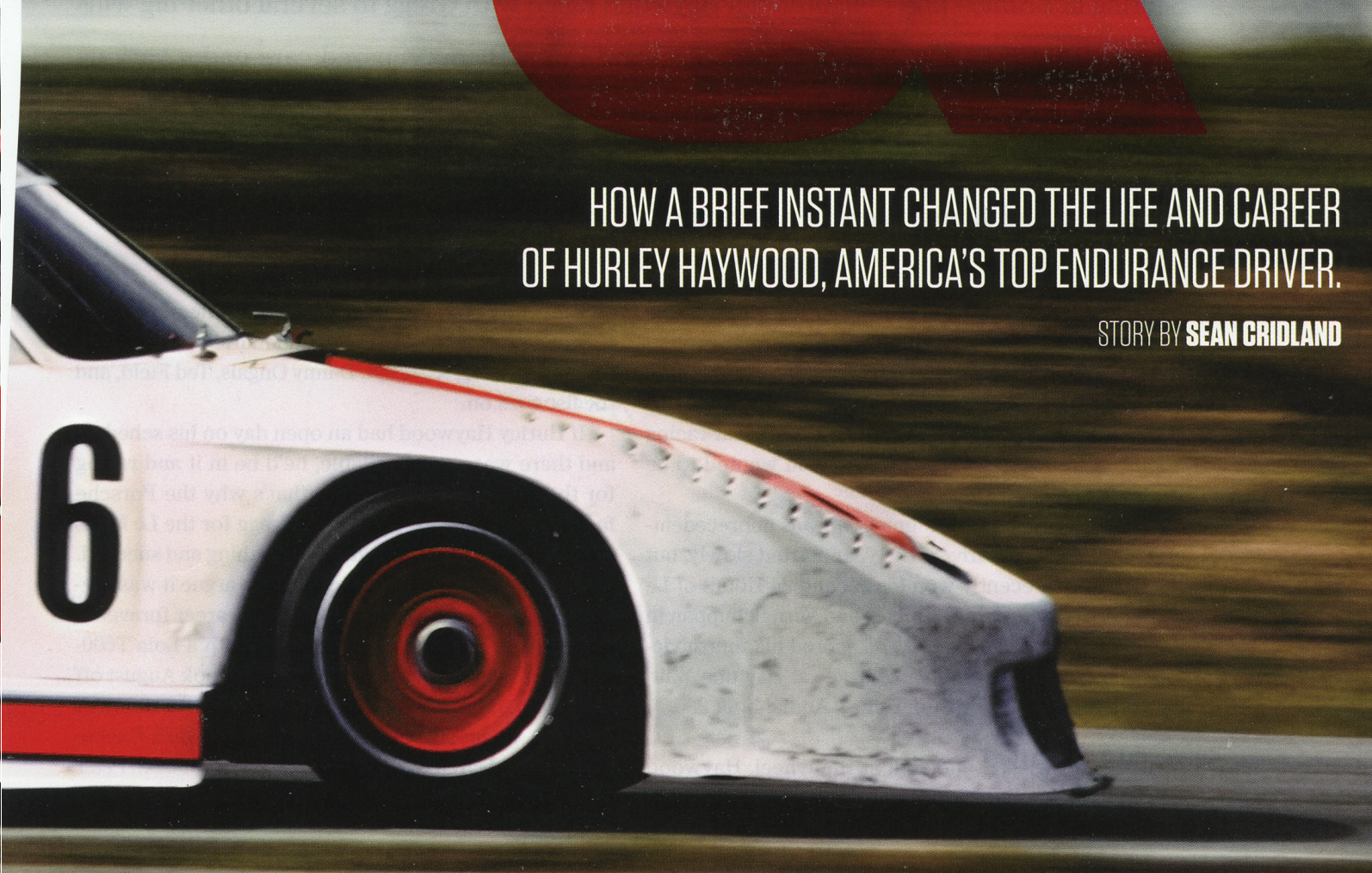
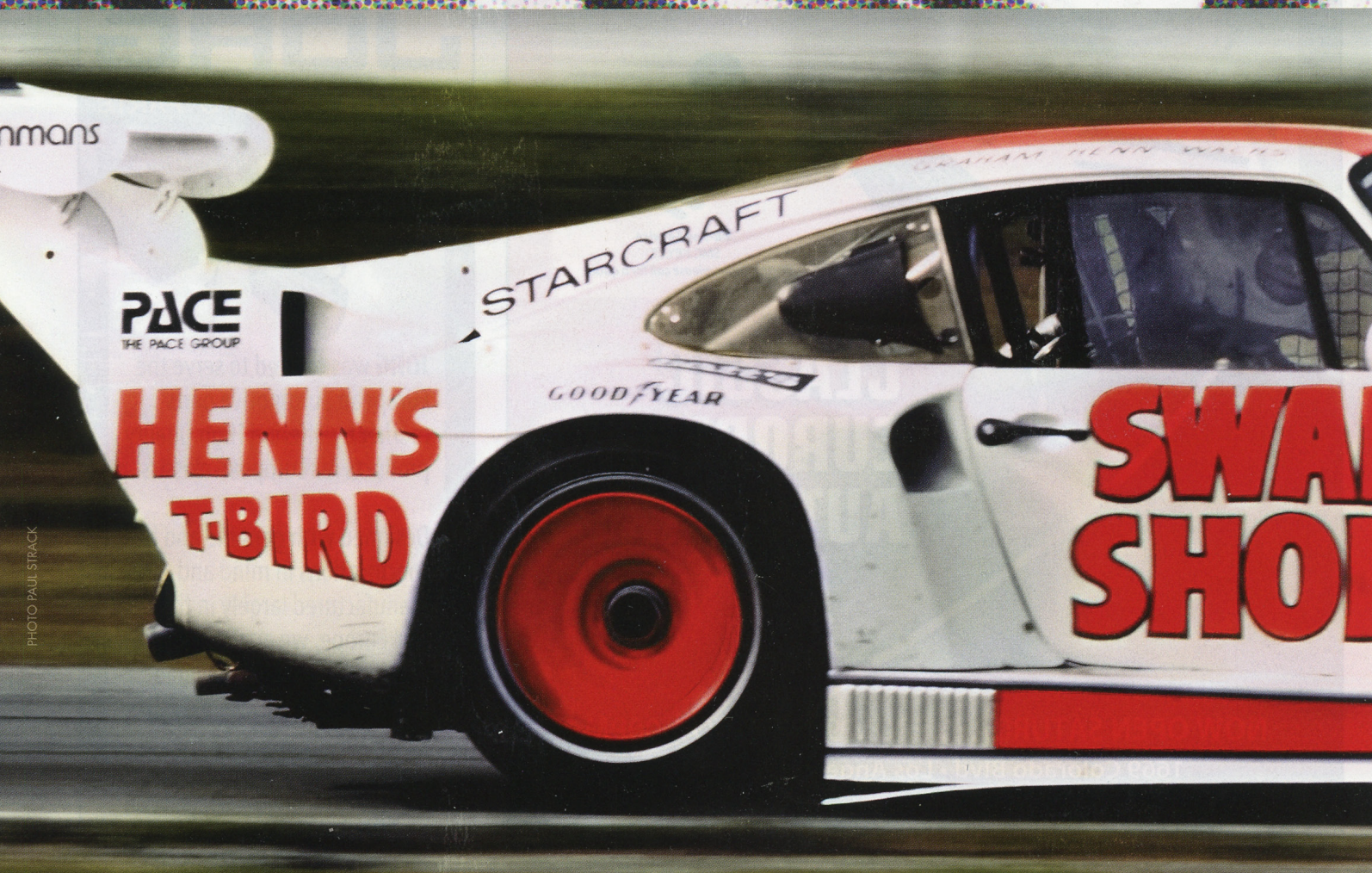
Photo by Bill Warner





# Mastery

# Misery



HOW A BRIEF INSTANT CHANGED THE LIFE AND CAREER  
OF HURLEY HAYWOOD, AMERICA'S TOP ENDURANCE DRIVER.

STORY BY SEAN CRIDLAND



In July of 1983,  
**Hurley  
Haywood**

was riding a  
fourteen-year **wave of success.**

Paired with Peter Gregg, he had won his very first professional race, the FIA Six Hours of Watkins Glen, in 1969. Following a tour of duty with the U.S. Army in Vietnam, he won two IMSA GT championships back to back in 1971 and 1972. In 1973, he established himself as a world-class driver by competing strongly in the original Can-Am in a brutish 917/10 and paired with Peter Gregg to take victory at both the 24 Hours of Daytona and the 12 Hours of Sebring in Brumos RSRs. ♦ Although Haywood raced with Gregg to several other big wins in the 1970s, he'd also beaten Gregg in several Franz Blam-prepared cars under various team monikers, such as Bill Webbe's Applejack Racing, George Dickinson Racing, and Bob Hagestad Racing. Haywood won his first time out at Le Mans in 1977, where he teamed with Jacky Ickx and Jürgen Barth in a Porsche 936, and raced in the Indianapolis 500 in 1980.

He had a few major setbacks, too. He endured the untimely death of his mentor, but his professional career never wavered through the era of the 935 and was only looking to get stronger with the advent of FIA Group C and IMSA GTP. If you were a sports car racing driver in the 1970s and early 1980s, you wanted to be Hurley Haywood.

By August of 1983, the momentum was unprecedented for an American driver. The year started slowly, but Haywood had recently won his second 24 Hours of Le Mans with teammates Al Holbert and Vern Schuppan in Porsche's all-conquering 956 and scored his fourth victory in the Paul Revere 250 night race at Daytona, pairing with A.J. Foyt in Preston Henn's Andial-built 935.

**BESIDES HIS TALENT** and skill at the wheel, Haywood was known as one of the hardest-working drivers in racing. By 1983, he had been driving for Bruce Lev-

en's Bayside team for five seasons, but he also found rides elsewhere, taking wins with Mauricio de Narváez, Charles Mendez, A.J. Foyt, Danny Ongais, Ted Field, and the list goes on.

If Hurley Haywood had an open day on his schedule and there was a car available, he'd be in it and racing for the lead. One could argue that's why the Porsche factory team picked him before Gregg for the Le Mans drives. He would and could drive anything and succeed. For better or for worse, one could also argue it was precisely that eagerness that changed his career forever.

After the Bayside team struggled with a Lola T600-Porsche for two races in July 1983, they took August off to revamp. Haywood had an opening for the 6 Hours of Mosport, so he signed on with Randy Lanier's Executone Racing March 83G-Chevrolet with teammates Peter Lockhart and Emory Donaldson, putting the car on the front row for the race.



PHOTOS COURTESY DUKE FILMS

On the first lap, co-driver Lockhart came together with another car coming off the last corner before the pit straight, lost it, and bounced off both the outside barrier and the pit wall, taking the car out of the race before Haywood started his stint. Almost immediately, Preston Henn came running down the pit lane to see if Haywood would like to jump into his 935, which was being driven by young John Graham and veteran Eddie Wachs.

Early in the GTP era, IMSA had instituted another class called GTX, which allowed the aging GT cars vastly freer rules in order to extend their competitive lives. Having raced and won in Henn's cars before, Haywood jumped at the opportunity.

He drove the car into contention for a podium finish and all was going well, until on lap 196 a backmarker made an erratic move as Haywood was passing him. Haywood was punted off the course in Turn 3, hitting the outer barrier hard enough to take the left rear corner off the car and push the left front into the cockpit area. Haywood's left foot was on the dead pedal when he hit, and the impact instantly shattered his tibia and fibula, although with adrenaline flowing, he didn't feel a thing.

He remembers loosening his belts, opening the door, and trying to get out of the car, but nothing was happening. He couldn't get traction to push. As the corner worker ran out to retrieve the wheel with suspension bits still hanging off of it, Haywood looked down to see what was hanging him up.

To his horror, he saw the bottom of his driving shoe, his foot only dangling off the end of his leg by muscle



and skin and his Nomex suit. It was a compound break. It didn't break the skin, but all the jagged bone fragments were tearing apart muscles, arteries, and veins, causing internal bleeding and swelling with every jiggle and push.

**RACE OFFICIALS HAD** the ambulance and first-aid crew on site as fast as they could and got Haywood to the medical center, where it was determined that he would be transferred to Toronto for more rigorous medical at-

**Just two months after taking his second win at Le Mans, Haywood suffered a badly broken leg during the IMSA race at Mosport. The injury nearly killed his career.**



**B** By the time doctors in Chicago saw him, Haywood was ashen and obviously in shock. His leg was so swollen that as the medical techs sawed off the cast, they only got so far before *POP*—it nearly exploded in their faces.... An hour longer, said the doctor, and Haywood would have lost the leg and perhaps died from infection.

tention. Unfortunately, there was no helicopter.

Even more unfortunately, Sunday afternoon traffic on the 401 was heavy, and it took several hours to get Haywood to the hospital. Once there, he was left in the hallway outside the emergency room for a few more hours before doctors examined him, with not even a little pain medication. When they did finally look at him, they realized the severity of his injury and...waited even longer to decide what course of action they would take.

By this time, Haywood's mother and stepfather had flown from their Chicago home to retrieve him by private plane. The Toronto doctors put him in a plaster cast from his toes to his shoulder and were all too happy to let someone else deal with what they thought was a very serious situation. By the time doctors in Chicago saw him, Haywood was ashen and obviously in shock. His leg was so swollen that as the medical techs sawed off the cast, they only got so far before *POP*—it nearly exploded in their faces.

"I'll never forget that sound," says Haywood. "It was like a gun going off."

He was rushed to get an X-ray and then straight into surgery. His doctors studied the photos while Haywood was being anesthetized.

Upon awakening, he remembers his mother holding his hand with a concerned look on her face. When the surgeon came to visit, his words were cautionary. "You're going to be okay. You got here just in time. We saved your leg."

The combination of the crushing blow, the compound fracture, and the long delay for treatment added up to a perfect storm for infection and tissue damage. An hour longer, said the doctor, and Haywood would have lost the leg and perhaps died from infection.

Haywood's response? "When can I drive again?" It would be a while.

He spent almost two weeks in the hospital to treat the infection, then another few weeks at his parents' house on the dunes of Lake Michigan where, he says, "my mother practically killed me with kindness." Eventually, it was home to his flat in Jacksonville, where he

had to find a car with an automatic transmission to get around. Daily rehab sessions of swimming, cycling, and weights for upper-body strength were combined with redressing his wound twice a day.

"Because of the many screws and the tissue damage, I had an open cast, so I could clean and redress the wound. At first I was pretty grossed out about it, but I eventually accepted it as part of my daily life. It was a good reminder of how serious the crash was," he remembers.

**THE DAYS STRETCHED** into weeks and months, and eventually the 1984 edition of the 24 Hours of Daytona was just days away. Haywood was still in a lot of pain, although he preferred to tough it out rather than give in to the temptation of pain medication. "I was really afraid of what painkillers might do to my concentration and depth perception," he says.

Still, he wanted to race, and Bayside team owner Bruce Leven did everything he could to let his star driver make the effort. They only wanted Hurley in the car long enough to be classified as a finisher, so they brought on extra drivers. With Leven, hot-shoe Al Holbert, Claude Ballot-Léna, and reserve driver Kees Nierop on hand, they would keep Haywood's exertion to a minimum. There was lots of pre-event press with Haywood putting on a brave face while using crutches and wearing a special racing cast. Then reality hit.

"They helped me into the car [the Bayside 935], got me situated, belted, and shut the door," recalls Haywood. "I hit the switches, turned on the engine, put my foot on the clutch, and...yelled into my helmet as lightning bolts of pain went from my toes to my hip. Street car clutches were bad enough, but the clutch on the 935 was about ten times stiffer. This was really going to hurt, but I was a professional racing driver and it was my job to drive, pain or not."

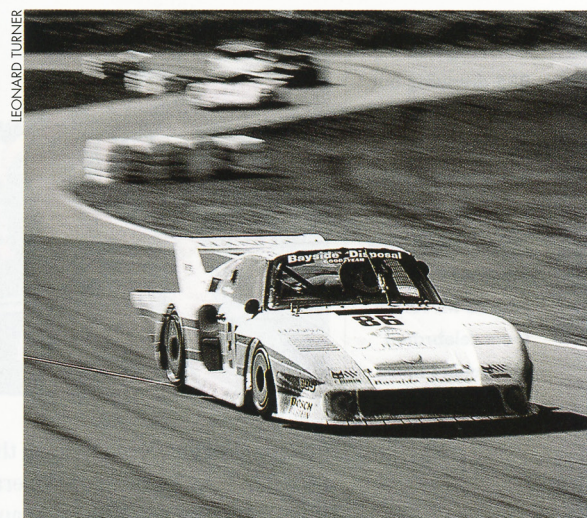
Haywood made it a few laps around Daytona before pulling in. Again he put on a brave face, but he knew he was in trouble. There was the pain, but he was also worried that he was damaging his leg and complicating the



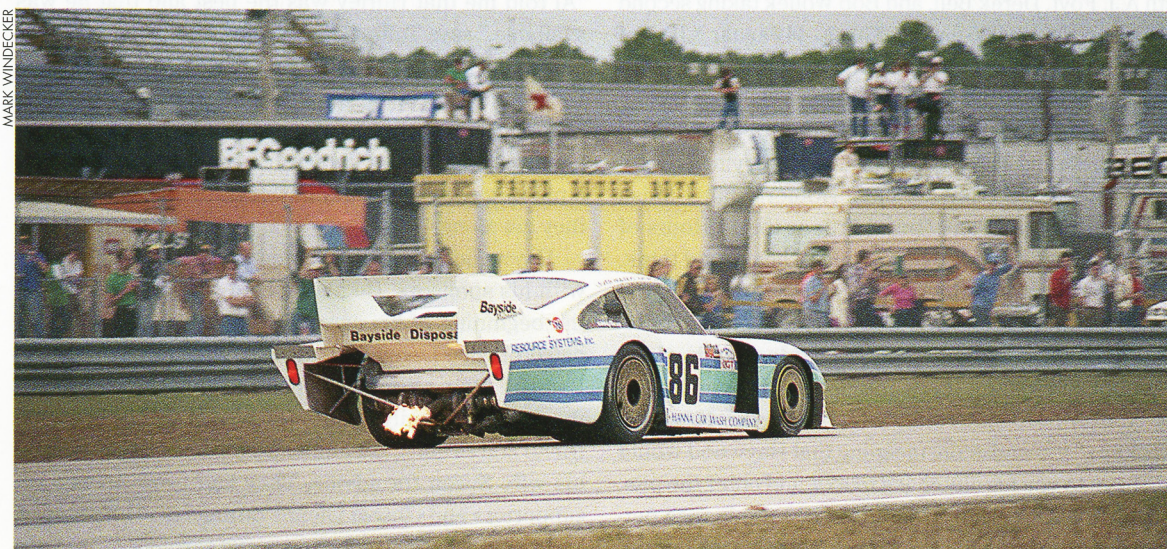
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RICH CHENET



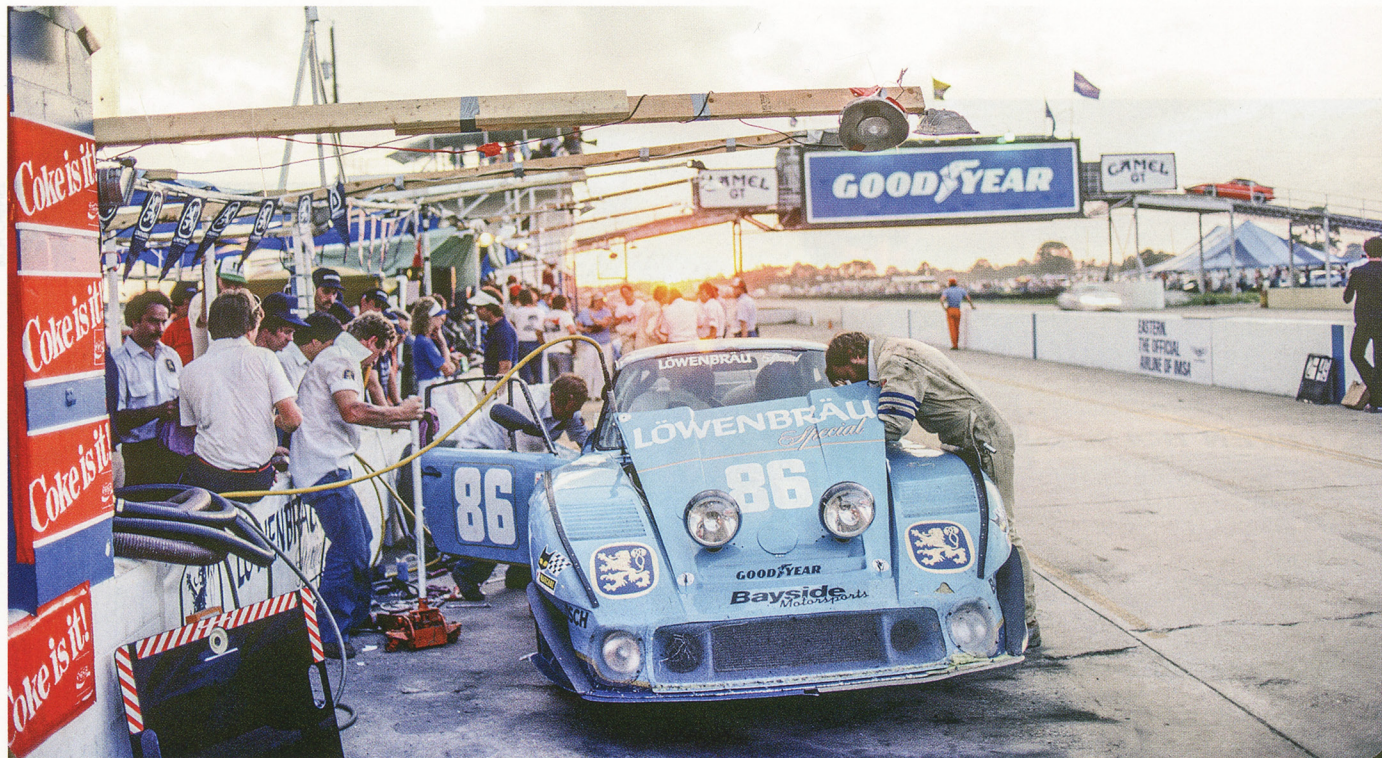
LEONARD TURNER



MARK WINDECKER

Haywood put on a brave face for the racing press in early 1984 testing at Daytona, but the reality was stark. Not only was shifting the 935 excruciatingly painful, but Haywood worried that driving the car might impair the healing process and cause permanent damage to his leg.





LEONARD TURNER

With the Löwenbräu/Bayside 935 dropping out of Sebring early, Haywood's leg got a break. The pressure and the pain showed after the Miami street race as his future team celebrated just behind him.



LEONARD TURNER

healing process. Even with all that, the Bayside number 86 made it to fourth place overall, just off the podium. It was the year the Creepy Krauly March-Porsche won, with A.J. Foyt, Derek Bell, and Bob Wollek taking second in Preston Henn's 935 and the Group 44 Jaguar XJR-5 of Doc Bundy, David Hobbs, and Bob Tullius rounding out the podium (hold that thought).

The next couple of races were better for Haywood, if not for the team. The Bayside car, now carrying Löwenbräu sponsorship courtesy of Al Holbert, didn't finish well in either the Miami Grand Prix or the 12 Hours of Sebring, giving Haywood more time to heal...and think.

Leven knew that Haywood was hurting and, good friend that he was, allowed him to try something different. For the Road Atlanta and Riverside rounds of the IMSA championship, Haywood drove the Leon Brothers' March 84G-Chevrolet, which had the Hewland "crashbox" transmission, meaning that Haywood would only have to use his clutch leg to exit and enter the pits.

This not only made a big difference in his race performance but also in his energy levels, both physical and

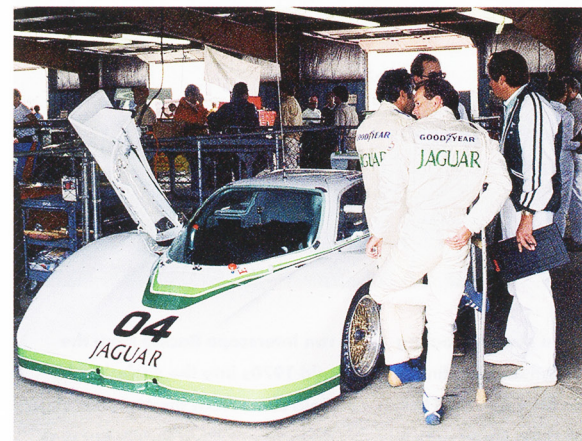
psychological. As the healing process continued, Haywood started to think more clearly about his racing future. He would drive a couple of races in Porsches, see how the leg was feeling, and decide whether he could continue racing for the year or if he should take time off.

Bruce Leven had purchased a new Porsche 962 to race for the rest of the season. At Mid-Ohio, Haywood partnered with Bobby Rahal to take third. Though they raced well, Haywood suffered and knew the exertion on his healing leg was too much.

**THEN, FATE CAME CALLING.** Group 44 Jaguar team driver and journalist Pat Bedard had a horrific crash at Indianapolis that left him seriously injured and ended his racing career. Tullius needed a driver for Watkins Glen. Not sure who to pick, Tullius consulted with Al Holbert. "Al told me that Hurley was the best and that he was available," says Tullius. "So I called him."

For his part, Haywood was relieved because the Lee Dykstra-designed Jaguar XJR-5 used the Hewland gearbox. But, for a number of reasons, he was also apprehensive. Tullius was known for running his team like a military platoon, with himself as the general. Would they get along?

Haywood was also worried about his relationship with his sponsors. He had been a Porsche racer from the beginning of his career. How would his long-time patron Bruce Leven feel? How would North American Porsche racing boss Jo Hoppen respond? What would the Porsche family think? He turned to his longtime friend and Brumos general manager Bob Snodgrass and his wife Susan for advice. They had been his biggest supporters and closest friends during his rehabilitation and knew what he had been going through more than



TONY MEZZACCA



TONY MEZZACCA

anyone else. For them the answer was simple: take care of your health. Leven gave him the same response.

The most worrisome in Haywood's mind was Hoppen and Porsche. But he had to ask. Though he could be tough, Hoppen was also understanding and perceptive. He knew the kind of pain Haywood had been enduring and was sensitive to his dilemma. When Haywood eventually made the call, Hoppen was kind and reassuring.

"Hoppen told me that I would always be a Porsche driver, that they would continue to sponsor me, and that they preferred that I keep my racing skills sharp rather than lay off for the rest of the year, or however long it would take to get my leg back in shape," says Haywood. "I could always come back. That was a big relief for me."

Shortly after he received those reassurances, Haywood made the call to Tullius to accept the Jaguar drive. He paired with Brian Redman, Chip Robinson, John

Morton, and Tullius himself over the next three and a half years, the golden era of the Porsche 962.

**IT WAS THE HEIGHT** of the IMSA GTP/FIA Group C era, and the Porsche 956/962 dominated, with multiple victories at Le Mans, Daytona, Sebring, and almost every other track they raced. In IMSA competition, very few non-Porsche teams could claim outright victories. But the Group 44 Jaguars did, several times, and often with Haywood driving.

In an era when the 956/962 took numerous victories at Le Mans, in Group C, and in IMSA GTP, one has to wonder how many more Le Mans race wins Haywood might have taken or how many more IMSA championships might have been his if he'd been driving a 962 during that era. But, as they say, that's racing and we'll never know. ●

(continued) →

Still on crutches nearly a year after his crash, Haywood debuted with the Group 44 Jaguar team at the 1984 Six Hours of Watkins Glen, pairing with Brian Redman in the Lee Dykstra-designed XJR-5.

During an IMSA era in which the Porsche 935 and 962 were nearly unbeatable, the V12-powered Jaguar GTP cars took nine overall wins and 35 podiums.

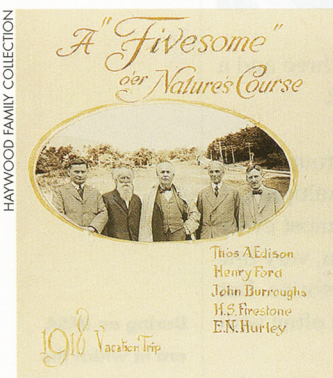


BILL WARNER



# Did You Know?

**BIRTH:** Harris Hurley Haywood was born on May 4, 1948, exactly eight years after his mentor Peter Gregg, leader of Brumos Porsche Racing for the second half of the 1960s and all of the 1970s. Even more fortuitously, Haywood was born in the same month that the first Porsche-badged automobile rolled out of the shop.



**ANCESTORS:** Hurley's great-great-grandfather is regarded as the inventor of pneumatic tools and often traveled with the Vagabonds, an exclusive car-camping group that included Henry Ford, Thomas Edison, and Harvey Firestone, along with other notable industrialists of the early 20th century. Another great-grandfather, Dr. John B. Murphy, was an early pioneer of the appendectomy and was regarded by William Mayo as one of the most brilliant medical minds of his generation.

**DISCOVERY:** Hurley Haywood was discovered at a parking lot autocross outside a Jacksonville, Florida Winn-Dixie in 1967 when he beat Peter Gregg in a final run showdown. He was driving a 1967 Nickey Corvette tuned to 450 hp that was his graduation gift from high school. Gregg instantly recognized the young Haywood's talent and fostered his growth over the next couple of years, entering him in his first professional race at the 1969 Six Hours of Watkins Glen,

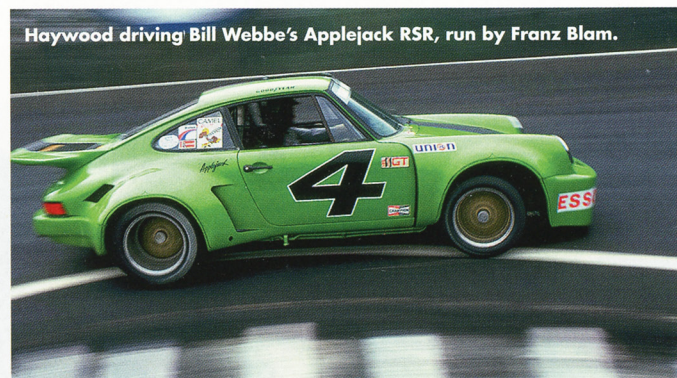
a round of the FIA Championship of Makes. Nobody had heard of Harris Haywood, as he was listed. Instead, all eyes were on celebrity Dick Smothers, who was co-driving a Porsche 906 with Fred Baker and Lou Sell.

**NEAR MISSES:** Only weeks after his first victory at Watkins Glen in 1969, Haywood received his draft notice. In the excitement of starting his racing career, he had let his classwork go and lost his student deferment. Though he never engaged in combat, he served in Vietnam as a clerk. During one R&R leave, his quarters were bombed out. He still has a T-shirt with holes in it as a souvenir. Another episode in 1974 left him upside down in a Porsche 917/10 Can-Am car at a Road Atlanta test session. Only by luck was he saved by fast-acting Jack Baldwin and Dave Sloyer, who dragged him to safety, pulled his tongue out of his throat, and performed mouth-to-mouth resuscitation to revive him. Had anything worked differently in either situation, Hurley Haywood might have been one of those "potential" heroes gone too soon.

**FRIENDSHIP:** Though Peter Gregg discouraged Hurley from becoming friends with other drivers, in 1973 Haywood reached out to Mark Donohue for help on setting up and racing the 917/10 he'd recently purchased from Gregg. A close friendship was forged and



Mark Donohue and Haywood.



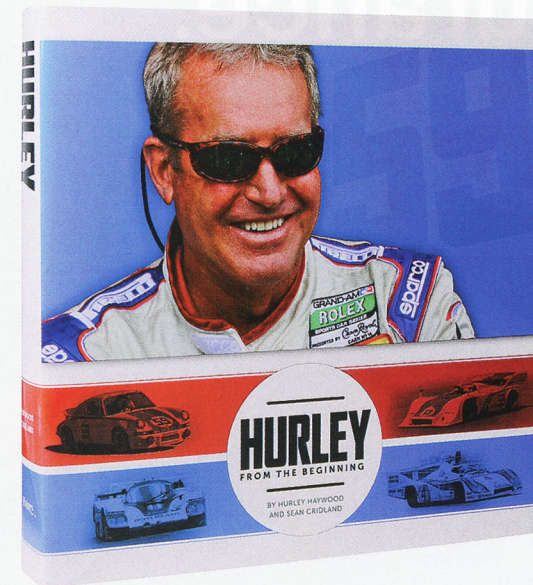
the two went on several boating adventures together, including one race from Miami to the Florida Keys in which they, along with Jay Signore, head of the Penske IROC series, nearly sank Mark's cigarette boat. Later, Donohue and Haywood had plans to go into business together as BMW dealers and organizers of BMW's American racing program. Those plans evaporated with Mark's untimely passing at the 1975 F1 Austrian Grand Prix.

**BRUMOS AND BLAM:** Everyone equates Haywood as one half of the inseparable pair of Peter Gregg and Hurley Haywood, the "Batman and Robin" of 1970s IMSA racing. The truth is that Haywood drove Franz Blam-prepared cars many more times than he did Jack Atkinson-prepared Brumos cars. The OPEC embargo that stretched from fall 1973 into spring 1974 changed the racing world, with many sanctioning bodies shortening races. For the 1974 season, races were short enough that Gregg didn't need a co-driver, so Haywood found a ride with Bill Webbe's Applejack Racing, run by Blam. When Webbe retired, Haywood raced for George Dickinson, whose cars were also run by Blam. Later, Denver-based Bob Hagestad also had Blam run his cars for Haywood. It's true that he made his name with Gregg in the big races, but Haywood proved his mettle by racing and beating the best of his generation in Blam-prepared cars.

**CHILDHOOD FRIENDS:** Haywood grew up in the same Chicago building as Ted Field, who

ran Interscope Racing from the mid-1970s into the early 1980s. Field came from the Marshall Field's department store family but was determined to make his own way. Field's star driver was usually Danny "On the Gas" Ongais, a Hawaiian originally known for drag racing. Field, Ongais, and Haywood partnered to win the 1979 24 Hours of Daytona.

**COMING OUT:** Although most people in the inner circles of the racing world have known for decades that Haywood is gay, he has always been reserved about his private life. Team owners, crew, sponsors, and media have respected his privacy. Haywood knew that many people's livelihoods were dependent on his image, so he chose to remain quiet until just recently, when he had a visit from a high school senior who was working on a term paper on racing. In an emotional moment, the student revealed that he had been bullied for much of his life for being gay and that he had contemplated committing suicide. Haywood shared his story with the young man, after which he didn't hear from him again. About a year later, the young man's mother called Haywood and thanked him for listening, saying that he had probably saved her son's life. It was then that Haywood decided that he would come out in a documentary produced by fellow racer Patrick Dempsey and filmmaker Derek Dodge, and in an autobiography, *Hurley: From the Beginning*, co-authored with *Panorama* contributor Sean Cridland.



- HURLEY: FROM THE BEGINNING**
- By Hurley Haywood and Sean Cridland
  - 420 pages, 11.5 x 11.625 in.
  - ISBN: 978-09996-8961-5
  - Visions of Power Press
  - \$95.59
  - [www.visionsofpowerpress.com](http://www.visionsofpowerpress.com)

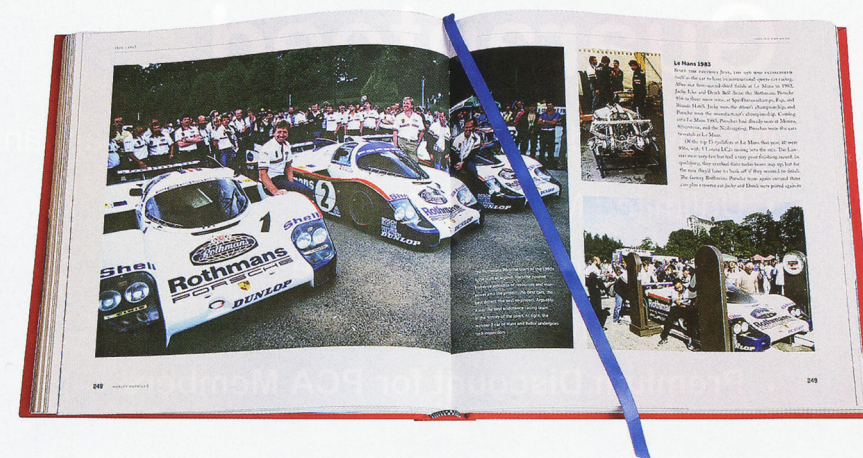
**CHANCES ARE YOU** already know a fair amount about Hurley Haywood, given that you're reading a magazine where many of his racing successes (five Daytona 24, three Le Mans 24, and two Sebring 12 Hours wins) and his long association with Porsche and Brumos Racing have been chronicled. But if you want to learn the intimate details of almost every aspect of his racing and personal life, this book is a fascinating way to find out.

At 6.8 pounds, *Hurley: From the Beginning* is literally and figuratively a weighty tome, a well-written encyclopedic work that is enhanced by more than 650 photos not just of racing, but of historical events tied to periods in Haywood's life—the moon landing, Vietnam, *Star Wars*. Fun stuff, but nowhere near as powerful as Haywood's recollections of growing up rich, yet becoming an American endurance road-racing legend without relying on his wealth. "But opportunity is only one portion of success," writes Haywood. "Other ingredients are work, persistence, and the fortitude to cope with setbacks."

Those challenges included being draft-

ed and sent to Vietnam just as his career was taking off, nearly choking to death after flipping a Porsche 917/10 Can-Am racer while testing at Road Atlanta, and spending months in rehab following a crash at Mosport (see page 48). But nothing was as emotionally taxing as the suicide of Peter Gregg, Haywood's mentor, co-driver, and boss at Brumos Racing. The duo was often dubbed Batman and Robin. "Rumors swirled for years that Peter and I were more than racing partners. It wasn't true. We just had an uncommon bond that allowed us to perfectly communicate with each other about the nature of the cars, the character of a race, and what we needed to win," Haywood writes.

Although Haywood was never romantically linked to anyone in racing, many in the motorsports community knew he was gay, and they respected his privacy. However, Haywood realized it was important to come out after an interview by a young gay high school student who spoke of often feeling depressed and of contemplating suicide after being bullied and isolated at school. Later, the young man's mother told Haywood that the comments he made to her son left him with such a positive attitude that she believed they may have saved his life. "Though there are some things in my life that I will always keep private," Haywood writes, "I decided that it was time to talk openly about what it was like to be a gay man as a working professional in a sport that is stereotypically hetero." —Joe Rusz



- PORSCHE 70 YEARS: THERE IS NO SUBSTITUTE**
- By Randy Leffingwell
  - 256 pages, 10.1 x 12.4 in.
  - ISBN: 978-07603-4725-6
  - Motorbooks/Quarto Knows
  - \$53.35
  - [www.quartoknows.com/books/](http://www.quartoknows.com/books/)

**THE NEWEST VOLUME** from *Panorama* contributor and noted Porsche historian Randy Leffingwell is *Porsche 70 Years: There Is No Substitute*. Leffingwell has published a number of other Porsche volumes, including 2013's *Porsche 911: 50 Years* and 2015's *Porsche Turbo: The Inside Story of Stuttgart's Turbocharged Road and Race Cars*. Clearly he is a passionate fan of the marque, and this exhaustive history shows his love for all things Porsche.

