

Climb Time

Text by Sean Cridland

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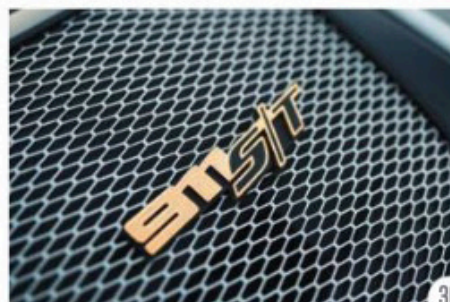
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The 3.8-liter 964 RSR was built to dominate the track. So what's it doing on the street?
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The Pikes Peak International Hill Climb delivered another array of stories that ran the gamut of emotions.
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Although the Le Mans debut of the 963 wasn't great, perseverance usually pays off in this event.
- 112 **From Giant Killers to Giants** A look back at the formative years
The Revs Institute chronicles how Porsche's racing programs grew by leaps and bounds from 1951-1970.

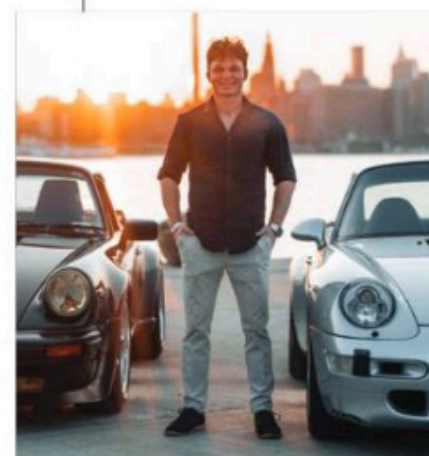
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COVER 906 CARRERA 6 AT THE REVS INSTITUTE
PHOTO BY BOGDAN ROBERSON

BY DOUG LLOYD

ON THE GRID

FOR PORSCHE, COMPETITION has always been much more than simply "win on Sunday, sell on Monday," with winning a source of pride and competition providing a test bed for concepts that end up in the road cars. "The Waiting Game" (p. 102) looks at Porsche's entries in the 24 Hours of Le Mans, specifically how long it took for each car to be successful in the race. A completely different type of racing is in "Climb Time," (p. 88), chronicling the efforts of Porsche racers in this year's Pikes Peak International Hill Climb. As Porsche evolves toward electric propulsion, we drive the magnificent 718 Spyder RS, which uses the race-bred GT3 engine in an exciting roadster that is, in a sense, a "Last Call" (p. 62) for the company's gas-powered road cars. "Civilizing a Beast" (p. 76) is the story of a 964 RSR race car that was made street-legal. Lastly, we visit the Revs Institute, whose magnificent collection of Porsche race cars range "From Giant Killers to Giants" (p. 112). All this, plus the limited-edition 911 S/T and the beautiful Vision 357 Speedster.



BOGDAN ROBERSON

Providing some of the photos for our feature on the Miles Collier Collections at the Revs Institute, Bogdan is a familiar face around HQ, as he is the full-time Social Media Specialist for PCA. Originally from Crimea, Ukraine, Bogdan was adopted by an American family at 17 and moved to North Carolina. After earning his degree in marketing and sales, Bogdan relocated to Washington, D.C., seeking a job in marketing and social media. Once he saw the job opening at PCA,

he knew he was in the right place. He had little automotive content in his portfolio, mostly doing digital content for restaurants, but the staff was impressed by his drive and enthusiasm. He immediately joined the Potomac Region.

In Crimea, even the sight of a Mustang V6 was rare and exciting for Bogdan, and started a lifelong fascination with cars. His favorite Porsche is the 991.2 911 Speedster. A gymnast in college, Bogdan still spends a lot of time in the gym, keeping himself fit.



SEAN CRIDLAND

The last few years since we profiled Sean Cridland have been, in his own words, "a combination of delightfully eventful and ploddingly prosaic." After being laid out for six months recovering from having both hips replaced, Sean took the next logical step: bounding up to Pikes Peak to provide the words and some of the images for this month's recap of 2023's hill climb.

Along with its subject, he co-wrote *Hurley: From the Beginning*. He also wrote *Brumos: An American Racing*

Icon, and contributed a chapter on Porsche importer Max Hoffman to *Forty Six: The Birth of Porsche Motorsport*. Sean was a featured speaker at The Amelia Porsche Winemakers Dinner, along with Jeff Zwart and J.F. Musial with the theme of "Storytellers." There were also appearances with Haywood at an Ingram Experience event at Virginia International Raceway and a Porsche-themed speaking engagement in Santa Fe. He lives in northern New Mexico, traveling out into the Porsche world as needed.

Climb Time

PIKES PEAK DELIVERED
ITS USUAL RANGE OF
DELIGHT AND HEARTBREAK.

STORY BY **SEAN CRIDLAND**
PHOTOS BY **THE AUTHOR, JOEL YUST,
RUPERT BERRINGTON, ANDREW MITERKO**

The weather. Pikes Peak is always about the weather. After the low-visibility, slippery conditions of the 2022 Pikes Peak International Hill Climb, circumstances for the 2023 race looked even worse. Front-range Colorado recorded one of its wettest springs in decades, and rain in Colorado Springs means only one thing on the upper reaches of Pikes Peak: snow. Lots of it. Bad weather continued through the two early June testing weekends, and at one point the mountain rangers evacuated several visitors and staff from the mountaintop viewing center because of an extreme blizzard. The race director posted photos on social media of 18-foot-high drifts on the summit. Only three days before the race, much of the mountain was closed due to ice, rain, and fog. ❖ Then, just two days before the cars put power to the road in competitive anger, the skies parted for one of the clearest race days ever, allowing for several deeper storylines. Among them were themes of determination and persistence, racing history, experience and mentoring, personal growth, emerging talent, and the unwavering human propensity for sentimental fulfillment.



DETERMINATION AND PERSISTENCE: DAVID DONOHUE

David Donohue has been fast on Pikes Peak since his arrival in 2017. He's won the Time Attack 1 class in three of his seven entries and scored a podium finish in three others. His only DNF was in 2020 when he cut a tire just less than halfway up the hill while carrying a significant time lead. Though always in top-line Porsche GT3- and GT2-derived racing cars, many of his entries have been last-minute efforts.

In 2023, that changed. The Brumos No. 59 Porsche GT2 RS Clubsport with which Donohue won the 2022 Time Attack class and placed third overall was shipped to the Brumos Collection in Jacksonville, Florida, right after last year's race. There, Donohue worked tirelessly through the intervening months to fine-tune and exploit all its undeveloped potential. Satisfied that he finally had the best-prepared car, Donohue had two things in

mind for 2023: take another win in Time Attack and set the record for fastest ever Porsche on the mountain, held by David Donner since 2020 with a time of 9:36.559.

When the Brumos truck delivered the car to its race base at Porsche of Colorado Springs in early June, it was ready to tackle the mountain. Then Donohue and his small crew worked throughout the month to make it better and better. In qualifying, he shattered his class record by more than two seconds. In the race, Donohue's dogged persistence and hard work earned him a time of 9:18.053, getting him the Time Attack win and the record by 18.5 seconds. That puts him achingly close to a sub-nine-minute run. Is finding that much time a pipe dream? Divide 19 seconds by the 156 corners, and Donohue needs only a .122-second improvement per turn. Here's hoping that Donohue and the No. 59 Brumos Porsche return to take up that challenge in 2024.



Excellent race-day weather helped David Donohue make good on his two-year Brumos effort to take his third Time Attack 1 win and set the fastest-ever time for a Porsche on Pikes Peak.





Hurley Haywood made his Pikes Peak debut as grand marshal, driving the stunningly fast Taycan Turbo S Cross Turismo. He said on race day he'd like to do it all over again.

RACING HISTORY: HURLEY HAYWOOD

The grand marshal for this year's hill climb was none other than Brumos standard-bearer Hurley Haywood. Though Haywood has raced successfully around the world and taken multiple wins at places like Daytona, Le Mans, Sebring, Watkins Glen and more, this was his first Pikes Peak Hill Climb. Unfortunately, his arrival was timed perfectly for the last big storm before the race, canceling his practice session on a road he had traveled only once as a tourist more than 30 years earlier. But after some coaching from Pikes Peak guru Jeff Zwart and 2014 Time Attack II winner Fred Veitch, Haywood was right in the swing of things on race day.

Just after the six cars in the Porsche Pikes Peak Trophy by Yokohama class ran and before the fastest qualifiers, Haywood began his grand marshal drive to the top in a brand new Taycan Turbo S Cross Turismo. Any doubts anyone had about Haywood taking on the challenge with so little experience were erased when he whooshed out of the start on launch control. Though he

wasn't timed, Haywood reported exceeding 100 mph in a couple of portions of the course. He had so much fun driving up that he felt like going back down and starting over. Unfortunately, the racers' runs took precedence and Haywood ended up riding down the mountain on the famous Pikes Peak Cog Railway. When asked if he would come back and do it again, he didn't say no.



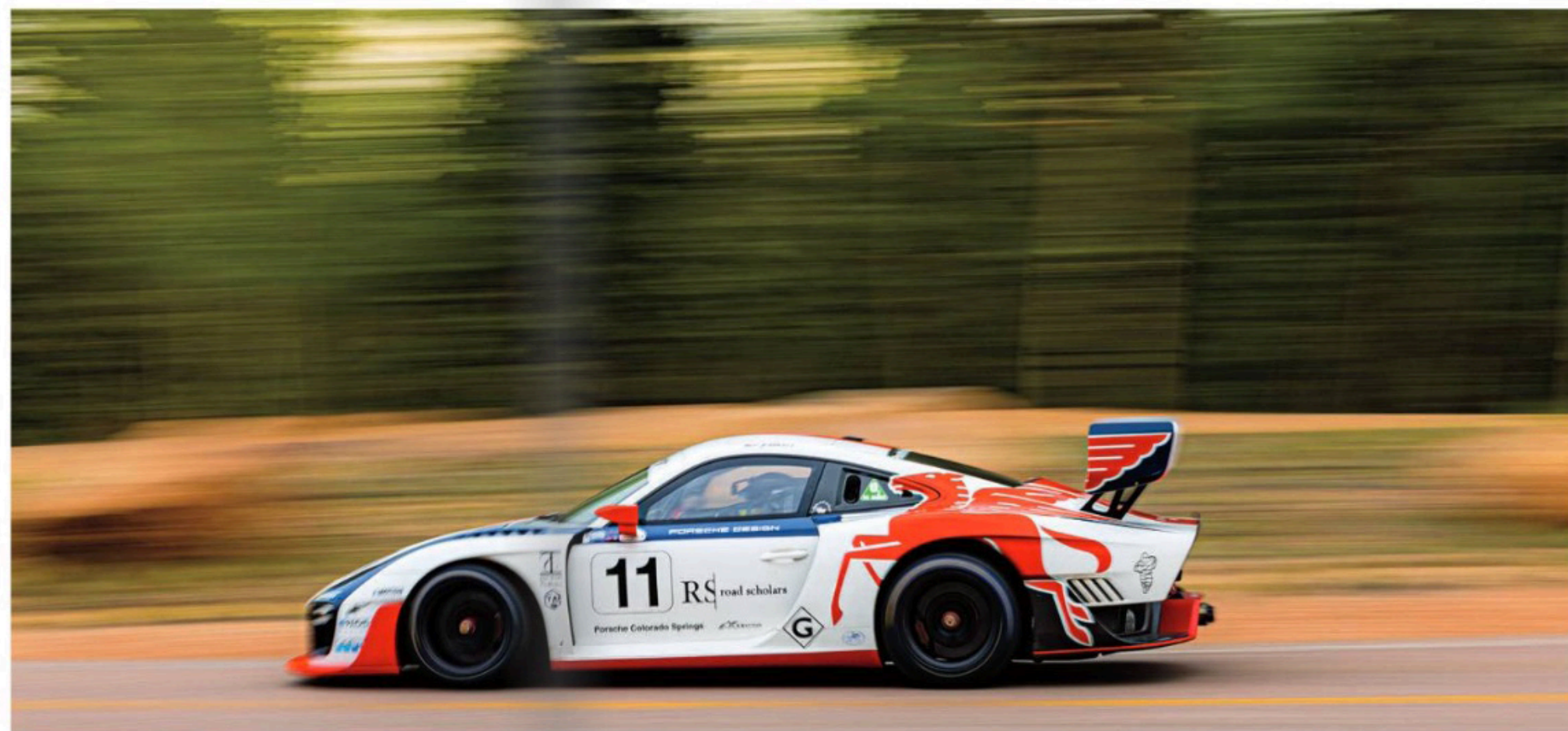
EXPERIENCE AND MENTORING: JEFF ZWART

Speaking of the Pikes Peak guru, Jeff Zwart was the model of the experienced mentor. He has coached all of the participants in the Pikes Peak Porsche Trophy Cayman class since its inception. Throughout June testing and official practice, Zwart made several trips a day up the mountain with all the class participants, including four rookies with no experience at the world's most famous hill climb. Like a dutiful yet loving shepherd, Zwart looked after each of his students daily to be sure they were in the proper head space before each run, debriefed every run afterward, then encouraged each competitor to compare notes during the tutoring runs up the mountain in his own Taycan Cross Turismo. Each student spoke glowingly of the experience and reverentially about soaking in Zwart's more than 30 years of Pikes Peak experience, both wins and failures. It was invaluable intel for anyone attempting the speeds and dangers found only on America's Mountain.

The rare and extremely valuable Porsche 935/19 Zwart drove in the race was purchased several years ago by the late Bob Ingram and belongs to the North Carolina-based Ingram collection. It was Zwart's third time driving it up the mountain. So far as anyone knows, only one of the other cars introduced at the last Rennsport has raced in any professional setting. Even this one is a museum queen. For the race, it was pulled from the Petersen Automotive Museum's "We Are Porsche" exhibition that opened in May. With no modifications to the limited-edition collector car, Zwart's ride was never going to be as fast as Donohue's dedicated Pikes Peak Brumos special, but with a time of 9:46.131—not quite two seconds off his personal best—he took an excellent second in class and ninth overall. The following morning, the car was on a trailer back to the Petersen.

PERSONAL GROWTH: CAM INGRAM

A driver showing immense personal growth and maturity for his relatively brief experience racing the mountain was Cam Ingram, son of the late collector Bob Ingram and owner of the top-flight restoration team and classic car dealership Road Scholars. Only nine years ago, Ingram was standing on the side of the course rooting for his sponsored cars driven by Zwart and Veitch. Over the years he, his business, and his family have sup-



Jeff Zwart did double duty as both racer and coach to the participants in the Pikes Peak Porsche Trophy class for Caymans. His ride on race day was the classically beautiful and lightning-fast Porsche 935/19.



Cam Ingram took a significant step up to drive the ePerformance GT3R Turbo built by Joey Seely. Though his learning curve was steep, he improved on every run. Only a small mistake on race day hid his performance gains.

ported several entries, but watching was never going to be enough. When the Pikes Peak Trophy Cayman class was formed in 2018, Ingram started thinking...and preparing. He began a physical fitness program and started logging hundreds, even thousands, of track miles. He made his Pikes Peak debut in 2021 and took second in the Porsche Trophy Cayman class to pro driver Tanner Foust, though weather allowed racers only halfway up the mountain. He came back in 2022 to win the class in some very tough weather conditions.

With that mission accomplished, Ingram took a sizable step up for his 2023 program, purchasing the beastly open-class Porsche GT3R TT (for twin turbo) built by Joey Seely of E-Motion Engineering in 2022 for multiple Pikes Peak champion Rhys Millen. But when that pro-



gram didn't pan out, Ingram came forth. Rather than a one-off rent-a-ride, Ingram committed to a three-year program of learning and developing the car while also working to improve his driving. In aviation terms, stepping from the Cayman GT4 into the twin-turbocharged GT3R was like moving from Piper Cub to a fighter jet. The Seely-built car has about twice the horsepower and handling capability as Ingram's previous ride, and he has several lessons to learn about a world-class racing car before he can drive it to its full potential. Without surprise, Ingram's already-steep learning curve encountered some small, but significant, bumps. His race-day run included a blip that marred a fairly easy month, but it taught him a lesson that he won't ever forget.

After an energetic wave of the green flag, Ingram charged hard through the first two sectors, setting times very respectable for the Open class, which fielded two potent factory teams from Ford and Alpine. Then he seemingly vanished from the third sector before tripping the clock nearly a minute slower than expected. His problem, fortunately, was neither a crash nor a mechanical failure. Ingram got on the gas a little too hard coming out of the Elk Park hairpin that empties onto the long straight going up to the scenic Double Cut. He spun almost 180 degrees and stalled the engine, but didn't hit anything. Though the car restarted, the episode killed his momentum going into the steepest part of the course. Once above Devils Playground, Ingram showed his speed through the very fast Bottomless Pit and Gravel Pit sections. He finished with a time of 10:43.476 for sixth in class and 24th overall. Even conservative guesses suggest that the spin added close to a minute to his time. Without the mistake, he might have had a class podium at the awards and potential top 10 overall placing. Though he was extremely disappointed, fellow competitors, crew members, and friends reminded him that doing so well in his first time in such a radically different car was very good and part of the learning game. If his Cayman program of the last three years is any indication, great things can be expected out of Ingram's next couple of attempts in the E-Motion car.





Hayden Bradley was the revelation of the Cayman class, handling the challenge with great maturity.

EMERGING TALENT: HAYDEN BRADLEY

Hayden Bradley is a name to remember. The 18-year-old racer already had an impressive résumé to hand to future team owners, but after spending the week with Zwart and Haywood—both of whom predict big things for him—he's sure to start attracting factory teams run-

ning IMSA GT hypercars and open-wheel cars on the IndyCar circuit. The Pikes Peak rookie qualified with a class record 4:27.091, four seconds faster than the next competitor. He then took his Cayman to his first Pikes Peak class win with a time of 10:48.387, just over a second faster than the vastly more experienced Portuguese rally driver Nuno Caetano. Caetano was also a Pikes Peak rookie, as was third-place class finisher Hutton McKenna. The fourth-place finisher, local George Hess, qualified third, but after a couple of major mishaps on the mountain in previous tries, finished a safe if somewhat disappointing fourth place in class.

THE EMOTION OF A DREAM FULFILLED: LIA BLOCK AND THE BBI HOONIPIGASUS

With great weather and spectacular racing, the day only needed one other thing: a suitably spectacular conclusion. It came when Lia Block, daughter of the late and legendary stunt driver Ken Block, drove the radical and popular Hoonipigasus for an exhibition run to the top to close out the day. Her father was supposed to race the car in 2022, though it never jelled mechanically. Since then, Betim Berisha and his crew at BBI Autosport have crawled (both literally and figuratively) through all its systems and had it running well for Lia's



There wasn't a dry eye on the top of the mountain when the late Ken Block's daughter Lia drove his 2022 Hoonipigasus up the mountain for a last-run exhibition. Her mother, Lucy, had driven the event earlier. Kathryn Mead drove her Time Attack Cayman to a new women's record.



trip up the mountain. She was greeted at the summit by all the finishing drivers, including her mother Lucy, who had driven an electric Hypercraft Sierra Echo up the mountain as a competitor earlier in the day. Though her arrival signaled everyone to get ready for the drive down, all the racers posed for a group photo with Lia, Lucy, and the Block Porsche Hoonipigasus in the foreground.

OTHER NOTABLE FINISHERS

Kathryn Mead, driving a Time Attack Cayman GT4 RS Clubsport, just missed the podium in her class, but set a women's record for four-wheeled vehicles racing up the mountain. Her time of 10:53.074 nicked the record 10:54.901 set by Vanina Ickx in 2018. Other Porsche drivers included Robb Holland in 22nd overall in a Cayman GT4 RS Clubsport; Chris Becker in a Cayman Clubsport in 39th; Andy Kingsley in a 2002 911 Twin Turbo in 41st; and Gilles Nadeau in a GT4 Clubsport in 45th.

Of the non-Porsches, three-time King of the Mountain Robin Shute became a four-time King, driving to a



From top: Robin Shute was King of the Mountain. Romain Dumas took second overall in an electric Ford van. Raphael Astier drove an Alpine 110 Turbo to second in Open. Tanner Foust won Exhibition in a Radford.



time of 8:40.080 in his Wolf-Honda unlimited car. After missing two of the early test sessions because of his Le Mans commitments, Romain Dumas took second overall and first in Pikes Peak Open with the electric-powered and large Ford SuperVan 4 with a remarkable time of 8:47.682. Former Time Attack champion Raphael Astier was second in class to Dumas and third overall driving a well-prepared French Alpine A110 GT4 Evo. His time of 9:17.412 just barely knocked Donohue off the podium. Pikes Peak Porsche Trophy graduate Tanner Foust drove a Radford to the Exhibition class win with a time of 9:37.326. Randy Pobst, who has raced Porsches in many series, drove a Tesla Model S Plaid to a very respectable time of 9:54.901 and tenth overall, and claimed the car has more.

NON-FINISHERS

On a sadder note, Paul Dallenbach's ubiquitous winged roadster suffered mechanical issues all month and just barely made it past Brown Bush corner on the mountain's lower third on race day. BMW XM driver Matt Mullins made it only a half-dozen or so corners up from the start when an off-course excursion saw the big, powerful SUV doing several cartwheels through the forest. And one of the fans' sentimental favorites, Scott Birdsall's diesel-powered 1949 Ford F1 pickup truck, became part of the landscape two corners from the top when Birdsall fell victim to the bumps just before the Cog Cut corner that has caught so many off guard in recent years. But rather than landing in the boulders or on the cog-rail tracks outside of the corner, the Ford bounced and rolled several hundred yards down the hill. Fortunately, Birdsall was without serious injury, though the old Ford went home in several bins and baskets.

Racers and fans have been waiting for years for perfect weather on America's Mountain to see just what their cars and drivers are truly capable of, and 2023 was that year. Though it'll be some time and a major factory effort before someone breaks the overall course record of 7:57.148 set by Dumas in 2018, the 2023 Pikes Peak International Hill Climb was as good as it gets. Having such a great group of drivers and teams take Porsche to new heights was just icing on the cake. 🍷

