

MITCHELL

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PANORAMA

832

H. Mraz

75 YEARS OF PORSCHE MOTORSPORT

Contents

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Features

58 Porsche Motorsport 75

A comprehensive look at the triumphs and tribulations.

62 Top Ten Race Cars

The 917 is our choice for the top spot, but what car is next?

70 Timeline

Tracing this unbroken line of incredible achievement.

76 Top Ten Drivers

Our experts agree Jacky Ickx is the best. Who's next, though?

84 Top Ten Moments

Le Mans triumphs certainly top the list. Others might surprise.

90 Porsche Racing Posters

How many of these did you have on your walls? Or still have?

92 Top Ten Engineers

A look at the men who kept Porsche at the front.

96 Top Ten "Misses"

Not every car or program turned out great. Find out why.

102 "Debrief"

Learn what the drivers really think of each other.

108 Read On

Fill your mind and bookshelves with these recommendations.

110 Image Master

Racing photographer Hal Crocker chronicled an amazing era.

Departments

Back Story.....	4
Editor's Note.....	6
On the Grid.....	10
President's Note.....	12
Letters.....	18
Street Talk.....	20

Grid Walk.....	36
Club Racing Schedule.....	120
National Calendar.....	120
From the Regions.....	122
Tech Q&A.....	128
The Mart.....	132

Advertiser Index.....	144
Any Questions?.....	158
Audited Financial Statement.....	158
zwART.....	160

ON THE COVER: "Raceborn 917" Seventy-five years of racing distilled into a single moment of acceleration. A Porsche 917 emerges from a field of color and geometry, just as Porsche's racing legacy emerged from decades of experimentation, perseverance, and innovation. The image reveals itself only when the viewer changes perspective, a reminder that greatness is often discovered by looking beyond the obvious. The fragments trailing behind the car become visual traces of every lap, every victory, and every lesson learned along the way. The result is not simply a portrait of a race car, but a celebration of a marque forever shaped by competition.



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ON THE COVER >>> RACEBORN 917 >>> Illustration by Heidi Mraz

CONTRIBUTORS

BY JEFF MAJESKE

ON THE GRID

THE RICH HISTORY of Porsche Motorsport is the focus of this month's issue, as our experts Jay Gillotti and Sean Cridland review the past 75 years and name their top drivers, cars, moments, missteps, and more. Their observations for "Porsche Motorsport 75" begin on Page 58, and continue for more than 40 pages. We think you'll particularly enjoy reading how they "defend their line" in the various categories. We also have a few surprises in this extensive package as well. This is an appropriate issue as well to recognize photographer Hal Crocker, who chronicled many of the key races and drivers for nearly a half-century starting in the 1960s. Our retrospective of the "Image Master" starts on Page 110.



SEAN CRIDLAND

Sean Cridland grew up in upstate New York, where family trips to Watkins Glen and Lime Rock during the iconic racing days of the 1960s and '70s sparked his interest in photography as he took photos of legends of Formula 1, Can-Am, and Trans-Am racing. Besides writing and publishing the multivolume *Brumos: An American Racing Icon*, he also cowrote and published *Hurley: From the Beginning*. His most recent book is *Double Champion: Peter Gregg's 1973 IMSA GT and SCCA Trans-Am Seasons*. In addition, Cridland has contributed work on Porsche importer Max Hoffman for the book *Forty-Six: The Birth of Porsche Motorsport*, and several chapters to the most recent volumes of *Twice Around the Clock: The Yanks at Le Mans*. His writing and photography also can be found in his many articles for *Porsche Panorama*, *Excellence*, *356 Registry Magazine*, *000* magazine, and Porsche-themed websites Flat Sixes and Road Scholars. He resides in a small village in the mountains of Northern New Mexico.



FEATURED VIDEOS: SCAN THE QR CODES TO WATCH THE VIDEOS OR VISIT: youtube.com/@PorscheClubofAmerica



Examining Tuthill's 911K

We also head to TPC Racing to drive this incredible creation.



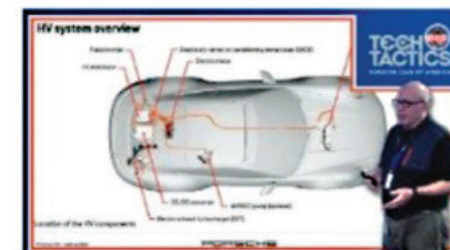
A 914 expert's favorite

You might be surprised at what Auto Atlanta's George Hussey picks.



The future of performance

A Technical Instructor explains T-Hybrid tech at Tech Tactics East.



Inside the Manthey kits

Learn more about the 992.2 GT3 and GT3 RS upgrades now available.



SCAN THE CODE

1 9 5 1 - 2 0 2 6

PORSCHE

MOTORSPORT

RACING HAS BEEN A DRIVING FORCE

at Porsche since the beginning of the company. This year, we celebrate the 75th anniversary of when and where it all started: A class win in the 24 Hours of Le Mans in 1951 in a 356 SL driven by Auguste Veuliet and Edmond Mouche. From there, Porsche continued to excel, winning at the world's most important circuits (or courses, for venues that didn't have actual roads). In these 40-plus pages, *Panorama* engagingly presents what we believe are the best drivers, most important cars, and thrilling moments. We also delve into the misses Porsche has suffered. Through all the triumphs and tribulations, Porsche has grown stronger and has rightfully earned its place at the pinnacle of the world's automobile manufacturers. The simple beauty of a Porsche is well-known, and has its roots in motorsport. As Ferry Porsche said: *"Timeless design is wasted if it cannot survive. This is why we race and test our cars so hard..."*



CELEBRATING PORSCHE'S RICH HISTORY IN MOTORSPORT

STORY BY SEAN CRIDLAND & JAY GILLOTTI PHOTOS FROM PORSCHE ARCHIVES



For this project, we're thrilled to have had the opportunity to call upon the expertise of two respected authors: Jay Gillotti and Sean Cridland, each of whom has published several Porsche-related books, hundreds of articles (including many in *Panorama*), and are eagerly sought as speakers for a variety of events. Jay and Sean provided all the words and, in some cases, some of the photos you'll see. Each provided a top 10 list and descriptions for the best cars, drivers, moments, engineers, and misses, along with their reasons. Although they agreed most of the time, we think you'll enjoy how they "defend their line" along the way. Each has been a true professional throughout this journey, and we think you'll enjoy the results.

Jay, who started his role as Historian for PCA earlier this year, has been a lifelong fan and student of Porsche's motorsport history, as Steve McQueen's *Le Mans* film left a deep imprint in his psyche at the age of 9. His first sports car race was at Lime Rock in 1979, won by Peter Gregg in his Brumos Porsche 935. Jay is known as a 917 superfan, but also lived through the 956/962 era as a passionate observer and went to Le Mans in 1985. All three of his books, *Gulf 917*, *Porsche Decades*, and the forthcoming *Secret Spyder*, *The 936 Story*, have in-depth focus on Porsche's motorsport history. Jay also had the privilege of moderating presentations with Brian Redman, Vic Elford, Derek Bell, Hurley Haywood, Patrick Long, and Alwin Springer, plus Rod Emory and Cameron Healy on the 1951 356 SL and the birth of Porsche motorsport.

Speed has been a part of Sean's life from an early age, as he enjoyed a successful career in ski racing and is one of the first skiers to go more than 200 kilometers an hour (124 mph). A former college instructor, Sean has hardly slowed down during his career in automotive journalism, photography, and film. The roots of this passion began as a young man growing up in New York with visits to Watkins Glen and Lime Rock during the 1960s and 1970s. His best-known books include the multivolume *Brumos: An American Racing Icon*, and *Hurley: From the Beginning*, which he cowrote. His most recent work, *Double Champion: Peter Gregg's 1973 IMSA GT and SCCA Trans-Am Seasons*, was reviewed in the June issue of *Panorama*. He's also been a prodigious contributor to other books, including history on Porsche importer Max Hoffman for *Forty-Six: The Birth of Porsche Motorsport*.



Top 10 RACE CARS

NO MANUFACTURER HAS COMPETED AS FIERCELY AS PORSCHE in as many classes, with as many different displacements and cylinder counts. Ferrari fans argue that the Scuderia experimented with large four-cylinder engines and the Dino V6 in racing, but the vast majority of Enzo-era wins came with naturally aspirated, water-cooled V12s. Porsche's initial successes came with pushrod flat-fours of modest displacement in the 356 Speedster, graduating to the more sophisticated four-cam flat-fours of the 550, and the SOHC six of the 906. Eight- and 12-cylinder horizontally opposed air-cooled engines and turbocharging allowed Porsche to dominate from the 1970s on. The diversity of engineering solutions made Porsche a competition juggernaut. —RS



CRIDLAND

- 1 917
- 2 550 Spyder
- 3 911S, T, ST
- 4 956/962
- 5 356 Speedster
- 6 908
- 7 936
- 8 935
- 9 919
- 10 RS Spyder

DEFENDING THE LINE:

I think that Jay and I are working from slightly differing sets of criteria. I don't challenge his choice of great cars as cars. But I also look at the impacts those cars have on the record and reputation of Porsche the company. Hence, I elevate the 550, the air-cooled 911 series, and the 356 Speedster so highly because of their impact on the racing world and the universal appeal they exuded as they won on Sunday and sold on Monday. Unfortunately, that meant leaving off some other very significant prototype and formula cars.



GILLOTTI

- 1 917
- 2 956/962
- 3 550 Spyder
- 4 911 RSR
- 5 935
- 6 919
- 7 936
- 8 RS Spyder
- 9 718
- 10 908

DEFENDING THE LINE:

I tried to focus on factory-entered, series-produced racing cars that had longevity in addition to results. I tend to be a purist on some of these historical points, where Sean is more open-minded. I also favor the high-speed, Le Mans front runners, but I appreciate Sean's inclusion of important racers based on street cars. Our lists differ mostly by ranking order.

917

The combination of power, speed, and beauty remains as evocative as ever. The 917 brought Porsche its first two Le Mans victories, two Can-Am championships, and more than 75 victories around the world. Considered by many to be the greatest racing car of the 20th century. —JG

The legendary superstar of all Porsche racing cars, the one that changed everything about the company's image as a serious builder of performance racing and street cars. After losing Le Mans to the privateer John Wyer/Gulf Racing Ford team in both 1968 and 1969, Porsche pulled out all the stops to leverage the new Group 4 regulations to build what were essentially 25 prototype-level cars. Between its Le Mans victories in 1970 and 1971, the 917 dominated the World Championship for Makes, and in its turbocharged form, demolished the competition in the North American Can-Am series, elevating forever the reputation of Porsche as a major manufacturer. —SC

550 Spyder

This was Porsche's first purpose-built racing car for both factory entries and sale to customers. The 550, 550A, and their successors accounted for hundreds of class and overall wins around the world, not to mention Porsche's first overall victory at the Targa Florio in 1956. —JG

Yes, it's the car from James Dean's fatal crash, but it was also Porsche's first real racing car, one that built the company's giant-killer reputation by winning many class and overall victories against much more powerful machinery. The 550 Spyder also contributed to the reputations of legendary drivers Hans Herrmann, Fritz von Hanstein, Hans Stuck (Sr.), John von Neumann, Stirling Moss, Briggs Cunningham, Ken Miles, Wolfgang von Trips, Richie Ginther, Jack McAfee, Bob Donner, Al Holbert, Denise McCluggage, Roger Penske, Pedro Rodriguez, and many, many others. —SC



956/962 ▶

These cars were dominant from 1982 through 1987, winning six Le Mans races in a row, five World Endurance Championships, and three IMSA championships in period. The platform was still competitive into the early 1990s and a modified "GT1" 962 won at Le Mans as late as 1994. —JG

As the GT-based silhouette formula ended, Porsche emerged in 1982 with the purpose-built Group C and GTP chassis/engine/transmission combination that dominated for several years with both factory and independent efforts. It also had an almost unbelievable 12 years of competitive life, winning seven overall Le Mans victories between 1982-'94, not to mention the many world and national titles it dominated. —SC



935 ▶

Porsche's Group 5 "silhouette" racer won the World Championship of Makes for the factory in 1976 and 1977. Immediately purchased, copied, and developed by Porsche customers, the 935s dominated sports car racing from 1976 into the early 1980s, accounting for numerous national championships and the 1979 24 Hours of Le Mans victory for the Kremer K3 version of the 935. 935s also won six 24 Hours of Daytona and six 12 Hours of Sebring races. —JG

The monster of the silhouette era of GT racing, so dominant was its performance in every major series of the late 1970s and early 1980s that it was rare to see another marque on the grid. In North America, cars entered by Peter Gregg's Brumos, Ted Field's Interscope Racing, the Whittington brothers, John Fitzpatrick, and others, made the fire-breathing 935 the car to watch. In Europe, the Kremer brothers developed their own versions. At the 1979 edition of Le Mans, 935s were first, second, and third, and took six of the top ten spots. —SC



936 ◀

Porsche's "parts bin" Group 6 prototype won Le Mans three times, finished second twice, and won the 1976 World Sportscar Championship, plus contributed to the 1982 DRM championship for the Joest team. —JG

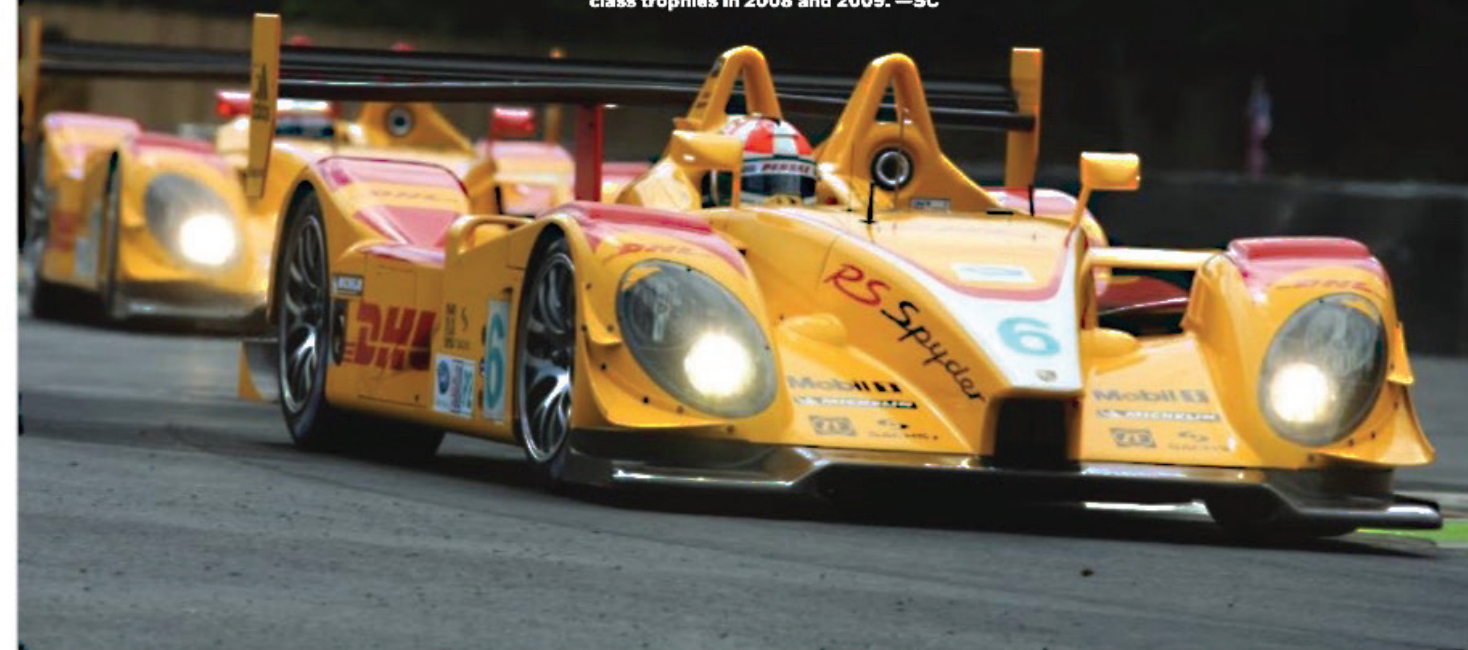
It was originally an amalgamation of 908, 917 Turbo, and a few new parts, championed by Joest Racing before eventually becoming Porsche's factory car in competition against Alpine-Renault at Le Mans. Each year becoming ever-more refined, it took victories in the French classic in 1976, 1977, and 1981. —SC



RS Spyder ▶

A kind of a throwback to Porsche's earlier "giant-killer" cars, the RS Spyder was an LMP2 that often competed against and sometimes beat the LMP1 cars in the American Le Mans Series. It also brought Porsche two class wins at Le Mans in addition to three LMP2 championships in the ALMS. —JG

During a period when the Audi R-series diesel prototypes were all-dominant, the RS Spyder run by Penske, Dyson, and a few other teams dominated the LMP2 class, and took several overall wins as well. Though it never scored overall wins at Le Mans, it took class trophies in 2008 and 2009. —SC





919 ▶

Porsche's first gasoline-electric prototype racing car won Le Mans three times and three World Endurance Championships. The 919 "Evo" shattered the outright lap record at the Nürburgring. —JG

This car is significant in several ways, most notably by returning Porsche to the top step of the Le Mans podium in 2015 after a 17-year absence, then taking another two wins after that. It also demonstrated Porsche's commitment to hybrid technology. —SC



908 ▶

Through multiple iterations, the 908 contributed to three World Sportscar Championships for Porsche. It won the Targa Florio twice and took four major wins at the Nürburgring. The competition career of the 908 lasted an incredible 15 years. —JG

At the close of the Ford/Ferrari fights for endurance supremacy and the institution of the 3.0-liter formula for Group 6 prototypes, it was Porsche's 908 that emerged as an elevation of Porsche performance, then as a World Champion. Though it never won at Le Mans, it took many victories at such endurance classics as the Nürburgring 1000 km and the Targa Florio. Seemingly retired from competition with the advent of the silhouette/GT Group 5 formula, it eventually formed the foundation for the earliest version of the 936. —SC

718 ▶

A further development from the 550 series, starting in 1958, when the RSKs finished third and fourth overall at Le Mans. In 1959, the 718 brought Porsche its second overall victory in the Targa Florio. The successors—718 RS60, RS61, and GTR—brought Porsche its first overall victory at Sebring, plus two additional wins at the Targa. —JG



911 RSR ▶

In 1972, Porsche made the momentous decision to focus on the 911 as a competition car. The result was the RSR, which in 1973 won overall at Daytona, Sebring, and the Targa Florio. The first RSR led to many victories for Porsche over the next 10 years with 911-based racing cars. —JG



911S, T, ST ▶

Even before the Carrera RSR, the 911 already was taking class and overall wins in both rallying and road racing. 911-based cars took many victories in the Trans-Am and IMSA GT series of the late 1960s and early 1970s, building the image of the 911 in the marketplace. —SC

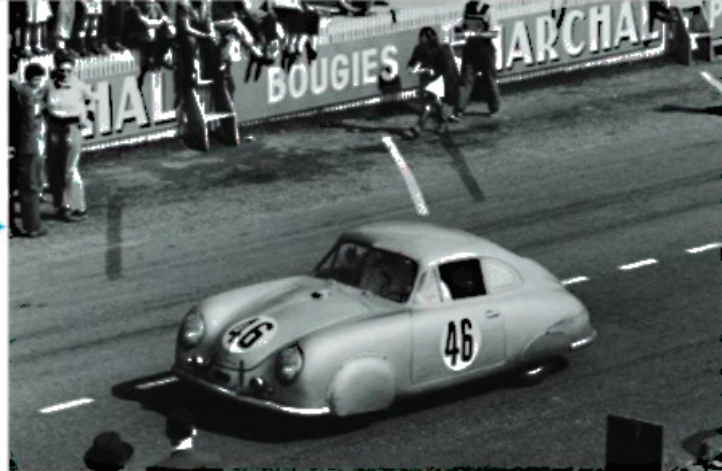


356 Speedster ▶

The car that built the Porsche racing legend in America, whether driven by legendary figures such as Bruce "King Carrera" Jennings, Dan Gurney, Jim Hall, Ruth Levy, Ronnie Bucknum, or many others. —SC



2019 Goodwood Members' Meeting featured the 50th anniversary of the 917. In the back row are two 917/30s. In the front row, left to right, the first 917 newly restored, a Gulf 917K, and a 917/10.



1951: First Le Mans entry and class win.



1953: First purpose-built Porsche racing car: 550.



1956: First overall win at the Targa Florio.



1954: 356 Speedster introduced in September and first raced in October.



1962: Only Formula 1 victory.



1967: Porsche wins first of nine Trans-Am Championships.



1968: First 24-hour race win at Daytona, and 911 wins Monte Carlo Rally.



1973: First overall win in a major race for a 911 (Daytona).

1951

1953

1954

1956

1960

1962

1966

1967

1968

1969

1970

1971

1973



1960: First class win for Porsche at the Pikes Peak Hill Climb.



1966: Start of Piëch "plastic Porsche" era.



1969: First World Sportscar Championship.



1970: First overall win at Le Mans (917).



1971: Brumos-entered 914-6GT wins first IMSA GT championship.

Porsche Motorsport Facts

■ Prior to the Porsche 550, Porsche customers such as Petermax Müller, Walter Glöckler, and Otto Mathé built VW and Porsche-based "specials" for racing.

■ **1951:** Hubert Brundage, founder of Brumos, began his feud with Max Hoffman when the importer turned down Brundage's request for a Porsche engine for his own shop-built race car, only to show up at the Palm Beach race two weeks later driving a Glöckler.

■ **1955:** Though Jim Hall is generally credited with the first high-wing for downforce on a sports car, Porsche driver Michael May debuted one on a 550 Spyder at the Nürburgring.

■ The spiritual father of the Corvette, Zora Arkus-Duntov, drove at Le Mans for Porsche in 1954 and 1955.

■ Roger Penske first raced a Porsche in 1958 and won more than 25 races in Porsches before retiring to concentrate on team ownership. This led to three highly successful racing partnerships with Porsche.

■ **1959** is the only year in the past 75 in which no Porsches finished the 24 Hours of Le Mans.

■ In the late 1950s, Helmut Bott devised an early form of telemetry using the driver's voice to mark sections of the track on a tape recorder.

■ **1960:** Porsche takes its first class victory on Pikes Peak with Bob Donner driving an RS60.

■ **1961:** Roger Penske pairs with Bob Holbert at Sebring in the Brumos RS61 to place fifth overall. They were the first non-Ferrari finisher and winner of the Sports 1600 Class.

■ For crash testing, the 904 shell was suspended by a crane and dropped on its nose!

■ **1965:** When Hubert Brundage passed away at the end of 1964, the Southeast Porsche distributorship was passed on to Johnny von Neumann.

■ Ken Miles, better known for his involvement with the Ford GT program, made his name driving Porsches for Johnny von Neumann in the 1950s.

The week after his near-win at Le Mans in 1966, he was driving a 906 at Watkins Glen.

■ Porsche's tiny 909 hill climb racer was designed to run with a pressurized fuel cell and no fuel pump to save weight.

■ In the late 1960s/early 1970s, VW supported a portion of Porsche's racing budget on condition that the cars remain air-cooled.

■ Endurance racing champion Hurley Haywood was discovered by Peter Gregg at a parking lot autocross in 1968, when the Corvette-driving teenager beat the professional Gregg.



1976: Porsche 934 is the first Turbocharged car to win the Trans-Am Championship.

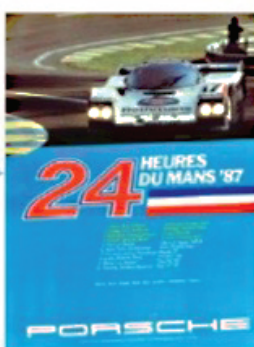


1986: TAG/Porsche engine powers third consecutive F1 world championship McLaren.



1979: 911-based 935 wins Le Mans.

1987: Porsche completes streak of seven straight Le Mans wins.



1994: 962 GT1 wins Le Mans.

■ In 1970 at Daytona, Brian Redman drove the second-place 917 with Jo Siffert, but also took a stint in the first-place Gulf 917.

■ Most of the featured cars in the film Le Mans were leased to McQueen's Solar Productions by Jo Siffert.

■ **1970:** Five of the top seven finishers of the 1970 Watkins Glen Can-Am were endurance-version 917Ks.

■ In 1971 Gulf Oil printed eight million giveaway posters for Steve McQueen's racing film Le Mans.

■ Before settling on a turbo engine for the 917/10 Can-Am car, Porsche experimented with a flat 16-cylinder version of the 917 engine.

■ Preparation for the 917/30 included an extendable test-bed chassis to determine the optimum wheelbase.



1998: 911 GT1 wins Le Mans.



2003: Racer's Group 911 GT3 RS wins 24 Hours of Daytona overall.



2009: Porsche-powered Daytona Prototype wins 24 Hours of Daytona.



2010: Porsche Cayenne-powered Daytona Prototype wins 24 Hours of Daytona.



1976: First win for a turbo-charged car at Le Mans (936).



1982: 924 wins IMSA GTO class at Le Mans.

■ **1973:** The Mary Stuart Carrera RSR (R7) that finished fourth overall at Le Mans is the same "longtail" RSR that Brumos raced in the 6 Hours of Watkins Glen. It's also the only production-based car to ever

score points in the Can-Am series when Peter Gregg placed eighth at the Watkins Glen round. The Penske "longtail" (R6) also ran in a different configuration to win overall at the Targa Florio.

■ Though generally known as a Porsche racer for virtually all his career, in 1976, Peter Gregg raced for BMW against his own Brumos Porsche team, which that year was run by Jim Busby.



2008: Porsche/Penske Spyder RS wins 12 Hours of Sebring overall.



2015: 919 wins first of three consecutive Le Mans races.

■ Despite the popularity of "Safari" builds, Porsche never actually won the East Africa Safari Rally.

■ In 1978, Peter Gregg finished both first and ninth in the 24 Hours of Daytona.

■ Paul Newman finished second at Le Mans in 1979 in a Porsche 935. The same chassis went on to win at Daytona in 1981 and Sebring in 1983 (configured as a 934).

■ The 956 was the first monocoque Porsche racing car and the first to have underbody ground-effect aerodynamics. In a special test, the 956 was four seconds faster than the mighty 917/30 around the Weissach test track.

■ "Nobody's perfect" – At Le Mans in 1983, Porsches filled nine of the top ten finishing places. The Porsche newspaper ad appeared on posters and on T-shirts.

■ In 1986, the 961 version of the 959 became the first four-wheel-drive car to race at Le Mans.

■ Hurley Haywood is the only driver to win Le Mans pre- and post-chicanes being added to the Mulsanne straight. All three of his wins came in Porsches. Haywood is also the only one to win in the 936, 956, and Dauer 962.

■ In 1984 a Porsche 911 Turbo S LMGT car won the first International auto race in China.

■ Porsche's 1995 Le Mans-winning WSC car was based on an ex-Jaguar XJR-14 chassis.

■ Porsche's 1998 Le Mans-winning 911 GT1 was Porsche's first all-composite chassis.

■ Brian Redman worked with Porsche in 1998 to put on the "Double 50" anniversary event at Watkins Glen, a forerunner to Rennsport Reunion and an important moment in the growth of vintage racing.

■ Porsche's LMP2 RS Spyders harkened back to Porsche's early "giant-killer" reputation by occasionally winning races against LMP1 cars.



2019: Porsche enters Formula E.



2023: AO Racing's 911 GT3 R REXY makes its debut. The livery becomes a phenomenal fan favorite in sports car racing.

2024: Porsche wins its first Formula E World Championship, Pascal Werhlein driving. In 2025, Porsche clinched its first team and manufacturer championships.



2024: Porsche/Penske Motorsport 963 wins the 24 Hours of Daytona. It is Penske's third major partnership with Porsche and their first sports car win at Daytona since 1969.

2019

2023

2024

2025

2026



2024: Porsche 963 drivers win FIA World Endurance Championship.

2025: Second straight IMSA championship for Penske/Porsche 963.



2026: Porsche/Penske team 963 wins third 24 Hours of Daytona in a row.

■ In 2010 the Lozano brothers won the 24 Hours of Daytona with a Cayenne-based engine in their Grand Am car. Also in 2010, Porsche nearly won the 24-hour race at the Nürburgring with its flywheel-system hybrid 911 GT3R.

■ The Cayenne V8 program was brought into being "thanks" to a conspiracy among Bob Snodgrass, Jim France, Alwin Springer, and Hartmut Kristen. Renowned builder Robert Yates assessed the project as viable, but had to turn it down due to contractual commitments with Ford, recommending the Lozano brothers.

■ In 2018, the 919 Evo shattered the lap record at the Nürburgring, with Timo Bernhard driving. Stefan Bellof's 1983 record in a 956 stood for 35 years and was thought to be unbeatable for much of that time.

■ 2022: A modified street version of the 911 Turbo S placed second overall and beat the Brumos GT2 RS Clubsports at Pikes Peak. Driver David Donner praised the car's power and handling—and its heater/defroster.

■ 2025: Porsche Penske Motorsport withdraws from the WEC, meaning it will not contest the 24 Hours of Le Mans in 2026.



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Top 10 DRIVERS

SINGLING OUT THE TOP PORSCHE DRIVERS OF THE LAST 75 YEARS is a Herculean task. Because Porsche's F1 footprint is nearly nonexistent, it's natural that most of the drivers we've selected came from the world of endurance racing, with reputations made at places such as Le Mans, Spa, the Nürburgring, Daytona, Sebring, the Targa Florio, and the Mille Miglia. Porsche legends come from every decade in postwar racing. Nick Tandy and Earl Bamber are heirs to the legacy of 1960s legends such as Hans Herrmann and Jo Siffert. And at the risk of picking on Ferrari, as Vic Elford was fond of saying, Porsches were robust—they'd likely get you home in one piece. Far more Porsche legends survived into old age than Ferrari heroes. —RS



CRIDLAND

- 1 Jacky Ickx
- 2 Hans Herrmann
- 3 Derek Bell
- 4 Hurley Haywood
- 5 Al Holbert
- 6 Vic Elford
- 7 Mark Donohue
- 8 Jo Siffert
- 9 Romain Dumas
- 10 Peter Gregg

DEFENDING THE LINE: Porsche's 75-year racing history is filled with dozens, if not hundreds, of great drivers, so choosing only 10 means leaving out so many great champions that it's painful.



GILLOTTI

- 1 Jacky Ickx
- 2 Derek Bell
- 3 Hans Herrmann
- 4 Hurley Haywood
- 5 Jo Siffert
- 6 Nick Tandy
- 7 Vic Elford
- 8 Hans Stuck
- 9 Earl Bamber
- 10 Pascal Wehrlein

DEFENDING THE LINE: My list is based purely on results for the drivers in factory Porsche entries. Taking a hard line on this technicality is the reason that great drivers such as Mark Donohue, Al Holbert, and Peter Gregg are missing.



Jacky Ickx

With four Le Mans wins for Porsche and 28 victories for the factory, Ickx heads the list. He was also a valuable test and development driver for Porsche. For 10 seasons between 1976 and 1985, Ickx was Porsche's number one driver and personified the team. —JG

It would be hard to imagine any other driver at the top of this list, not only for his many accomplishments in a variety of cars and series, but for the dominant style in which he achieved them, taking many pole positions, fastest laps, and victories. —SC



Derek Bell

Bell has four wins of his own for Porsche at Le Mans, not to mention multiple WEC and IMSA championships. His tally of 62 races and 18 wins driving Porsches for the factory rivals Jacky Ickx's total. —JG

Often teamed with Jacky Ickx during the 956/962 years for many wins, Bell's Porsche career extended back to the 917 era, when he took many podiums and the occasional win. Then, paired with Ickx, Stefan Bellof, Hans Stuck, and Jochen Mass in Europe, and Al Holbert and Gianpiero Moretti in North America, Bell produced dozens of Porsche wins. A goldenly smooth voice paired with an articulate power of description also contributed to his legendary status on this list. —SC



Hans Herrmann

Known for his longevity as a Porsche driver and with three legendary or significant performances for Porsche. A third-place solo drive and class win in Mexico in 1954 with the 550 led to the "Carrera" designation for future Porsches. The 1954 Mille Miglia with Herbert Linge in which they ducked under a rail-crossing barrier to finish sixth is also the stuff of legends. In 1969 he helped Porsche to its first World Sportscar Championship, and in 1970 his steady hand brought Porsche its first win at Le Mans, co-driving the 917 with Richard Attwood. —JG

In addition to being one half of the driving team that took Porsche's first overall Le Mans victory, Herrmann's career with the company stretched all the way back to the early 1950s with the 550 Spyder and included virtually every model of Porsche racing car, taking class and overall wins during that nearly 20-year period. —SC



Hurley Haywood

He earned three Le Mans wins in three different decades for Porsche, plus more "Triple Crown" endurance racing victories than any other driver (all in Porsches). —JG

The often-understated Haywood let his time behind the wheel do his talking. Starting his professional career with back-to-back IMSA championships in less-powerful cars was a good start, but he then showed his will in long-distance races, such as Daytona and Sebring, and an innate talent for handling the 917/10 in Can-Am, then the 936 and 956 and 962 at Le Mans. Had he not broken his leg at Mosport in 1983, he might have continued his pairing with Al Holbert and won two or even three more times at Le Mans. His status is also cemented by his easy demeanor and popularity with fans, sponsors, teammates, and competitors. —SC



Jo Siffert

Arguably Porsche's lead driver from 1967 through 1971, Siffert contributed to three consecutive World Sportscar Championships and won 12 championship-level races for Porsche during that period. —JG

With a list of co-drivers that included Brian Redman, Hans Herrmann, Pedro Rodriguez, and Vic Elford, and winning in virtually every racing car from the 904 to the 917, Siffert was with Porsche through every stage of its championship buildup of the late 1960s and early 1970s, taking wins in nearly every major race except for Le Mans. Siffert was also the original Porsche entrant for the 917 Can-Am program, twice finishing fourth with a limited racing schedule. He's also remembered for leasing many of the cars Steve McQueen used in *Le Mans*. —SC



Vic Elford

Drove for the factory or semifactory teams from 1967-'71. Won the Monte Carlo Rally, Daytona 24 Hours, and the Targa Florio in 1968. Also won the Sebring 12 Hours in 1971, plus three 1000 km races at the Nürburgring for Porsche. Also won the Marathon de la Route 86-hour event at the 'Ring. Elford was an important voice in encouraging Porsche to develop the 911 as a racing and rally car. —JG

Though he didn't have the number of wins of some of the others on this list, Elford deserves a spot in the Porsche racing pantheon for both his versatility and his pure commitment to speed. Besides winning the Monte Carlo Rally with a 911 in 1968, Elford was a staple for the Porsche factory team all through the late 1960s, showing his true talent on the most-demanding circuits, such as the Nürburgring and the Targa Florio. He also was an early proponent of the 917 when many of his teammates avoided it. —SC



Mark Donohue

Donohue's tenure as a Porsche driver is shorter than most of our honorees, only really racing Porsches from 1972-'74, and also doing development work for and racing the 917/10, the 917/30, and the Carrera RS, and IROC Carrera. His impact was mighty: Donohue engineered the 1972 upset of McLaren and might have won the championship that year if not for a scary end-over-end crash at Road Atlanta. He then dominated the 1973 Can-Am season and took the inaugural International Race of Champions before setting a new closed-course speed record at Talladega. A short—but extremely successful—run with the German marque. —SC



Peter Gregg

Though his racing was largely limited to North America except for a few notable appearances at Le Mans, Gregg took several significant victories and championships in Porsche's largest market. He was responsible for a few of Porsche's Trans-Am championships, five IMSA GT championships, and four Daytona 24-hour victories. His Brumos team increased the popularity of the Porsche brand during the 1970s. —SC



Al Holbert

Growing up the son of a successful Porsche racing father (Bob) and being nurtured by both Roger Penske and Mark Donohue didn't hurt, but Al Holbert developed his own unique sets of skills as a driver, engineer, and team owner, giving him the edge on many of his competitors. Besides taking multiple victories in the endurance classics Le Mans, Daytona, and Sebring, Holbert won several SCCA and IMSA championships, earning him a top spot in Porsche's racing history. —SC

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Hans Stuck

He has two Le Mans overall wins plus one class win for Porsche. He also contributed significantly to three WEC manufacturer's championships, with six outright wins and shared one driver's championship. Stuck also broke the Le Mans average speed record in 1985, becoming the first to lap in excess of 155 mph. —JG



Nick Tandy

Eight factory entries at Le Mans, won in 2015. Contributed to multiple IMSA and FIA GT championships for Porsche. Only driver to win all four major 24-hour races (Le Mans, Daytona, Spa, and Nürburgring), and he won all four in Porsche cars. —JG



Earl Bamber

Bamber has five factory Porsche Le Mans entries, two Le Mans wins in the 919, plus one IMSA GTLM Championship. He worked his way up from a Porsche Cup Asia championship to winning the Euro Supercup series and racing in IMSA for Porsche. He also has a class win in the Bathurst 12 Hour race in a Porsche. —JG



Pascal Wehrlein

Wehrlein has been the mainstay driver for Porsche in Formula E for the past six seasons, with nine victories and counting. His wins include Porsche's first in Formula E (at Mexico City in 2022) and the 2023-24 Formula E World Championship. He was also the youngest-ever DTM champion, although that was racing for Mercedes-Benz. —JG



Romain Dumas

A factory driver who has almost never raced exclusively for Porsche, the multitasking Frenchman has won in Porsches at Le Mans, Spa, Nürburgring, Sebring, and Pikes Peak in several classes, including Rally, GT, LMP2, Hybrid Prototypes. He even set a world record for altitude when he drove a Porsche 911 to the top of the Ojos del Salado volcano in Chile. —SC

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Martini-Porsche legends
at Le Mans, left to right:
911 Carrera RSR, 936, and 935.

Top 10 MOMENTS

OF ALL THE motorsport categories that we've highlighted in these pages, this one was perhaps the most difficult. Seventy-five years is a long time, and most of those years had at least one, if not more, moment for the ages. It's also the topic that generated the most disagreement between our two experts, with Umberto Maglioli's first-place finish at the 1956 Targa Florio making Jay Gillotti's list, but not Sean Cridland's, and an epic Pikes Peak victory finding favor with Cridland, but not Gillotti. —RS



CRIDLAND

- 1 1951 Le Mans
- 2 1970 Le Mans
- 3 1968 Daytona podium sweep
- 4 1967-'69 Trans-Am under 2.0-liter championships
- 5 1973 Daytona and Sebring wins
- 6 Le Mans 1979
- 7 The 1972 SCCA/CASC Can-Am championship
- 8 1960 Pikes Peak
- 9 1982 Le Mans sweep with the 956
- 10 Paris-Dakar wins in 1984 and 1986

DEFENDING THE LINE:

As with the previous category, my list differs from Jay's in that I'm looking at how Porsche's history in racing has affected and contributed to Porsche's reputation not only in the world of motorsport, but among its many fans and ownership base.



GILLOTTI

- 1 1970 Le Mans
- 2 1951 Le Mans
- 3 1977 Le Mans
- 4 TAG program
- 5 1982 Le Mans
- 6 1956 Targa Florio
- 7 1968 Targa Florio
- 8 1973 Can-Am 917/30
- 9 1973 Daytona
- 10 2015 Le Mans

DEFENDING THE LINE:

There have been so many great moments in 75 years that narrowing to a top 10 is pretty much impossible. The 1968 Daytona and 1973 RSR results are certainly worthy. (1973 Daytona made my list.) Once again, Sean is thinking outside the box (sometimes way out!), while I am sticking mostly to factory-direct efforts from Porsche's racing program. We should note that Porsche's great successes in GT racing aren't easily distilled to one moment.

1970 Le Mans ▶

Porsche's first overall win at Le Mans, and with the legendary 917. This really put Porsche on the map and set the stage for 20 years of dominance at Le Mans. —JG

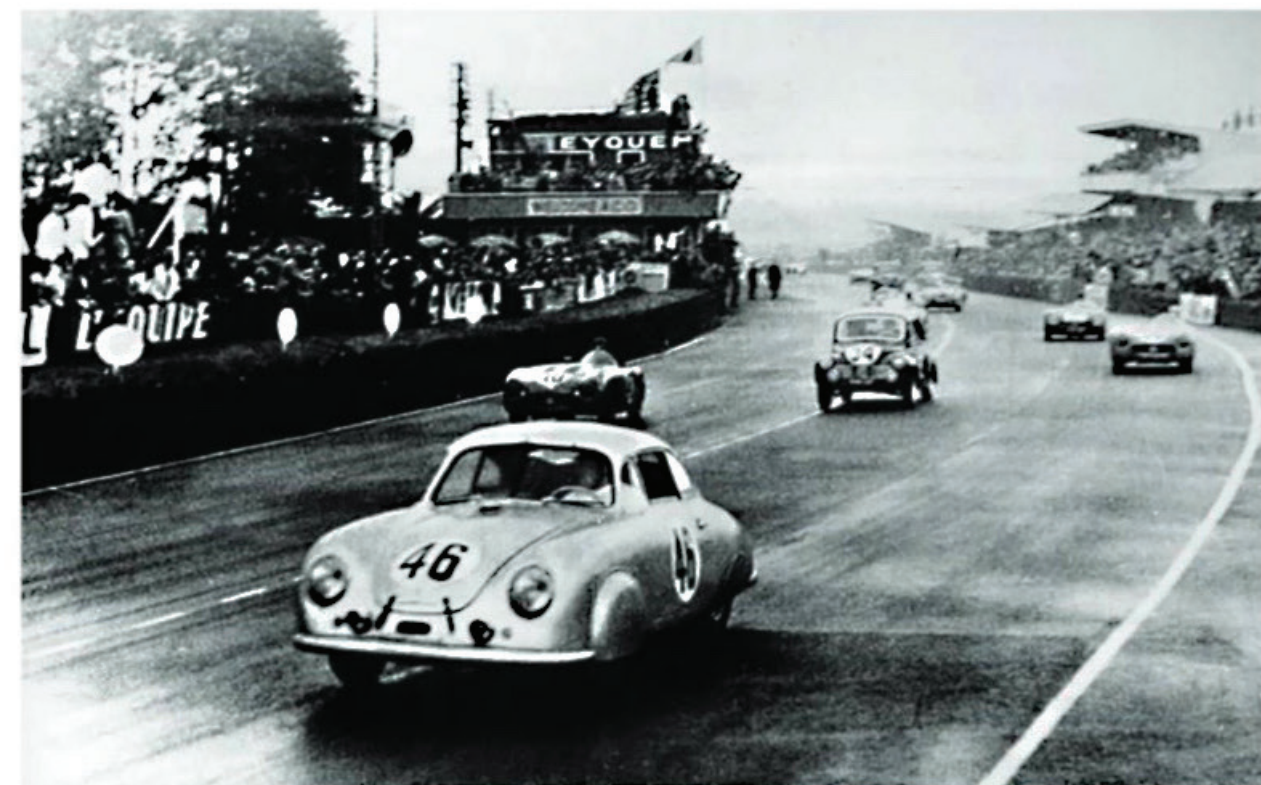
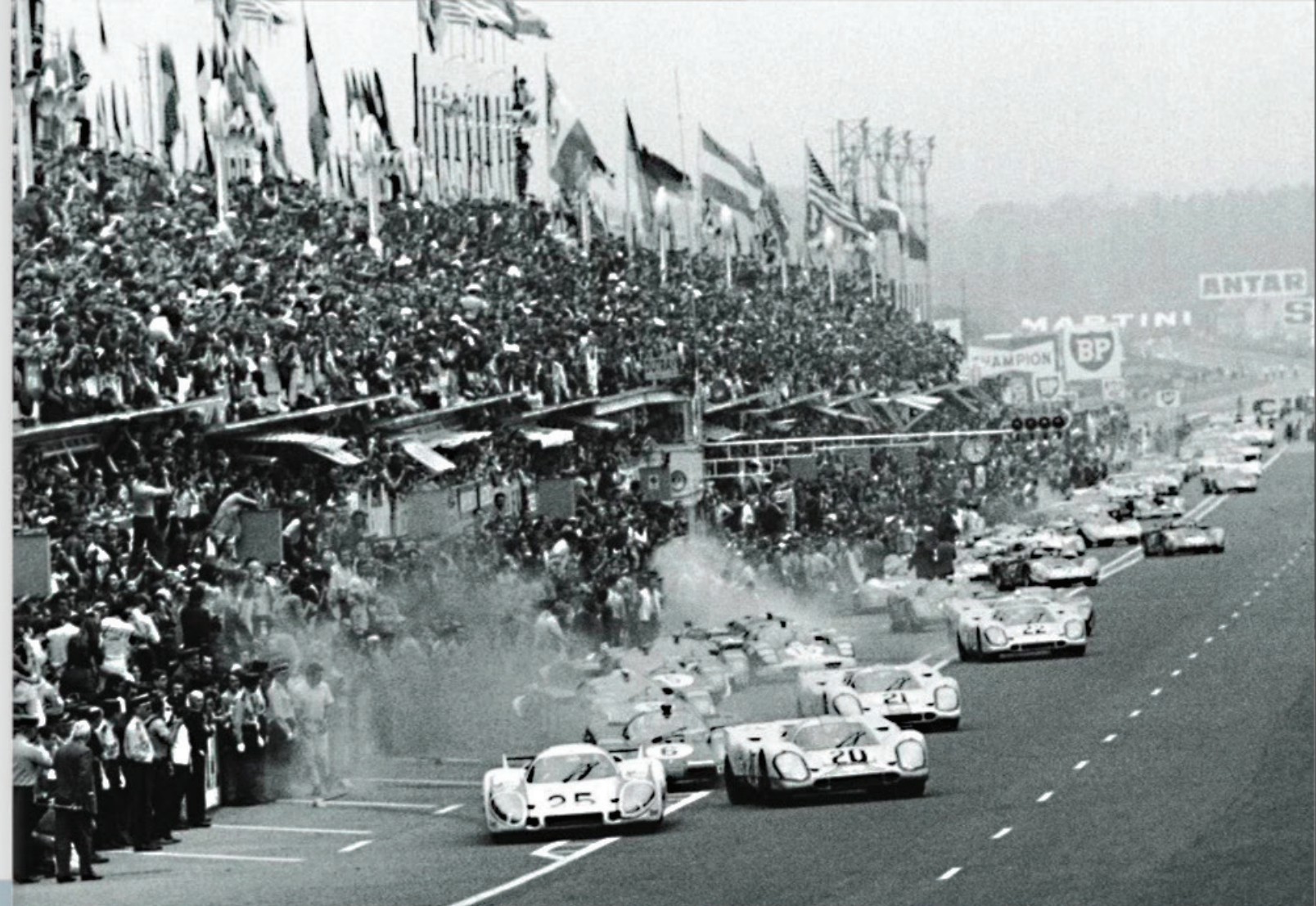
By 1970, Porsche had become the default winner of the 2.0-liter class for many years. Then, once the FIA moved to smaller-displacement engines within the prototype classes, the 907 and 908 programs advanced to the edge of overall glory. It took the might of the 917 program, developed by Porsche AG in conjunction with John Wyer Racing, to get it there. But when they did, it took Porsche to a new level of respectability in the racing world. That win was repeated in 1971 and set the stage for 18 more in the French classic. —SC



1951 Le Mans ▶

The "46" 356 SL became the first German car invited to Le Mans post-WWII. The performance and class victory for Porsche was the beginning of 75 consecutive years for Porsche racing at Le Mans. —JG

Though a class victory may not have the glorious weight of racing for and taking the overall wins that later years held, that first milestone meant that the wager came good, making way for the racing programs to follow. —SC





1973 Can-Am 917/30 ◀

After winning the Can-Am in 1972 with the 917/10, Porsche goes further with the 917/30, which produced upward of 1,200 horsepower. Mark Donohue won the final six races in a row for Penske Motorsport and called it "the perfect racing car." —JG

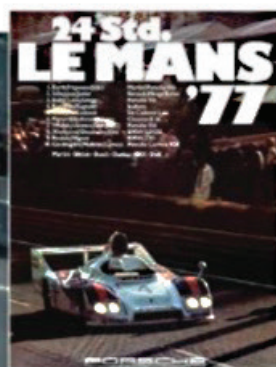
The 1972 SCCA/CASC Can-Am Championship: The Porsche 917 already had shown promise in the Group 7, no-limitations Can-Am, even in its endurance racing form at Watkins Glen in both 1970 and 1971. An open-top, lighter car showed promise in both 1969 and 1971. Better than the rest, it was no challenger to the all-dominant McLaren team until 1972, when Porsche developed a turbocharged version with radical bodywork and run by the famous Penske team. Though other cars such as the Chaparral and Lolas offered occasional challenges, it took Penske's 917/10K driven by George Follmer to beat the kiwi-orange cars. The next-level-development Porsche 917-30 had no challengers, but it was the 1972 car that broke the bubble. —SC

1982 Le Mans ▶

Porsche takes a brand-new car, the 956 in only its second race, to a 1-2-3 finish at Le Mans. It's also the first Le Mans race under the new Group C rules.

The 956/962s go on to win Le Mans six years in row. —JG

With announcement of the FIA Group C in 1980, Porsche put its best engineers to work on a car maximizing the rules. With the type 956 well tested and developed for June 1982, the No. 1, 2, and 3 cars finished in that order, crossing the finish line tightly grouped. —SC



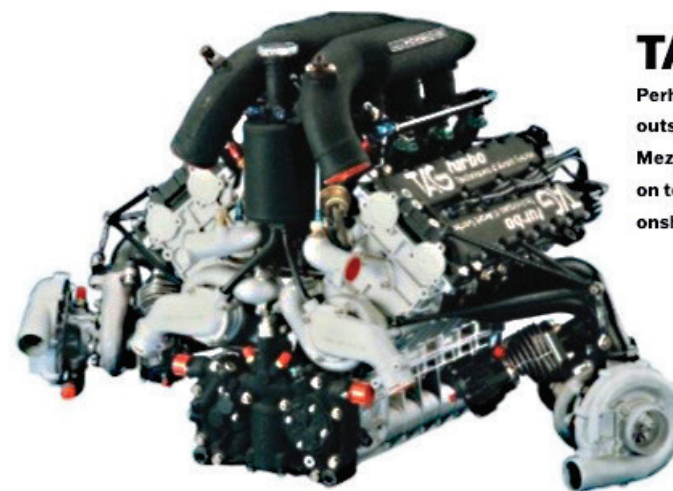
1977 Le Mans ◀

Jacky Ickx's greatest drive, with the winning 936 coming back from 41st place and 15 laps behind to take the victory. Notable for the mechanics' effort to get the car running on five cylinders for the final two laps as required by the regulations. —JG



1968 Daytona Podium Sweep ◀

After years of the Ford vs. Ferrari (and a little bit of Chaparral) story holding the attention of the motor-racing world, the rules for 1968 shifted to a 3.0-liter prototype class. Porsche stepped up from its established role as the 2.0-liter class winners and dominated the opening 24-Hour race of the 1968 season, bringing their cars home in formation, a la Ford at Le Mans in 1966 and Ferrari at Daytona in 1967. The privateer John Wyer/Gulf Ford team took that year's championship, but Daytona 1968 announced that Porsche was serious about taking overall wins. —SC



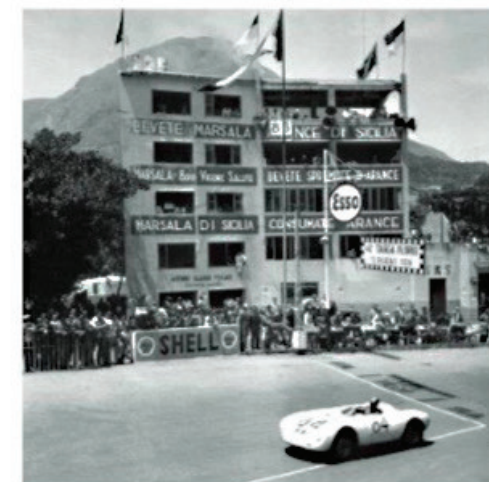
TAG F1 Program ▶▶

Perhaps Porsche's greatest effort for an outside client in 75 years of motorsport. Hans Mezger's engine design for TAG/McLaren went on to power three consecutive World Championships for Niki Lauda and Alain Prost. —JG



1956 Targa Florio ▶

Porsche's first win at the Targa Florio was with a 2-liter 550A against cars with much larger engines from Ferrari and Maserati. Umberto Maglioli drove solo for nearly eight hours to bring Porsche its first overall win in a world championship-level race. —JG



1967-'69 Trans-Am Under 2.0-liter Championships ▶

One long moment, but during the most classic years of the SCCA's pony-car championship, Porsche went nearly unchallenged with Tony Adamowicz and Peter Gregg the two main outstanding competitors carrying the Porsche marque to enough championships in a row that the car was outlawed for the 1970 season. —SC



1968 Targa Florio ◀

Vic Elford's greatest drive. After having a wheel come loose and then having a tire punctured with another wheel damaged on the first lap, Vic makes a furious comeback along with Targa veteran Umberto Maglioli. Vic drives 7 of the 10 laps and recovers from 18 minutes behind to win in his 907. —JG



1973 Daytona and Sebring wins ▲

The Daytona win with drivers Peter Gregg and Hurley Haywood prevailing overall with a GT-based car was already a major feat, and gave Porsche an early lead in that year's FIA Championship of Makes. To have it backed up at the 12 Hours of Sebring turned a statement into a declaration: the Carrera RSR is THE car to have in GT racing. It was proved as Gregg took both the IMSA GT and Trans-Am championships that season. —SC



2015 Le Mans ▲

First win at Le Mans for the 919, Porsche's first hybrid prototype racer. 919s finished first and second and defeated the dominant Audi Sport Team Joest. —JG



Paris-Dakar wins in 1984 and 1986 ▲

With Porsche already having established a solid reputation with traditional rallying, and the omni-talented Jacky Ickx looking to expand his palmarès, it was time for Porsche to explore "raid" style extreme events in the Paris-Dakar. In true Porsche custom, a full, multiyear program was undertaken, with teammate René Metge winning in 1984 with the 911-based 953 and Ickx in 1986 with a specially prepared 959. Given that the Stuttgart company also was dominant in Group C and in Formula 1 with the Porsche-developed McLaren TAG engine, the Dakar win seemingly proved that Porsche excelled at any challenge. —SC.



1979 Le Mans ▲

The 935 was already the car to have in any of the GT series around the world, but as a Le Mans challenger against the Porsche 936, the Mirage M10, and the Rondeau M379? Sure. 935s qualified third and fourth just behind the two factory 936s and ahead of many other prototypes. They were both fast and reliable. It didn't hurt that actor Paul Newman was in the second-place car. —SC



1960 Pikes Peak ▲

Bob Donner in his RS60 took Porsche's first class win on Colorado's mountain, a feat he repeated two more times, setting up several Porsche car and Porsche-powered buggy wins over the next seven decades, laying the groundwork for other successful Porsche mountaineer luminaries such as Jeff Zwart, David Donner (Bob's younger son), Bruce Canepa, Romain Dumas, Travis Pastrana, Loni Unser, and others. By 2025, nearly one-third of the entrants were Porsches. But it started with Bob Donner in 1960. —SC

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PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
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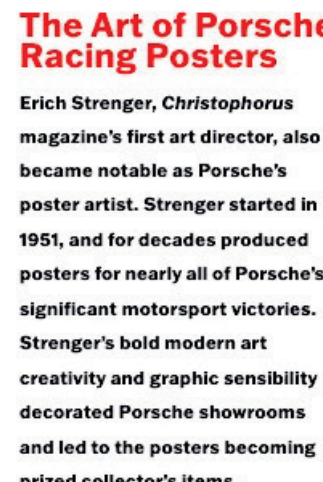
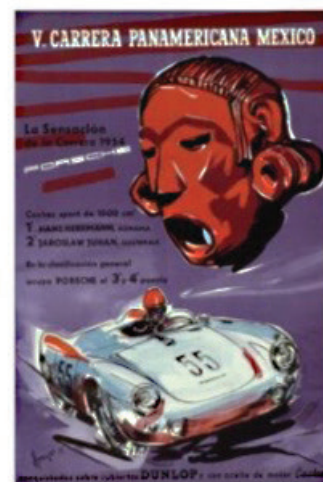
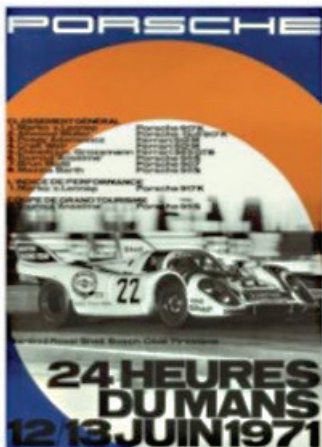
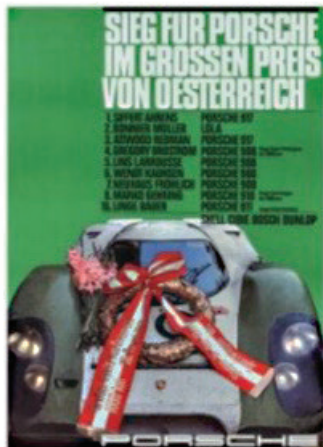
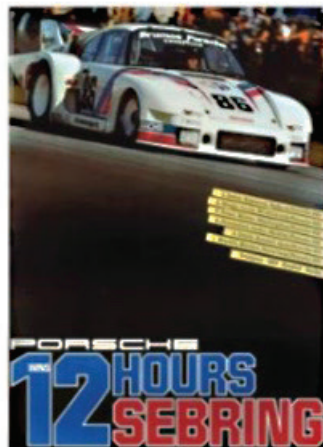
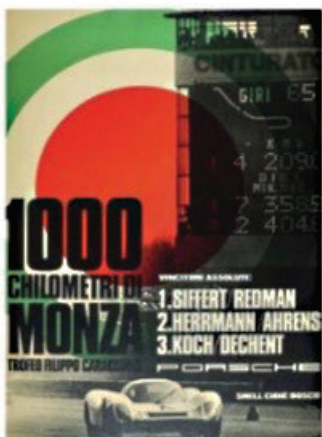
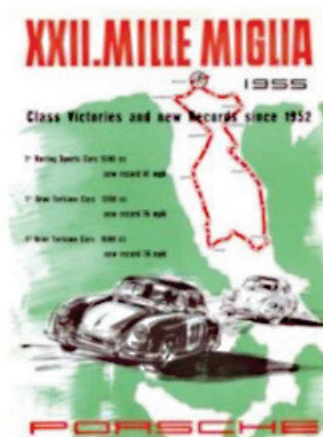
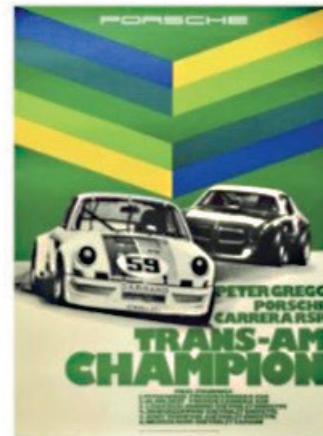
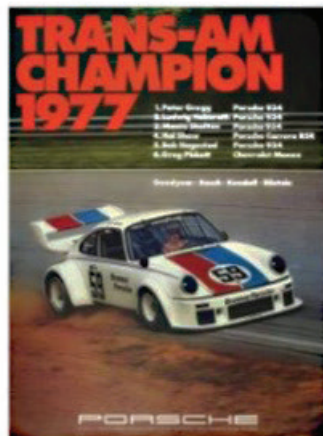
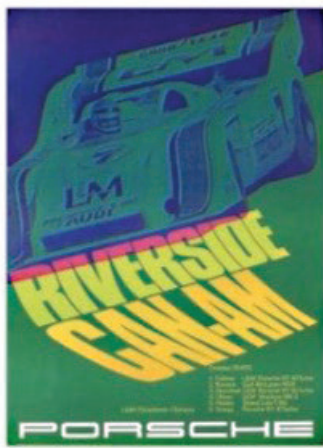
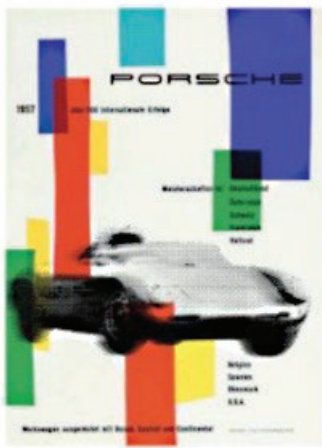
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Top 10 ENGINEERS

FROM THE BEGINNING, Porsche has been an engineer's company. It's in the corporate name, after all—Dr. Ing. h.c. F. Porsche AG. So it's no surprise that this was another list that was an excruciatingly difficult task for our experts to compile. Surprisingly, there was a little more consensus here, with most of the usual suspects showing up in similar spots, with the notable exception of Ferdinand Piëch's omission from Sean Cridland's list. There was also room for a few lesser-known engineers, such as Jack Atkinson and Eugen Kolb. Not surprisingly, fan-favorite engine man Hans Mezger was at or near the top of both lists. —RS



CRIDLAND

- 1 Norbert Singer
- 2 Hans Mezger
- 3 Helmuth Bott
- 4 Peter Falk
- 5 Ernst Fuhrmann
- 6 Roland Kussmaul
- 7 Valentin Schäffer
- 8 Herbert Linge
- 9 Jack Atkinson
- 10 Alwin Springer

DEFENDING THE LINE: Once again, Porsche's history offers an embarrassment of riches. I don't disagree with any of Jay's selections, but I think it's important to add a couple of key figures from North America, where Porsche's racing successes contributed to both victory totals and showroom reputation.



GILLOTTI

- 1 Hans Mezger
- 2 Ferdinand Piëch
- 3 Norbert Singer
- 4 Helmuth Bott
- 5 Peter Falk
- 6 Ernst Fuhrmann
- 7 Helmut Flegl
- 8 Valentin Schäffer
- 9 Fritz Enzinger
- 10 Eugen Kolb

DEFENDING THE LINE: My list leans toward trained engineers who made major contributions to the Porsche factory's racing effort. All were Porsche employees, and most had several decades of service to Porsche's racing program. Would Alwin Springer have made a great employee for Porsche AG at Weissach? I have no doubt he would have been on my list in that circumstance. Roland Kussmaul is a worthy choice as well.

Hans Mezger

Porsche's lead engine designer for some 30 years. He was responsible for overseeing development of the 911 flat six in all of its competition iterations. He designed the legendary flat twelve for the 917 and the TAG V6 Turbo for the McLaren F1 team. —JG

It's impossible to ignore Mezger's contribution to Porsche's phenomenal success, from the 917, the TAG V6 F1 engine, and the GT3 engine, which has powered hundreds, if not thousands, of victories at all levels of motorsport. —SC



Norbert Singer

Starting in 1970, Singer worked on all of the important Porsche racing cars for the next 30-plus years. He gained a reputation as an ace interpreter of the racing rule books and for having a great eye for aerodynamics. Among his significant contributions, he worked on the 911 RSR, 935, 935/78, 956/962, 911 GT1, and the WSC 95. —JG

Involvement with virtually every major Porsche racing success from 1970-'95, including design, development, implementation, and race engineering, puts Singer at the top of my list. —SC



Helmuth Bott

Employed by Porsche from 1952-'88 and worked on numerous critical testing and engineering programs, including the development of the 911. Played a role in all of Porsche's important competition cars from the 904 through the 962 and 959. Became head of R&D in the 1970s and also designed the original Weissach test track layout. Known for his leadership skills, he inspired and organized the teams that designed, built and raced Porsche's racing cars from 1972-'88. —JG

From the earliest days of Porsche motorsport involvement to the end of the 962 program, Bott had his hands in design, leadership, and development of many of Porsche's greatest successes. —SC



Peter Falk

Falk's career spanned the 1960s through the 1980s as an engineer, tester, and eventually leader of Porsche's factory racing team during the 956/962 era. He also contributed to Porsche street cars, including the 993, and was known as Porsche's best skid pad driver. —JG

A common theme within this list continues with Falk, who contributed to Porsche's greatest technological advancements from the 1960s through to the 956/962 program. —SC



Ernst Fuhrmann

Designed the famous four-cam engine for the 550 Spyder. This engine was also used in competition-focused 356s and was the basis for other racing engines used in the 1960s. As CEO of Porsche from 1972-'80, he focused the racing efforts on the 911 and 911 Turbo, championing the 911 RSR, 934, 935, and 936. —JG

From a legendary man came several legendary engines, notably the Carrera 4-Cam, also contributing to the monumental success of the 911-based cars of the 1970s, and the Le Mans-winning 936. Fuhrmann remains the only racing engineer to lead the company as CEO. —SC



Valentin Schäffer

After starting with Porsche as a mechanic, Schäffer became an engineer through night-school education. He then became Porsche's turbo engine "whisperer" and key to Porsche's success through the 1970s and 1980s. —JG

Schäffer contributed greatly to the "turbo-ization" of Porsche racing cars in the 1970s and 1980s. —SC



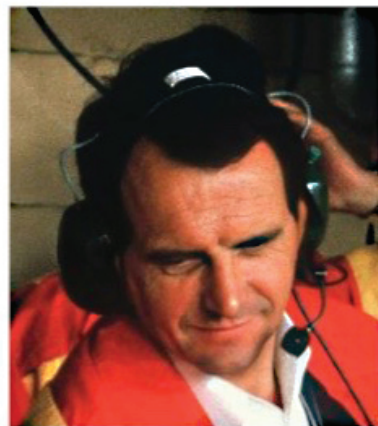


◀ Ferdinand Piëch

He started with assisting on the completion of the 911 engine project in 1963. By 1965, he became head of R&D and drove Porsche's racing efforts forward until 1971. On his watch, Porsche produced and raced the 906, 910, 907, 908, 917, and early competition versions of the 911, including the 911R and 911 STs. —JG

Helmut Flegl ▶

Led the design on the chassis side for the 917 program and led overall development for the 917/10 and 917/30 turbocharged Can-Am cars. Also led the overall design of the 936 and worked on Porsche's IndyCar program in the late 1980s. —JG



◀ Fritz Enzinger

In addition to the design and construction of the 919 as project lead, Enzinger also had to rebuild Porsche racing team for front-line WEC competition. He also led the WEC GT and Formula E efforts after the 919. —JG

Eugen Kolb ▶

Although not a well-known name, Kolb was a key figure in body design and construction for Porsche from the 1950s into the 1980s, spanning the 550, to the 917, and the 956/962 era. —JG



◀ Roland Kussmaul

Lesser known than many of his contemporaries, Kussmaul contributed to several significant projects from the 1980s to the early 2000s, including the Paris-Dakar 953 and 959 projects, the 961 Group B racer, late-1980s IndyCar program, IMSA Supercar 964, Le Mans 964, and the Carrera GT street car. —SC

Herbert Linge ▶

In the 1950s and 1960s, Linge was often a one-man band, taking on whatever role was needed. Though not a design engineer, in the 1950s Linge seemingly was at every major racing event as driver, mechanic, problem solver, and strategist. —SC

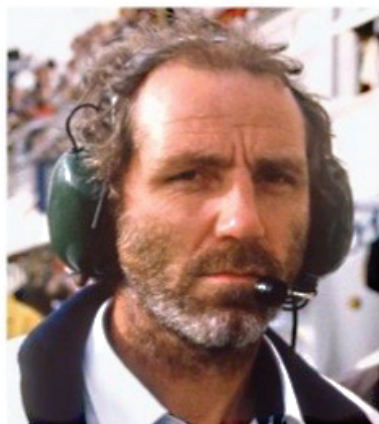


◀ Jack Atkinson

Employed by Peter Gregg at Brumos, Atkinson was trained as a radial-engine aircraft mechanic, often working with Norbert Singer over the phone. He engineered every Brumos victory from 1969-'80, contributing solutions to several engine and suspension issues. —SC

Alwin Springer ▶

Like in *Ghostbusters*, North American Porsche racers knew who to call for solutions to their problems. Springer not only found solutions, but as head of Porsche Racing North America, contributed to many advantages and argued Porsche's position with rule makers and sanctioning bodies. Though he retired many years ago, he remained a presence at important races into the 2020s. —SC



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Top 10 "MISSES"

THE PANORAMA EDITORIAL team is made up of true believers. That probably falls under the category of a newsflash proclaiming that water is wet. Still, we're objective enough to own up to the times when Porsche missed the mark. In most cases, it wasn't a failure of engineering or execution, but rather, budgets, changing rules, the untimely death of a key principal, or simply bad timing. Maybe the most tantalizing was the premature end of the 804 Formula One program. Porsche's extensive experience with rear-engine cars seemed to put it in a good position when F1 was making the transition to this layout. Dan Gurney's 1962 French Grand Prix triumph remains Porsche's only one as a constructor. —RS



CRIDLAND

- 1 1990s Footwork-era F1 3512 engine project
- 2 IndyCar part one, 1978-'80 (Typ 940)
- 3 IndyCar part two, 1987-'90
- 4 356 America Roadster (Type 540)
- 5 1970 914-6 SCCA C Production race program
- 6 908 Le Mans Effort
- 7 1980 Le Mans 924s
- 8 963
- 9 917 introduction
- 10 961

DEFENDING THE LINE: As I've told people many, many times, Porsche doesn't advertise coming in second. Both Jay and I were able to come up with 10 misses, but, truthfully, Porsche hasn't failed at much.



GILLOTTI

- 1 LMP 2000
- 2 Le Mans 1979
- 3 Le Mans 1968
- 4 Le Mans 1959
- 5 Arrows F1 Engine Project
- 6 1987 to 1990 2708 Indy car
- 7 Le Mans 1985 (for the factory)
- 8 Le Mans 1988
- 9 804 F1
- 10 963 WEC

DEFENDING THE LINE: My list combines the circumstantial with a few programmatic letdowns. Nothing is ever guaranteed when the green flag falls. It pains me to put the 963 on the list. (Hello, balance of performance?) 1985 Le Mans was a mitigated failure because Porsches took eight of the top ten places.



LMP 2000 ▲

The car that later provided the engine to the Carrera GT might have been a Le Mans winner had it not been canceled in favor of Cayenne development. Recent accounts indicate that both Allan McNish and Bob Wollek thought the car had good potential based on brief track testing in 1999. —JG



Arrows F1 Engine Project ▲

The early 1990s 12-cylinder engine project was probably Hans Mezger's worst moment in a long career at Porsche. The project was canceled after only six F1 races in 1991. —JG

From the outset, F1 enthusiasts wondered why Porsche chose a midfield team for its return to motor racing's top class. To make matters worse, its normally aspirated V12 was overweight and underpowered. It was so bad that Footwork dropped the engine in favor of the Ford-Cosworth V8 by midseason. —SC



Le Mans 1979 ▲

Porsche made a late decision to send its 936s to Le Mans with sponsorship from Essex Petroleum. Both cars led the race, but neither finished. Jacky Ickx and Brian Redman were disqualified for outside assistance after Valentin Schäffer tossed a spare fuel pump drive belt across the track to Ickx. The Kremer Brothers saved the day, winning the race for Porsche with one of their 935 K3s. —JG



Le Mans 1968/908 Le Mans Effort ▲

On paper, Porsche should have dominated the 1968 race. With the relatively new 3-liter 908s and proven 2.2-liter 907s, Porsche and their customers had seven cars capable of winning. However, all the factory 908s had mechanical troubles, and John Wyer's reliable Ford GT40 won the race by five laps. —JG

Though Porsche's 908 was extremely successful at many other tracks contested for the 1968 and 1969 seasons, they were unable to win Le Mans, both times being vanquished by the John Wyer/Gulf Fords by painfully narrow margins. Porsche's embarrassment during those years, however, fueled the development of the 917. —SC



IndyCar 1978-'80 (Typ 940) ▲

Porsche's first effort, with Interscope Racing, never made it to competition after the test team showed its cards too soon, revealing a potential that scared A.J. Foyt into lobbying USAC for strict turbo settings. Porsche withdrew from the project before turning a wheel in competition. The upside saw that engine eventually make its way into the 936. —SC

1987-'90 2708 Indy car ▲

Porsche's second attempt at IndyCar racing was hampered by disagreement over whether to use Porsche's own chassis or use the engine in a March chassis. The tragic loss of Porsche's North American Motorsport head, Al Holbert, in a plane crash also affected the program. In three-plus seasons of racing, Porsche won only one race. —JG

The second (2708) effort was a victim of USAC's rejection of Porsche's carbon-fiber chassis; the sanctioning body then fully accepted carbon as safer a couple of seasons later. The program also suffered from Al Holbert's untimely passing in 1988. March-Porsche cars ran in the CART IndyCar series from 1989-'90, producing only one victory. —SC



Le Mans 1959 ▶

The only Le Mans race in the past 75 years in which no Porsche made it to the finish line. —JG



356 America Roadster (Type 540) ◀

Now a highly coveted concours queen, the Roadster originally was conceived as a sportier, ready-to-race club car; its aluminum body was deemed too expensive and only 18 were ever produced. Contributing to its failure as a viable racer was Porsche's parallel development of the 550 Spyder, which was only slightly more expensive and considerably faster. The 356 Speedster later assumed the role originally conceived for the Type 540. —SC



1970 914-6 SCCA C Production race program ◀

This was a semifactory effort organized by VW-Porsche to run several teams of Ritchie Ginther-prepared 914 cars in SCCA regions around the country to prove the car's viability as a real sports car. Unfortunately, the cars were issued to the teams late, rules limited their race-preparedness, and they ran headlong into the introduction of the new Datsun 240Z, which dominated the season. —SC



Le Mans 1985 (for the factory) ◀

Porsche's first entry of the 962C at Le Mans did not go well. The factory was soundly beaten by their customer, Reinhold Joest, and his 956B that had also won the race in 1984. The best factory Porsche finished third, and Jacky Ickx could manage only 10th place in his final Le Mans race due to mechanical problems. —JG



The 1980 Le Mans 924s ◀

For 1980, Porsche's marketing arm overpowered its racing department to form three "national team" 924 Turbos. They qualified in 38th, 39th, and 40th. Surprisingly, they finished remarkably well in 6th (3rd in GTP), 12th, and 13th, but nobody cares if a Porsche finishes 6th or 3rd at Le Mans. The return of the 936 in 1981 supplanted the 924s as the main factory effort. —SC



Le Mans 1988 ◀

Le Mans was the only factory race for the 962Cs in 1988. It was a titanic battle between Porsche and TWR-Jaguar. Derek Bell, Hans Stuck and Klaus Ludwig should have won, but Ludwig ran out of fuel early in the race. The delay cost the team two laps. At the finish, they were only half a lap behind the winning Jaguar. —JG

963 ▶

The 963 has been a great success in IMSA and was very competitive in the World Endurance Championship. The story is not over, but the 963 program may well end without a Le Mans victory. This would be a "miss" in comparison with its predecessors dating back to the 917. —JG

Echoing its experience at Le Mans in 1969, though with a much heftier price tag, in 2025 the No. 6 Penske-entered Porsche lost to Ferrari by just 14 seconds, handing the Italian marque its third win in a row. Though the 963 has had several successes, its early iterations suffered from teething, reliability, and legality issues. Not an unqualified success from Porsche's third collaboration with Penske. —SC



804 F1 ▶

Porsche's open-wheel racing program from the late 1950s into the early 1960s culminated with the 1962 season. Dan Gurney famously drove the 804 to Porsche's only Formula One victory, at the French Grand Prix. Ferry Porsche decided, however, that open-wheel racing was costly and did not serve the goal of developing better street cars. In hindsight, this era proved to be something of a dead end for Porsche. —JG



961 ▶

Not so much as a failure, but as a car with nowhere to go. The 961 was the racing development of the 959, originally meant to provide Porsche with a GT presence in Group B. When that portion of the WEC was canceled, the project was shelved. One of the more advanced Porsche racing cars, it is shown only occasionally in museums and classic events. —SC



Introduction of the 917 ▶

Though it redeemed itself in spades a few months later, the first outings of the 917 revealed serious aerodynamic flaws, making the car unstable at the speeds for which it was designed. Except for Vic Elford, most factory drivers disliked it. —SC



Six Le Mans-winning Porsches, clockwise from left: 1998 911 GT1, 1987 962C, 2017 919, 1970 917K, 1981 936, 1971 917K.

DEBRIEF

WHAT ELEVATES PANORAMA compared with other publications that cover Porsche is our access to the company's decision makers and key personalities. This extends to motorsport as well, especially thanks to our two experts who have created all the work in this section. Because Jay Gillotti and Sean Cridland are recognized as respected journalists in this close-knit world through their many excellent books and articles, each can pick up their phones, call any number of drivers in their contact lists, and get immediate, thoughtful responses. What follows is a sampling—we literally could've printed several more pages of driver anecdotes. —RS

Hurley Haywood on Jacky Ickx:

"He was meticulous in every aspect. Jacky was very important to my introduction to Le Mans. Until the week before the race in 1977, I'd never been there before, so I followed him in practice. He was amazing that year. When his car broke, he jumped in with Jürgen and me and drove like a man possessed all night long. While we were racing, we were never close because we had a job to perform, but became friends later."

Rick Knoop on Derek Bell:

"Exquisite. Racing against Derek Bell was like going to school. He was so fast, smooth, precise, and consistent, like an assembly line. As cool in a racing car as he seems off track. I never saw him hit anything bigger than an insect."

Gunnar Jeannette on Derek Bell:

"In a lot of ways, like an uncle for me, someone that I've known for as long as I can remember. The epitome of the champion racing driver and someone that I learned so much from when I began driving the vintage Porsches my dad was restoring, that Derek had raced in that period."

David Donohue on Hurley Haywood:

"Never spectacular, just always excellent. I learned a lot from Hurley when we were teammates, but not because he himself taught me. In testing I was always a half-second faster, but when I looked at his green-flag times and data, he was practically even with me and he was much easier on the car, the tires, and for his own endurance."

Romain Dumas on Hurley Haywood:

"I teamed with Hurley in 2005 in a Brumos Daytona Prototype for the Rolex 24. I was 28 and Hurley was 57. At first I wondered why I was teamed with this old man. But in practice he was nearly as fast as me and could run the same lap times, to within a few tenths, seemingly forever."

Brian Redman on Jo Siffert:

"Siffert was largely responsible for getting me into the Porsche team. Though he was a quiet, businesslike driver, he was fast and efficient on track and responsible for many Porsche wins. He was also very industrious. He owned and leased out many of the cars in McQueen's movie Le Mans. He was before Penske, and he was the driving force behind Porsche in the Can-Am."

Hurley Haywood on Mark Donohue:

"Mark was a great driver and a good friend who helped me get a grasp on the 917/10K when I was first learning to drive it in 1973. But he was also a merciless practical joker. For that year's round at Watkins Glen, we were all staying at the Glen Motor Inn overlooking Lake Seneca. I got a little bit of a late start, and when I started my rental car it popped and wheezed and jerked. I eventually had to abandon it and hitch a ride to the track and was late for the drivers' meeting. I saw Mark smirking at me from across the room. He had switched around all the plug leads!"

Jim Busby on Peter Gregg:

"When I started IMSA racing in 1975, Peter helped me figure out the RSR I was running for Beverly Porsche/Mitcom. Then late one night he called me to tell me—not ask—that I was going to run the Brumos Porsche in 1976 because he would be driving for BMW. We raced each other hard all season, and I put him off the road a couple of times for wins."

Rick Knoop on Stefan Bellof:

"We never got to race together, but he was my hero. I was shattered when he died at Spa. But that's how it is in racing: If you're not fast enough, they don't hire you. If you're too fast, you die." →



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**Hurley Haywood
on Peter Gregg:**

"What can I say? **If it wasn't for Peter, there might not be a Hurley Haywood as a racing driver.** He took a chance on a 19-year-old kid with zero experience. As a driver/team owner/manager, he won so many races and championships. He loved the engineering and taking advantage of rules and making cars that were almost unbeatable. And he loved the mental game of racing and playing with his competitors."

**Hurley Haywood
on Al Holbert:**

"Al and I were good friends. Growing up as the son of Bob Holbert and in Roger Penske's shop taught him a lot. His engineering degree wasn't just a piece of paper; he knew how to set up a car from the beginning, and that gave him the confidence to go as fast as he did. **A great talent, and I still miss him.**"

**Patrick Long
on Jörg Bergmeister:**

"As teammates we were kind of an odd couple—different sizes and temperaments, but he taught me so much. **Jörg was always completely honest and brutally direct,** and taught me how to truly be competitive in every aspect of my racing, being in some ways like a Dale Earnhardt or Michael Schumacher. His technical knowledge was superb on every aspect of the car and how to work the tires, learning how to squeeze everything out of the entire organization to go faster. He was intense, as the best champions are."

**Hurley Haywood
on A.J. Foyt:**

"So iconic! Of course, there's the famous story about Bob Wollecek getting upset when Preston Henn put Foyt in the 935 at 1983 24 Hours of Daytona, but he was instantly fast and they won. When Preston asked if I wanted to drive with A.J. in the Paul Revere at Daytona I jumped at the chance. I saw it as a great honor. Who wouldn't want that on their record? We won that one, too. Later A.J. asked me to drive his 962, and I was happy to do it. **There's only one A.J. Foyt: an amazing character and a great driver in any kind of car.**"

**Rick Knoop
on Jim Busby:**

"A really all-around racer as a driver, team owner, and manager, **someone who knows the workings of a car as much as he knows the racing line, the way to make time, and pass a competitor.** Better than all that for me, he gave me many great opportunities that led to some Le Mans class wins and great adventures. We were a good fit in more ways than one. We were all the same height and so we didn't need different seats. Busby was the best all around."

**Charles Mendez
on Paul Newman:**

"Everyone knows that he was a great driver, more so than any of the other Hollywood types who got into racing in that age, and his performance at the 1979 24 Hours of Le Mans proved that, but I was always impressed by his humanity. **Despite his universal fame, in private settings he was a very gracious, earnest human being who also happened to be a great competitor.**"

**Hurley Haywood
on Bob Wollecek:**

"We were close friends and had great chemistry. He often stayed at my house a few nights before Daytona and Sebring, then ride his bicycle to the events. We raced together in a 936 at Le Mans in 1979. **Off track he was a very quiet man, but was brilliant in a car, always on the limit, but rarely over it.**"

**Patrick Long
on Brad Pitt:**

"It was really fun working with him in the F1 movie. **He was keenly interested in what was going on during the race. They had the movie pit box right next to our actual box,** and I brought him over to put on the headphones and listen in to what was going on. He was disappointed that he didn't get a chance to drive in the race."

**Hurley Haywood
on Walter Röhrl:**

"We drove together for both Porsche and Audi. Though most people look at his rally experience, his racing background is much wider and deeper than that. **Nothing intimidated him.** He was unbelievably good in the rain and was one of the most generous teammates I've ever had, the ultimate team player."

**Patrick Long
on Patrick Dempsey:**

"Patrick is an amazing guy and really deep thinker. **I had already seen him race before we were teammates, and I knew he was good.** Once we raced together I learned that I could trust him with the car and he came to trust my advice, so we both learned a lot during that period. Eventually we became best of friends and remain so to this day."



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Hurley Haywood on Danny Ongais:

"We won Daytona together in 1979 with Ted Field. A very private guy, there was nobody faster in a race car than Danny. **'On the Gas.'**" Incredibly brave and never thought about crashing, just going faster."

Brian Redman on Pedro Rodriguez:

"We only drove together once. After the race Pedro said to me, **'Brian, it is a great pleasure to drive with someone who is almost as fast as I am!'**" Of course, there's the famous story about him and Jo Siffert at Spa when Rodriguez was ebullient about the race he had with Siffert, and Jo swore that Pedro was trying to kill him!"

Hurley Haywood on Chip Robinson:

"Whether in a race car or pursuing his woodworking hobby, **Chip marches to his own drumbeat**, never rushing anything. But that works perfectly for him as his racing record shows and in the furniture he makes."

Hurley Haywood on David Donohue:

"David's a lot like his father, Mark—a very fast driver with a solid knowledge of the engineering that makes a car go fast. His 2009 battle against Juan-Pablo Montoya to win the Rolex 24 proved he's one of the best."

David Donohue on Darren Law:

"I told (Brumos partner/manager) Bob Snodgrass to hire Darren because I didn't want to have to race against him. We were teammates for several years at Brumos and perfectly matched. He did all our testing during that time, and on track our times were often within hundredths of each other, and he was easy to get along with off the track, too."

Derek Bell on Steve McQueen in Le Mans:

"Steve did nearly all his own driving. High speed, he just loved driving super fast, all the time. His whole dream was just to drive race cars. He didn't want to make a movie, he didn't want to be an actor. He just wanted to drive racing cars..."

Leh Keen on Andrew Davis:

"We had raced against each other for a few years before we teamed at Brumos for the Grand-Am GT championship in 2011. Though we were always cordial, we weren't friends. But that year we really jelled. **He was good at some things that I wasn't, and vice versa.**"

Leh Keen on Andy Lally:

"Andy was one of my favorite drivers to race against on track. **He was extremely fast, but also fair with exceptional race craft.** He was relentless, but never did anything dumb. Racing hard against Andy made you feel like you did something."

Leh Keen on Dominik Farnbacher:

"We started out when we were both young and fast. **Dominik has endless energy.** We were teamed together at both Le Mans and the Nürburgring, and we had a lot of fun together."

Leh Keen on Marc Lieb:

"Besides being a very fast driver, he has an incredible understanding of the engineering of a racing car. When it comes to setup, he knows about the springs, the gearbox, the engines, and how they integrate with the driver's skill to make the whole package faster."

Andrew Davis on Wolf Henzler:

"Wolf has a youthful, happy personality; very kind-hearted. **He's not a robot in kill mode all the time.** But his driving ability is amazing. When he came to America, he didn't know any of the tracks, yet adapted instantly."

Johannes van Overbeek on Patrick Pilet:

"We raced together in a 997 and worked together very well. **He had a great attitude and was always pushing to be better and better.**"

Andrew Davis on Patrick Long:

"Patrick was very impressive to race against. He would never give up. **He was a hard racer, but always fair.** He might put a bumper on you, but never hard enough to spin you. He was hard to beat."

Johannes van Overbeek on Dirk Müller:

"He'd do whatever was required to get results, but didn't do anything to put his car in harm's way. **When you raced him, it was a corner-by-corner chess game of what you could get away with to go as fast as possible without hurting the car.**"

Johannes van Overbeek on Hans Stuck:

"Growing up, **Hans was a god to me;** such an amazing personality and driver, and amazing catalog of experiences in sports cars and Formula 1. I was at the beginning of my career, and he was toward the end of his, but he was still amazing, especially in the rain."



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Against All the Others: Porsche's Racing History, Volumes 1 and 2. By Randy Leffingwell. The first two installments of what promises to be a 20-volume opus defining Porsche racing history, in detail, from the beginning to the present.

Time and Two Seats. By Janos Wimpffen, foreword by Brian Redman. Not a Porsche book per se, but the definitive work for anyone interested in endurance racing from 1953-'98.

Forty-Six, The Birth of Porsche Motorsport. Edited by William Wagenblatt. A look into the events that led up to Porsche's first class win at Le Mans, but also an excellent story about the recovery and restoration of that ultimately significant car.

Porsche Racing Moments. By Rainer Schlegelmilch. What's that saying? A picture is worth 1,000 words? Schlegelmilch's remarkable photos of dramatic moments in Porsche's racing history might each be worth 100,000.

Racing and Recipes. By Jürgen Barth and Rüdiger Mayer. A surprisingly informative book offering brief glimpses of Porsche racing history and delightfully appetizing dishes reprising those moments.

24:16: Le Mans 24 Hours: 16 Wins with Porsche. By Norbert Singer and Michael Cotton. Singer and Cotton provide insights of the dramas and successes of winning efforts at Le Mans.

Porsche Rennsport 1970-2004. By Norbert Singer with Wilfried Müller. An insider's view of how Porsche made the cars that took the racing world by storm.

30 Years of Porsche, Rennsport and Development. People, Cars, Stories. By Peter Falk with Wilfried Müller. Incredible insight from one of Porsche's most legendary development engineers.

Cars Are My Life. By Ferry Porsche with Günther Molter. Want to know why Porsche decided to go racing and keep racing? Read Dr. Porsche's autobiography.

Alwin Springer: Racing with Porsche in North America. By Alwin Springer with Wilfried Müller. Find out how Porsche became so dominant in the North American racing scene from the 1970s into the 2020s.

Brumos: An American Racing Icon. By Sean Cridland. Though only focusing on one team, the Brumos story from the 1950s to 2020 tells much of Porsche's history in the U.S.

Porsche Panorama: The First 25 Years. Edited by Frank Barrett, with foreword by Ferry Porsche. Not entirely about racing, but including interviews with many racing drivers, engineers, and Porsche decision makers.

In Car 956, with Derek Bell. Video found on YouTube and on DVD. Though only a glimpse into the brief period of the 956, Bell's commentary on many of the world's great racing circuits, as experienced from the driver's seat of one of Porsche's most legendary cars, is breathtaking, even while sitting at home.



JAY GILLOTTI

The Racing Porsche series by Paul Frère. These books offer an in-depth and technical analysis covering the 904 through the 936.

Porsche YouTube Channel. This has many great videos with historic motorsport content.

The Speed Merchants (1973), a film by Michael Keyser documenting the 1972 World Championship for Makes. Though not specifically about Porsche, Keyser used his 911 S/T racer as a camera car throughout the entire racing season. Though everyone loves Steve McQueen's *Le Mans*, Sean Cridland thinks Keyser's film is better.

Racing Demons: Porsche and the Targa Florio. By Michael Keyser, Mark Koense, and Enzo Manzo. This large-format, beautifully illustrated book is about Porsche's racing history in the Targa Florio from 1953-'72, featuring photos of all the great Porsche cars and drivers.

Porsche Racing Milestones: 356 to 962. By Hal Thoms. A nicely done book with succinct descriptions of Porsche racing cars and successes from the early 1950s through the 1980s, with excellent photography.

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