

WILSON

821

THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA

PANORAMA





PIKES PEAK INTERNATIONAL HILL CLIMB

A New Low in Heights

High winds limited competitors to a relatively short jaunt up the mountain.

STORY BY SEAN CRIDLAND

UNLIKE SOME PREVIOUS YEARS, the 103rd running of the Broadmoor Pikes Peak International Hill Climb saw a cloudless sky all day, which many anticipated could lead to a new course record. Unfortunately, winds gusting between 85 and 100 mph on the upper portions of the course kept the field of 73 cars from

running past Glen Cove, which is only about one-third of the way up the mountain. Though it was an exciting race with very few mechanical issues or off-course excursions, everyone was disappointed that no records would be broken.

Of the 73 cars entered, 14 were Porsches. Top finisher for the Ger-

man marque this year was Loni Unser in a BBI-prepared 2023 GT3 Turbo Cup in 10th place overall, but just third in the Open class. That class was dominated by former Porsche racer Romain Dumas in the electric 2025 Ford Super Mustang Mach-E. Remarkably, the seemingly unbeatable Dumas was bested for overall honors by Simone Faggioli in an Unlimited-class Nova Proto NP01. Second place in the Open class was Jimmy Ford, in a very well prepared internal combustion version Mustang. Jeff Zwart, driving the same BBI-prepared 993-based Pikes Peak special that he piloted in 2024, found the now well-developed car much more to his liking, though it was no match for the newer cars and he finished 19th overall and sixth in class.

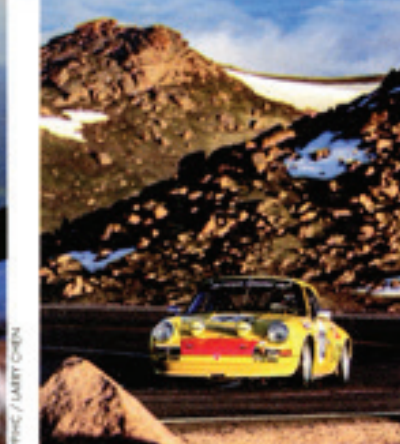
In GT4, former Porsche racer Cam Ingram won the non-turbo class in a 2024 Ford Mustang S650, though the rest of the class finishers—Emil-



Romain Dumas was back with a Ford EV, this time mimicking the shape of a Mustang. Race-day weather foiled his attempt at a record.



The Turbo GT3 Cup of Loni Unser (below right) was the fastest of the German marques. Jeff Zwart (below) remains the master, but his 993-based racer (right) couldn't equal the newer cars. Fred Veitch's 911 ST (far right) was a fan favorite.



ia Hartford, Clint Vahsholtz, and Tad Cusack—all were in 718 RS Clubsports.

Thanks to Robb Holland, driving a 2023 GT3 Cup, Porsche was victorious in Time Attack 1, followed by David Donohue, whose car suffered performance issues throughout the month, limiting his on-mountain running to just a couple of practice days. Kathryn Mead, this year driving a 2019 GT2 RS Clubsport, finished fourth in that class, off the podium by just under three seconds to the incredibly fast 1992 Subaru Legacy of Damien Bradley.

In other notable finishes, David Donner, whose family has been run-

ning Porsches on Pikes Peak since 1960 and has several Porsche wins himself, finished fifth overall and third in the Unlimited class in a 2025 Wolf. 2014 Time Attack 2 winner Fred Veitch returned to race after serving as the event's chairman for the last four years with his 1972 Porsche 911 ST. Down several hundred horsepower from his 2003 Porsche hill-climb special, which was destroyed in a crash not of his own making at the last Rennsport, Veitch took his last competitive tour up the mountain in the Exhibition class. ☼

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