

Porsche congratulates Hans-Joachim Stuck on his 75th birthday

01/01/2026 His name is closely linked with the Porsche 962. In the mid-1980s, Hans-Joachim Stuck began the most successful phase of his career in this vehicle. His skill at driving consistently fast over long distances, and his precise notes on the setup of the race car, made him a crucial part of the Porsche works team. Today, he turns 75.

Hans-Joachim Stuck, known as “Strietzel” (a type of Bavarian honey cake) is one of the most famous German racers of his time. With his unique flair, his unmistakable driving style, and his passion for endurance racing, he has made a lasting impact on international motorsport. On January 1, 2026, the long-time Porsche works driver celebrates his 75th birthday. “Hans-Joachim Stuck has done a great deal for Porsche. His performances over long distances, in particular his success at the wheel of the Porsche 962, still count as some of the seminal moments in Porsche motorsport history,” says Thomas Laudenbach, Head of Porsche Motorsport. “We thank him for his dedication and wish him all the best for his 75th birthday.”

From early talent to international greatness

Hans-Joachim Stuck was born on January 1, 1951 in Garmisch-Partenkirchen. He was given special dispensation to obtain his driver's license at the age of 16. Love of motorsport was in the family: his father, Hans Stuck, earned the nickname "King of the Mountains" at hill-climbing races in the 1920s and 1930s. Hans-Joachim Stuck competed in his first race in 1969 in a BMW 2002 at the Nürburgring. In 1970, he won the Nürburgring 24 Hours in a BMW 2002; in 1972, he was victorious in the German Racing Championship in a Ford Capri RS; in 1974, he was runner-up in the European Formula Two Championship in a March BMW 742. In 1975, he won the 12 Hours of Sebring in a BMW 3.5 CSL.

In the following years, he developed further as a versatile driver, demonstrating his talent in formula racing as well as in touring car and endurance racing. In 1977 and 1978, he drove in Formula 1 in a Brabham Alfa and Shadow Ford Cosworth. The following year, he raced in Formula 1 in an ATS Ford Cosworth and won the Procar series in a BMW M1. In 1981 and 1983, Stuck took second place in the German Racing Championship in a BMW 320. He secured second place in the European Touring Car Championship in 1984 at the wheel of a BMW 635 CSi.

Close connection between Stuck and the Porsche 962

The time he spent as a Porsche works driver in the 1980s was particularly important to him. Stuck celebrated his greatest international successes at the wheel of the Porsche 962. In 1985, he became the World Endurance Champion in a 962 C with his teammate and close friend Derek Bell, winning the ADAC Supercup in 1986 and 1987 and the 12 Hours of Sebring in a 962 IMSA in 1986 and 1988. In 1986, he won at the 24 Hours of Le Mans. One year later, another overall victory followed at the 24 Hours of Le Mans, also in a Porsche. In 1988, he came second at the 24 Hours of Le Mans. These achievements solidified his reputation as one of the most outstanding endurance drivers of his generation and as a key driver in the Porsche works team at the time.

Versatility through and through

His further career path was littered with successes with Porsche and other brands: in 1990, Stuck won the German touring car championship in an Audi V8 quattro. In 1993, he became the IMSA Supercar Champion in a Porsche 911 Turbo 3.6 IMSA Supercar. In 1998, he won the Nürburgring 24 Hours in a BMW 320 Diesel. He triumphed the Nürburgring 24 Hours in 2004 and the Dubai 24 Hours in 2006. Other successes underlined Stuck's versatility: five class victories in the VLN Nürburgring in a BMW Z4, a class victory in the Nürburgring 24 Hours in a VW Scirocco in 2008 and his farewell race at the famous track in the Eifel mountains three years later, in a team that included his sons Johannes and Ferdinand Stuck racing in a Lamborghini Gallardo GT3 PL600+. In 2021, the driver from Upper Bavaria was runner-up in the GT2 European Series in a KTM X-Bow.

Crucial role as a development driver

Stuck's talent shone through not only in his racing results, but also with his skill at developing and enhancing vehicles and adapting quickly to new technical requirements. His feedback was crucial during test phases. For him and for Porsche, the years in the Porsche 962, one of the most successful prototypes of its time, were formative and remain an important chapter in the brand's history to this day.

Ambassador of historic motor sport

Even after the end of his active racing career in 2011, Stuck remained connected to motorsport in a variety of ways. As an expert, a sought-after guest at historical events and brand ambassador, he brought his experiences, anecdotes and enthusiasm to a wide audience.

His lively way of talking about successes and challenges made him a valued figure on the scene and an important witness to an era that decisively influenced international endurance racing. From 2012 to 2020, he served as President of the German Motor Sport Federation, advocating for young talent.

MEDIA ENQUIRIES



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Image Sublines

Path: Porsche congratulates Hans-Joachim Stuck on his 75th birthday/Images/img_1.jpg
Title: Hans-Joachim Stuck (right), Norbert Singer, Paul Ricard, ca. 1985, Porsche AG
Subline: Hans-Joachim Stuck (right) with Norbert Singer at Paul Ricard, probably in 1985

Path: Porsche congratulates Hans-Joachim Stuck on his 75th birthday/Images/img_2.jpg
Title: Hans-Joachim Stuck, 962 C, Supercup, 1987, Porsche AG
Subline: 962 C with Hans-Joachim Stuck as driver at the 1987 Supercup

Path: Porsche congratulates Hans-Joachim Stuck on his 75th birthday/Images/img_3.jpg
Title: Hans-Joachim Stuck, 911 Turbo 3.6 IMSA Supercar, overall winner, IMSA Supercar racing series, 1993, Porsche AG
Subline: In 1993, Hans-Joachim Stuck became the overall winner of the IMSA Supercar racing series in a 911 Turbo 3.6 IMSA Supercar

Path: Porsche congratulates Hans-Joachim Stuck on his 75th birthday/Images/img_4.jpg
Title: Hans-Joachim Stuck, Porsche 962 endurance Le Mans GT, Test drive, 1994, Porsche AG
Subline: “Strietzel” Stuck tests the Porsche 962 endurance Le Mans GT for the first time, 1994

Path: Porsche congratulates Hans-Joachim Stuck on his 75th birthday/Images/img_5.jpg
Title: Hans-Joachim Stuck, Porsche Heritage and Museum team, 2018, Porsche AG
Subline: Hans-Joachim Stuck in support of the Porsche Heritage and Museum team

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