

Prince Carl Philip drives legendary Porsche 962 C: a boyhood dream fulfilled

11/11/2025 His Royal Highness Prince Carl Philip was a young schoolboy when Hans-Joachim Stuck was competing in the ADAC Würth Supercup championship. The Swedish royal, now 46 years old and a seasoned racer himself, fulfilled a childhood dream by taking to the track in Stuck's iconic championship-winning 962 C.

Two turbochargers, 700 PS, and just 850 kilograms in weight. Performance figures that sound mightily impressive even today, never mind nearly 40 years ago when Hans-Joachim Stuck first piloted his famous Porsche 962 C to championship victory in the 1986 and 1987 seasons of the ADAC Würth Supercup.

The iconic racing car was also the original motorsport test bed for the innovative Porsche-Doppelkupplungsgetriebe (PDK) system and during its illustrious career was raced with both automatic and manual transmission. In 2021, the car underwent a full and thorough restoration at the Weissach

Development Centre – where it was originally built – returning it to its 1987 specification, complete with the striking red and yellow livery with Shell and Dunlop sponsorship.

The championship-winning 962 C appeared at the closing round of the 2025 Porsche Carrera Cup Scandinavia season at Mantorp Park for a few exhibition laps – driven by seasoned racing driver His Royal Highness Prince Carl Philip of Sweden. Ahead of the big day, HRH took to the track for a couple of practice sessions to familiarise himself with the extremely powerful car.

A royal childhood dream on the racetrack

“It’s a boyhood dream come true,” he admitted as the 962 C was unloaded from the Porsche Motorsport truck. “I am incredibly grateful for this opportunity.”

The racing royal is certainly well qualified for the task, having competed in the Porsche Carrera Cup since 2008 and celebrated his 100th race start in the series earlier this year – as well as having amassed a great deal of experience racing in other categories, such as the Swedish Touring Car Championship and Swedish GT series.

It’s perhaps no surprise that he harbours such an interest in cars, being from a line of avid motor enthusiasts and Porsche fans. His father, His Majesty King Carl XVI Gustaf, was famously photographed driving a 911 Targa in 1973 with his now wife Queen Silvia early in their courtship. The King's automotive passion has led him to growing an impressive collection of cars from several marques – a collection in which his 1973 Porsche 911 Targa still resides. His Majesty also takes great pride in regularly attending the season finale of the Carrera Cup Scandinavia to watch his son race. Prince Carl Philip’s great uncle, the late Prince Bertil, was affectionately known as ‘the motor prince’ and also owned several examples of Porsche sports cars during his life.

On track: power, precision and passion

Hopping from his usual 911 GT3 Cup – which weighs 1,260 kg and produces a power output of 510 PS – and into the 962 C, Prince Carl Philip immediately noted the huge differences. Perhaps most apparent was the compactness of the older car’s cockpit. Despite its original driver’s lofty stature, the cabin could only be described as ‘snug’.

Nevertheless, HRH quickly got to grips with the 962 C, his lap times getting progressively quicker as he became more comfortable and the enormous slick tyres approached their optimal temperature. “It’s not easy to drive, but it goes incredibly well once you get the tyres up to temperature,” he said after his first session on track. “And the power when the turbochargers kick in … well, that's something you’ve got to be ready for!”

Alexander Klein, Head of Heritage Operations and Communication, was impressed by the Prince’s

driving. “It’s not easy to get into such a fast car and drive it so fast after just a couple of laps,” says Klein. “You can tell that the prince is both an experienced and confident driver.”

The Porsche 962 C: a technological milestone reborn

After its active racing career, 962 C chassis number 009 became an aerodynamics test car at Weissach before eventually becoming part of the Porsche Heritage and Museum collection. “For years, we’d walked past this car in the warehouse,” explains Armin Burger, Coordinator of Historic Motorsport at Porsche. “Then, [in 2020], we decided to bring it out, take it to Weissach and start work on it.”

Members of the team that originally worked with the car were brought in to assist with the restoration – including legendary engineer Norbert Singer and designer Robert Powell, the man originally responsible for the iconic red, yellow and black livery design. “When we gathered all the right people together to work on the car, everything immediately became clear,” says Burger. “We learned an incredible amount from Singer and Powell who were right there when it all happened.”

For the exhibition laps in the sunshine at Mantorp Park, the car’s gold BBS wheels were fitted with treaded tyres that would get up to temperature much quicker than the slicks – and the Prince was certainly not shy of finding the limit. “I had grip in the tyres straight away,” HRH explained. “With only three exhibition laps in front of the crowd, it's more fun for them if I dare to push a little – and more fun for me too!”

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