



1997 Panoz Esperante GTR-1

Le Mans Prototype

The very first Panoz prototype to race.

This car took the Panoz emblem to Le Mans in 1997 and 2004.

Originally suggested to Dr. Panoz by famed racing designer Adrian Reynard, the GTR-1 was created in the UK by Reynard Special Vehicle Products.

Unique for its front-engine construction, the result became a classic design known the world over for its lines, speed and characteristic throaty growl.

ENGINE

6.0-liter Élan Power Ford V8
Power - est. 620 bhp, 500+ ft·lbf torque

CHASSIS

Carbon fiber monocoque with aluminum honeycomb sections; carbon fiber forward chassis

SUSPENSION

Pushrod activated double wishbone coil overs
Front and rear anti-roll bars

DIMENSIONS

Wheelbase 108.2"
Front Track: 64.8"
Rear Track: 63.2"



1998 Panoz Esperante GTR-1

Q-9 Hybrid Electric

The Panoz Q-9 was built to investigate the performance and environmental potential of a hybrid powertrain in the unrelenting motorsports arena.

With the Q-9, Panoz sought to enhance the driving experience by increasing the performance and fuel efficiency of a standard powertrain through the addition of a technologically advanced hybrid drive system.

The single brushless Zytec DC motor is powered by a 260-cell NiMH battery pack, with a keenly integrated, highly efficient system engineered to provide regenerative braking and re-charging.

The system also offers the driver a discretionary 150 hp assist to the gasoline engine.

ENGINE

6.0-liter Ford OHV V8; Brushless Zytec DC motor
Power - est. 650 bhp (+ 30% assist), 500+ ft·lbf torque

CHASSIS

Carbon fiber monocoque

SUSPENSION

Independent wishbone pushrod
Front and rear anti-roll bars

DIMENSIONS

Wheelbase 104"
Front Track: 61.8"
Rear Track: 60.2"



2000 Panoz LMP1 Roadster

Chassis Number 5

Winner of the second round of the 2000 European Le Mans Series, Bitburger/AvD 1000 km of the Nürburgring, Germany, July 9, 2000.

Driven by Jan Magnussen and David Brabham

Team: Panoz Motorsports

It was a typical rainy Nürburgring race. Panoz Motorsports drivers Magnussen and Brabham held off the factory-backed BMW V-12 LMR of J.J. Lehto and Jorg Müller to take the victory by 1 minute, 33 seconds.

ENGINE

6.0-liter Élan Power Products 90-degree Ford V-8
Power - est. 620 bhp, 500+ ft-lbf torque

CHASSIS

Carbon fiber monocoque with aluminum honeycomb sections
Carbon fiber forward chassis for front axle with sheer plate

SUSPENSION

Pushrod-and-rocker activated double wishbone coilovers
Adjustable shocks, welded steel uprights, anti-roll bar

DIMENSIONS

Wheelbase: 108.2"
Front Track: 64.8"
Rear Track: 63.2"



2000 G-Force Panoz Oldsmobile Aurora

Indy 500 Winner

G-Force Technologies was a race car manufacturer founded in England by Chip Ganassi and Ken Anderson in 1991. Their efforts were focused on building cars for the Indy Racing League and 24 Hours of Le Mans.

Don Panoz and Élan Motorsports Technologies began a partnership with G-Force in 1999 that would later lead to his purchase of the company in 2002, after which Élan took over full production of their IRL chassis.

The new chassis project was spearheaded by former Lola designer Simon Marshall and began use during the 2003 season.

Built at Élan's facilities in Braselton, Georgia, the Panoz G-Force saw great success, winning both the 2003 and 2004 Indy 500 races.

ENGINE

4.0-liter Oldsmobile Aurora V8
Power - est. 675+ bhp

CHASSIS

Carbon fiber monocoque
Triangle airbox

SUSPENSION

Double wishbone pushrod with multilink
Steel aero profile tubing with rear roll hoop

DIMENSIONS

Wheelbase 119.0"
Front Track: 77.5"
Rear Track: 78.5"



2002 Panoz Esperante

Trans Am Champion

Participating in the 2002 SCCA Trans-Am Series, this car won both the Driver's Championship for driver Boris Said and the Manufacturer's Championship for Panoz.

The 2002 Panoz Esperante distinguished itself by landing on the podium in all 12 races that year and winning 7 of those races.

ENGINE

5.8-liter Ford V8
Power - est. 430 bhp

CHASSIS

Tube frame chassis with thermoformed alloy panels
Eight-point integrated roll cage

SUSPENSION

Pushrod-and-rocker activated gas charged coil-overs
Front and rear anti-roll bars

DIMENSIONS

Wheelbase 106.0"
Front Track: 60.9"
Rear Track: 63.2"



2006 Panoz Esperante GTLM GT2

This is one of the two Team LNT Panoz Esperante GTLM entrants from 2006, the year they won the GT2 category at the 24 Hours of Le Mans.

The Panoz Esperante GTLM was a fierce challenger in GT competition, scoring an inaugural victory at Road Atlanta in April 2005 and historic wins at the 12 Hours of Sebring and the 24 Hours of Le Mans in 2006.

The Le Mans victory marked the 10th consecutive year that at least one Panoz entry had competed at La Sarthe.

“The dream of winning here lives inside anyone who has entered Le Mans,” Don Panoz said.

ENGINE

5.0-liter Élan Motorsport Technologies V8, 32-valve
Power - est. 500 bhp, 450+ ft·lbf torque

CHASSIS

Semi-monocoque central structure
Tubular steel front and rear sub-frames

SUSPENSION

Upper and lower wishbones
Adjustable front and rear anti-roll bars

DIMENSIONS

Wheelbase 106.0”
Front Track: 63.3”
Rear Track: 64.0”



2008 Panoz GTLM Mk II GT2

For the 2007 - 2009 American Le Mans Series seasons, the Panoz Esperante was managed by Tom Milner and Team PTG.

First class drivers like Joey Hand, Bill Auberlen, Tom Kimber-Smith, Scott Maxwell, Bryan Sellers, Ross Smith, Tommy Milner, Tom Sutherland, Dominik Farnbacher and Ian James helped the team to score class podiums at the 2007 and 2009 Sports Car Challenge of St. Petersburg and the 2009 12 Hours of Sebring, as well as numerous top-5 and top-10 finishes for each year in competition.

ENGINE

5.0-liter Élan Motorsport Technologies Ford V8, 32-valve
Power - est. 476 bhp, 476+ ft·lbf torque

CHASSIS

Modular extruded carbon, unibody space frame
Tubular steel front and rear sub-frames

SUSPENSION

Front and rear double A-Arm with coil springs
Adjustable anti-roll bar

DIMENSIONS

Wheelbase 106.0"
Front Track: 63.0"
Rear Track: 64.0"



2011 Panoz Abruzzi 'Spirit of Le Mans'

The Abruzzi 'Spirit of Le Mans' is one of the world's most incomparable sports car concepts.

Forged under the Panoz marque, with its heritage of championship endurance sports car racing, the Abruzzi fulfills the dream of inventor and entrepreneur Don Panoz to create a beautiful, technologically advanced sports car inspired by the styling of a classic era when racers would literally drive their own cars to Le Mans to compete.

The Abruzzi 'Spirit of Le Mans' breaks new ground in performance and innovation, featuring an unprecedented R.E.A.M.S.[®] body system (Recyclable Energy Absorbing Matrix System) and introduces the revolutionary TRIFECTACOOLING[®] radiator technology to offer environmental, performance and structural advantages like no other automobile on the planet.

ENGINE

6.2-liter supercharged Panoz Motorsport V8
Power - est. 640 bhp, 600+ ft-lbf torque

CHASSIS

Extruded aluminum and carbon fiber central structure
Tubular steel front and rear sub-frames

SUSPENSION

Push rod and rocker activated coil overs
Front and rear anti-roll bars

DIMENSIONS

Wheelbase 115.91"
Front Track: 63.3"
Rear Track: 61.5"