

MOTORSPORT

THE OFFICIAL MAGAZINE OF THE PORSCHE CLUB OF AMERICA

PANORAMA

832

H. Mraz

75 YEARS OF PORSCHE MOTORSPORT

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JULY 2026

ISSUE NUMBER 832

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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.



PORSCHE PANORAMA (ISSN 0147-3565) is published monthly by the Porsche Club of America, Inc., 9689 Gerwig Lane, Suite 4C/D, Columbia, MD 21046. Periodicals postage paid at Columbia, MD, and additional offices. PCA membership dues are \$56.00 for one year, \$110.00 for two years, or \$162.00 for three years. Dues include an annual subscription to Porsche Panorama. Postmaster: Send address change to Porsche Panorama, PCA Executive Office, PO Box 6400, Columbia, MD 21045. Copyright ©2026 by the Porsche Club of America, Inc., all rights reserved. www.pca.org

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

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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.

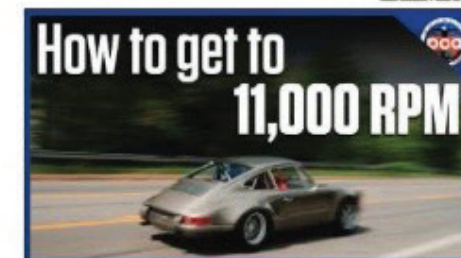


FEATURED VIDEOS: SCAN THE QR CODES TO WATCH THE VIDEOS OR VISIT: youtube.com/@PorscheClubofAmerica



Examining Tuthill's 911K

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



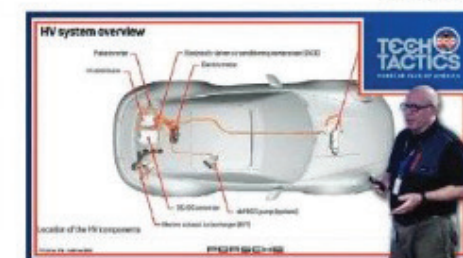
A 914 expert's favorite

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.



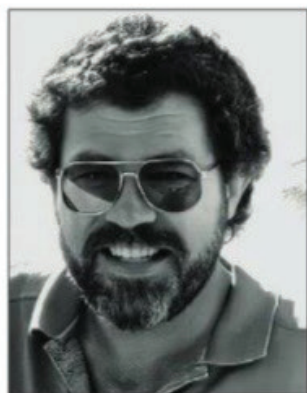
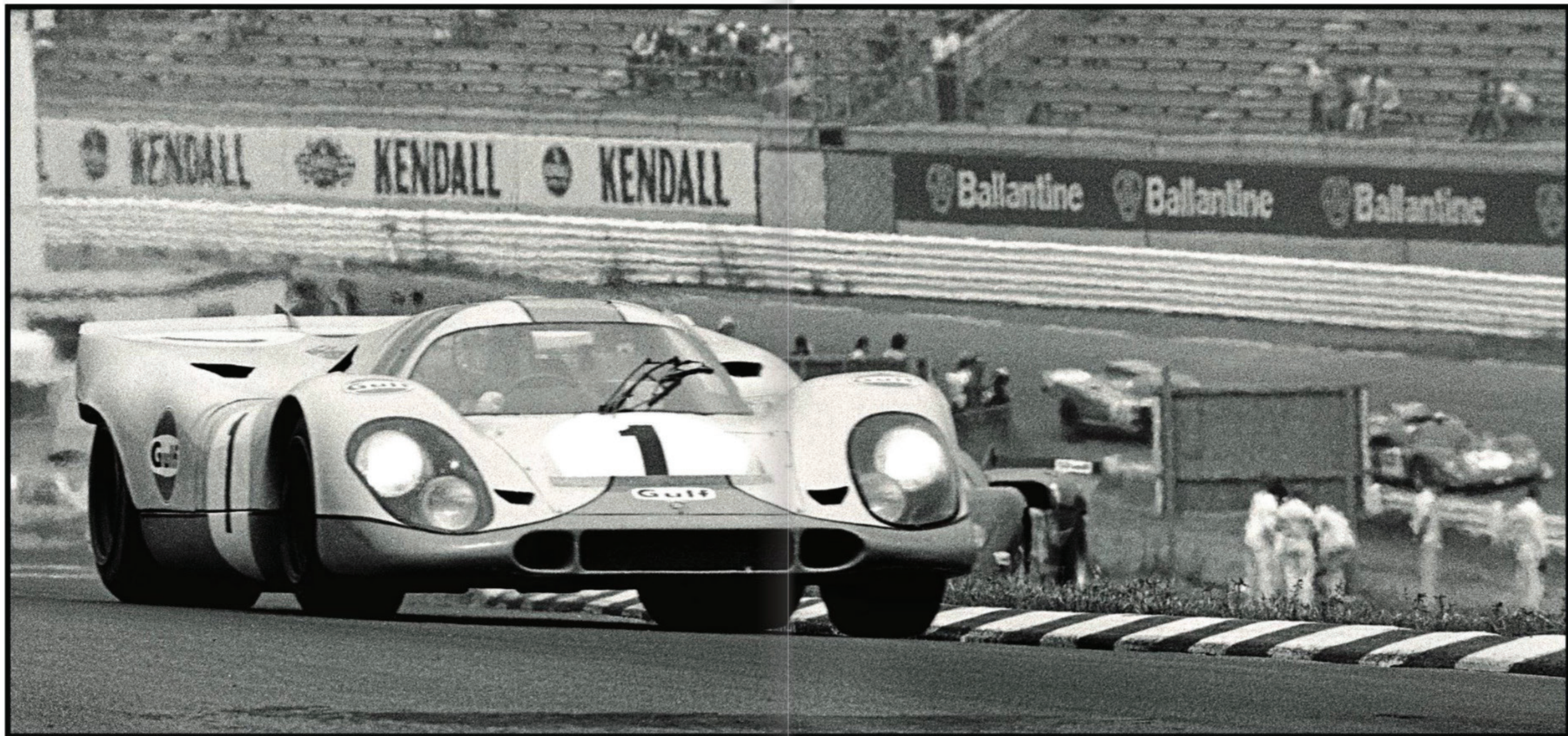


Image Master

THE PHOTOGRAPHIC WORK OF HAL CROCKER

STORY BY SEAN CRIDLAND PHOTOS BY HAL CROCKER

EVEN IF YOU DON'T KNOW HIS NAME, you know his work. Hal Crocker was the go-to photographer during what many consider the golden age of GT and prototype racing from the late 1960s into the early 2000s. Artistically adept at both on-track action shots and pit-lane drama, Crocker developed a special reputation for capturing scenes of tension, drama, and occasional hilarity involving the movers and shakers of the racing world. Though known for a prickly, tell-it-like-it-is persona, his work earned the respect of drivers, track organizations, manufacturers, and peers. He was the official track photographer for Road Atlanta and Mid-Ohio Sports Car Course, and for manufacturers as diverse as Porsche, Jaguar, Nissan, Mazda, and others at various times.

This image of the No. 1 Porsche 917K of Jo Siffert and Brian Redman during the 1970 6 Hours of Watkins Glen leading a field of Ferrari 512s and the Salzburg 917 into the Esses is textbook Crocker. Composed perfectly, his still frame conveys motion while also revealing the beauty and power of the dominating Group 5 Porsche dancing on the edge of adhesion while subtly affirming its role in that year's FIA World Championship for Makes.



There are countless shots of the Brumos-prepared Carrera RS on its way to victory in the 1973 24 Hours of Daytona, but somehow Crocker's black-and-white rendition of Hurley Haywood's drive through the morning hours captures the raw grit and determination of the little team from Jacksonville, Florida, better than all the rest. The car has been through the mill, with Haywood running into a flock of seagulls on the back straight at 159 mph, but it didn't stop him. Haywood and team owner Peter Gregg won by 55 miles over the North American Racing Team Ferrari of François Migault and Milt Minter, and put Porsche in first place in the World Championship of Makes.

Crocker's photo of Mark Donohue reveals the contemplative, shy nature of the multitasking champion.



Rocket-fast Jochen Maas also enjoyed photography, as shown here at the 1977 24 Hours of Daytona when he was co-driving with Jacky Ickx in the Martini 935.



Crocker always enjoyed working with Al Holbert, whom he described as a deep thinker with a playful side.

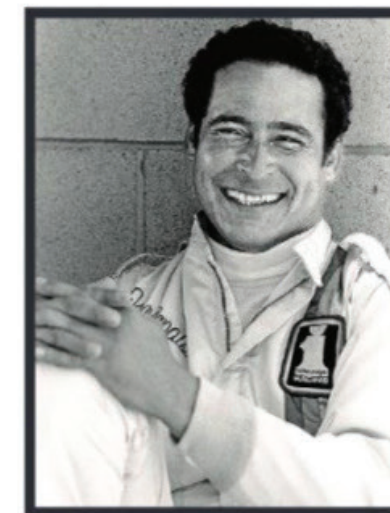


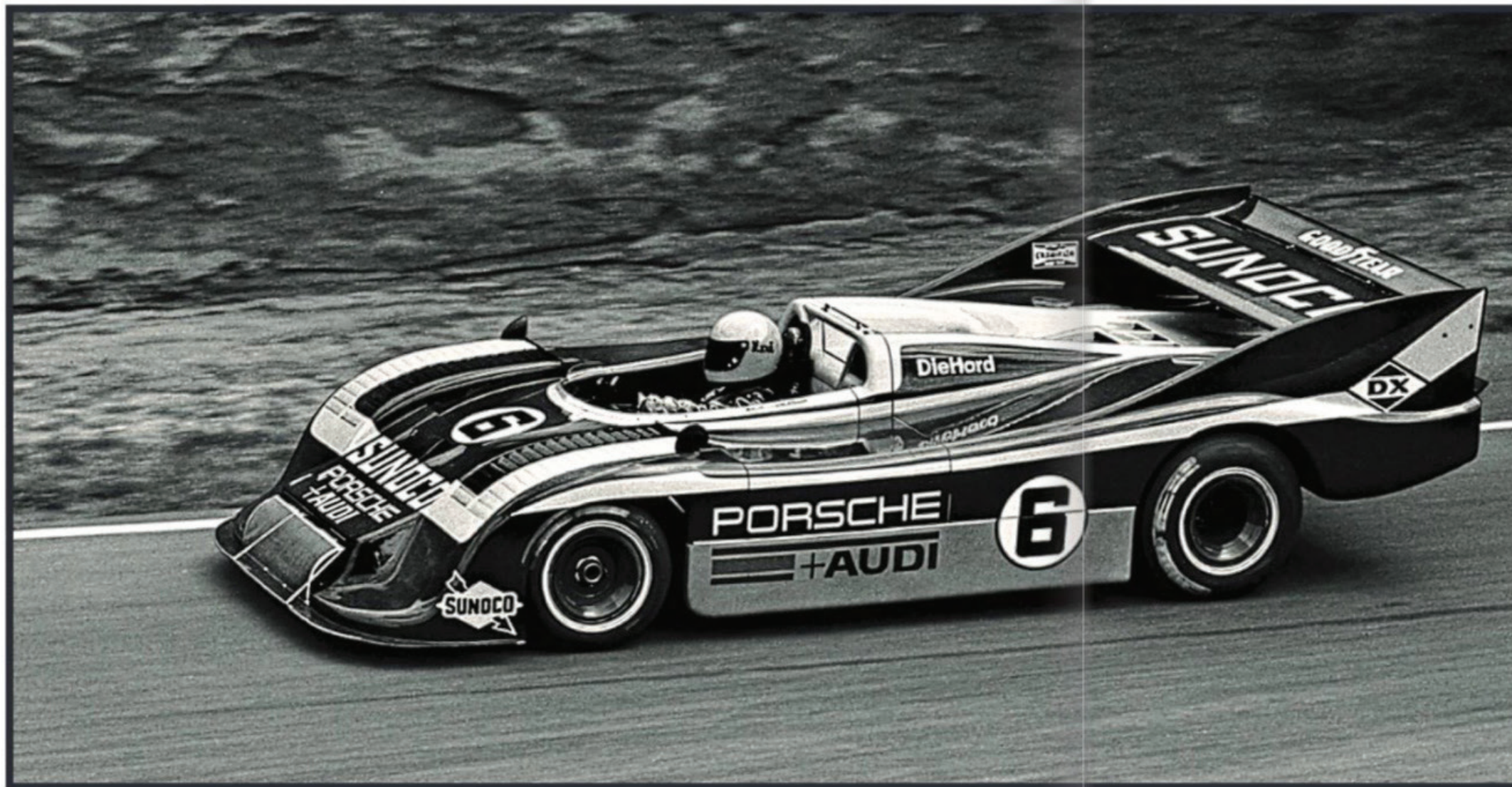
The opening race of 1970 at the 24 Hours of Daytona proved to be a big success for John Wyer Engineering's Gulf-sponsored 917s with the No. 2 car driven by Pedro Rodriguez, Leo Kinnunen, and Brian Redman taking the win, and the No. 1 car driven by Jo Siffert and Redman (also!) earning second place. Crocker had a close friendship with Rodriguez, here shown on top of the car at center as they wheel into victory lane.

Hal Crocker had an uncanny ability to keep drivers and crews at ease while he was shooting, as shown here as Jacky Ickx shares an amusing moment with Brian Redman.



Painfully shy, Danny "On the Gas" Ongais rarely smiled for photos. But he did for Crocker.

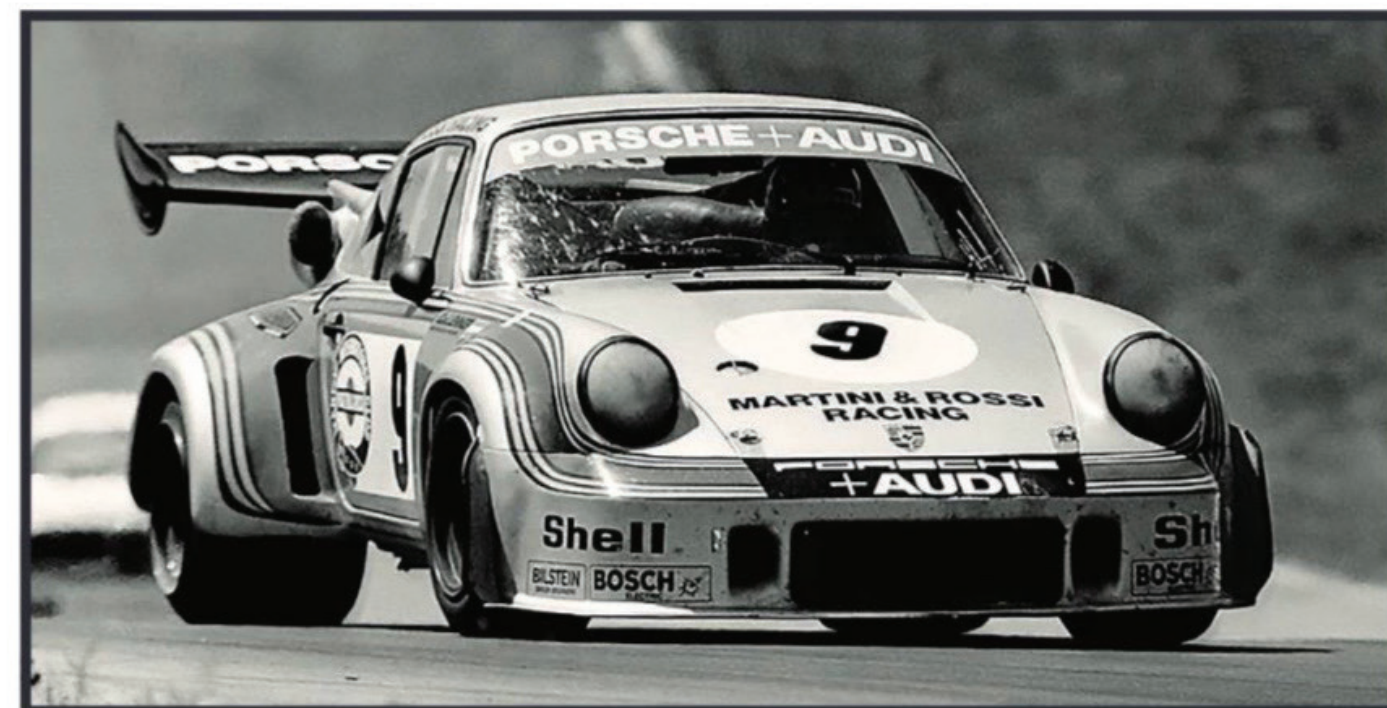


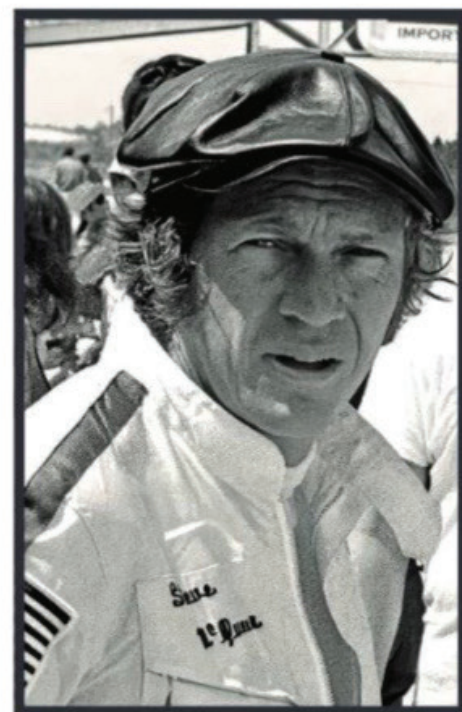
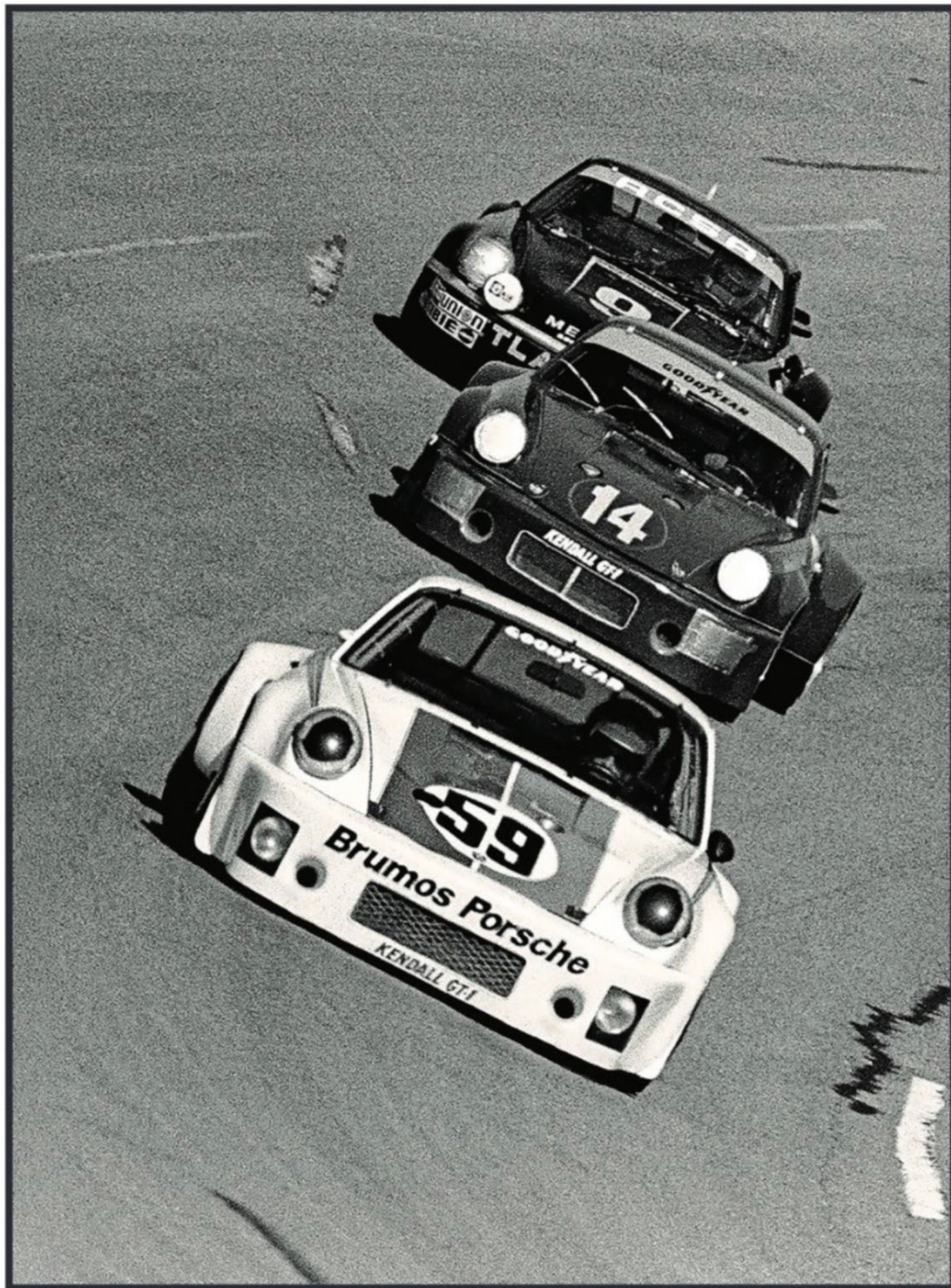


Left: Wickedly fast in a racing car, Pedro Rodriguez, here in his ubiquitous deerstalker cap, was known for his fashion-forward sense of style and sly wit. **Below:** Not just another *de rigueur* victory circle snapshot, this Crocker photo reveals a warmth and depth of connection rarely seen in racing photos, with Miss Camel GT Sonja Matthews, Hurley Haywood, Peter Gregg, and his son Jason. **Bottom:** The brutally fast precursor to the 935, the No. 9 Martini Racing Porsche RSR Turbo was raced at the 1974 6 Hours of Watkins Glen by Herbert Müller and Gijs van Lennep, and placed second overall.



Everyone with a historic knowledge of Porsche racing knows the significance of the seemingly unbeatable Penske/Sunoco 917-30 and the unbreakable partnership of Roger Penske and Mark Donohue. On track, Donohue displayed a purposeful invincibility. Yet hidden in the shadows of the fame are the fabled deep layers of thought, planning, and execution. Donohue was so fully committed in the Penske success machine that he often drove the transporter to the races. In the photo at right, Crocker captured a visibly tired Donohue in conference with Penske at the 1973 24 Hours of Daytona.

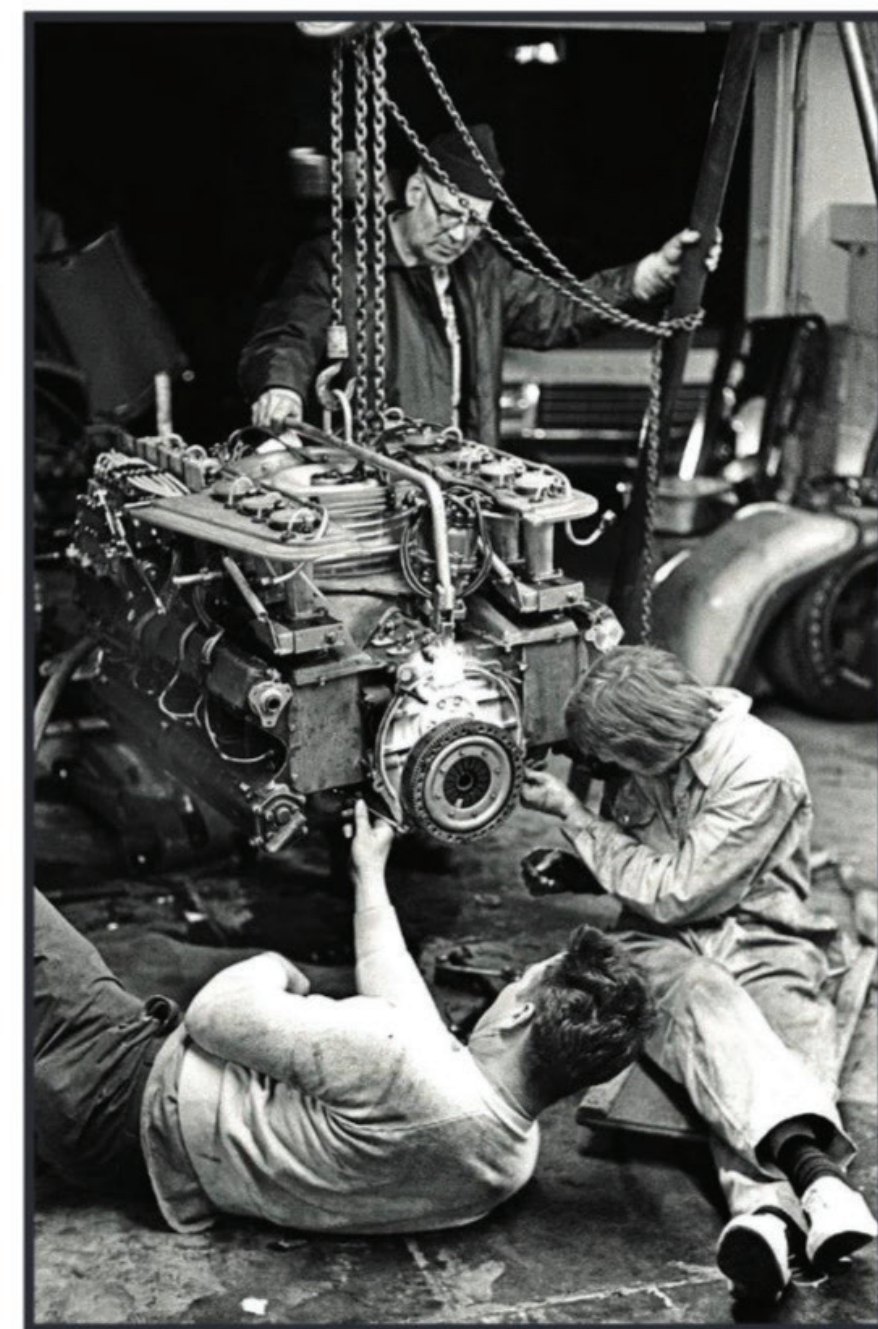


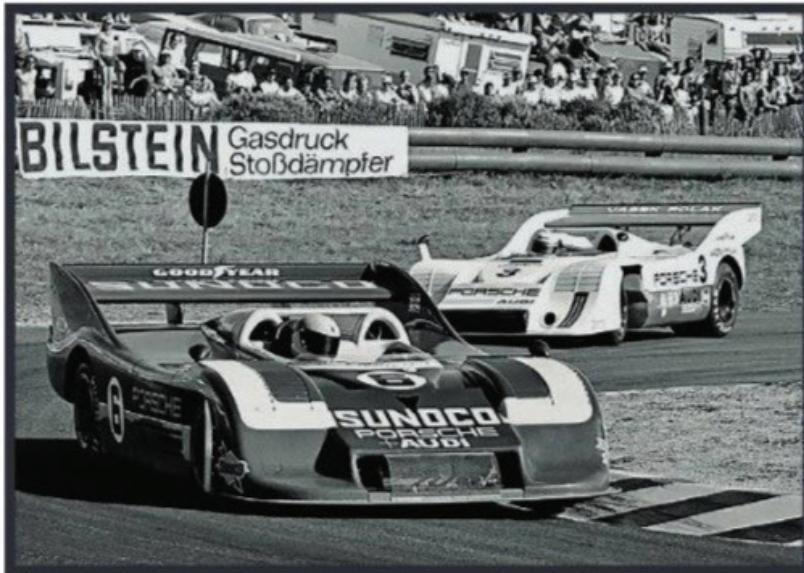


Opposite: Crocker had been scouting locations at Daytona for years before he shot this photo of Peter Gregg in the Brumos Carrera RSR leading the similar cars of Al Holbert and Juan Carlos Bolaños on the banking during the 1975 edition of the 24 Hours. Gregg and Haywood went on to take their second win, while the 14 was eighth and the 9 suffered a DNF.

Top left: Al Holbert reveals his lighter side when receiving the winner's medal from the Camel GT girls. **Center left:** Crocker's shot of IMSA founder John Bishop reveals the intensity of a man who created many of America's top racing series in the 1960s and 1970s.

Bottom left: By 1970, everyone in the motoring world knew that Steve McQueen was a skilled motorcycle and car racer, but his second-place finish at that year's Sebring, combined with his movie *Le Mans*, further solidified his legendary status in the Porsche racing pantheon. **Bottom right:** Racing is about more than heroic drives, legendary personalities, and glamorous settings. Crocker's art also made interesting the grit and grime behind the scenes that made it all possible. Porsche mechanics are shown in the Daytona garages wrestling a 917K flat-12 engine into place for maintenance. Producing approximately 600 horsepower, the engine accounted for nearly one-third of the car's overall weight.





Top left: Mark Donohue in the 917-30 leads Brian Redman in Vasek Polak's 917-10 at Laguna Seca. Donohue took a dominant win, while Redman suffered a DNF. **Center left:** Hal Crocker's legend was built upon his understanding of tension and drama. In this shot he captured a late-night driver change of the second-place 917. Jo Siffert is shown waiting to relieve co-driver Brian Redman. Note the "Daytona window" above the windshield allowing the drivers to see farther ahead on the steep banking. **Bottom left and above:** Great photography is often the result of being in the right place at the right time, but it also can come from living in the right era, as Crocker did. The original International Race of Champions (IROC) was a racing series of true champions, with drivers from every important discipline testing each other in equally prepared Porsche RSRs. On the podium is series champion Mark Donohue with Peter Revson, Bobby Unser, George Follmer, David Pearson, and A.J. Foyt. 🏆