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CLUB RACER

PORSCHE CLUB OF AMERICA

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FROM THE CHAIR

BY DAVE RODENROTH



VICTOR NEWMAN

A Fast Start, A Full Calendar

AS I WRITE THIS column, it dawned on me that we are a quarter of the way through the 2025 season. And we have seven more races on the schedule taking place in the next month. The year is flying by. And if you haven't raced with us yet this year, it is time to get out and do it!

Per usual, our annual period for proposed rule changes is open for racers to submit ideas and changes to the current PCA Club Racing

rules. We'll accept proposals through June. The rules committee will review them and put forth accepted proposals for commentary for 30 days. The proposals put out for commentary don't necessarily mean the committee agrees with the proposal. But deems it worthy of discussion and consideration.

After the commentary period, the committee decides which proposals, or changes, are acceptable for inclusion in the rulebook and publish those in October for review.

The final step is to publish the rules changes, or additions, with the intent to make them effective on January 1, 2026.

This rulemaking event is an important step in keeping our program on a level playing field in all classes. Take the time to submit ideas. This is our racing program. It is important that you have a say in the rules that govern it. Racers run PCA Club Racing and are invested in keeping it that way.

Our Scrutineer group, led by Chief Scrutineer Brian Gay, will have a training event in June at Autometrics in Charleston, SC. This team works hard to stay on top of the changes occurring every year. Continued training is key. As racers, we expect them to know everything

from a 944 to the latest Porsche Cup car off the top of their heads, which is unrealistic for sure. But we have a great group of dedicated people in our program.

We had our Timing and Scoring summit early in the year, which was much needed and very successful according to the participants.

We are in discussions for holding at least one race in the Pacific Northwest in 2026, which will help provide some additional racing opportunities out west. We'll keep you informed as that progresses.

There is still a lot of racing left in 2025 so get out there and compete. I hope to see each of you at the track.

See you at the races! ■



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VIEW FROM THE TOWER

BY BILL MILLER



KYLE SCHWAB

Race Starts

YOU MIGHT DESCRIBE the time you spend behind the pace car at the start of a race as the calm before the storm. There is intensity in the anticipation of a race start, which demands focus, discipline, and good racecraft. The pace car ensures a safe and controlled start. It's the driver's responsibility to maintain composure and adhere to race protocol.

First of all, during a pace car lap stay in line behind the car ahead of you. That may seem obvious. But occasionally, as cars approach the starter stand we have a racer who moves completely out of their lane before the green flag to get an open

lane and an advantage passing the car ahead. A couple of feet one way or the other to see the starter is one thing, but failing to stay formed up behind the car ahead can result in a penalty or a wave off to the race start, which no racer likes.

Like staying in line, staying in position also seems pretty obvious. But what happens if the car ahead drops out for some reason on a double-file pace lap? The correct answer is to leave the position open. This is because if you move up to the row ahead you could be advancing your position. That's passing under yellow, and we all know that's not allowed. This happened to me last year when the

car gridded behind me moved up during the pace lap to fill a vacant position in the row ahead. It put me behind him on the start.

And then there's jumping the start, hitting the gas and starting to race before the green flag flies. Jumping the start is a blatant rules violation. It's considered passing under yellow and carries the same penalty. I assure you that the starter in the flag stand and the Steward in the tower watch for this.

Equally important on a pace lap is maintaining safe distance. Crowding the car in front of you can lead to contact, especially if there is sudden braking, or other change in pace, as the field slows down when it approaches the start. On the flip side, hanging back from the cars ahead to give yourself a run on the field is blocking and poor

sportsmanship. Not only can it get you a penalty, it spoils the start for the racers behind you when they lose distance to the field. So, close the gaps. No lollygagging.

If you are fortunate enough to sit on pole, remember that when the pace car lights go off and exits the track, you now control the field. You become responsible for holding the line, approaching the starter, and for maintaining a constant pace car speed until the green flag waves.

Race starts require good racecraft and sportsmanship. Stay in line, keep your position, maintain a safe distance. Use the time to visualize the start, your approach to the first corner, and to anticipate potential scenarios. Mutual respect for each other and adhering to the race protocols ensures a clean and safe start for everyone. ■

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COACHING PERSPECTIVE

BY DAVID MURRY



The Relentless Pursuit: Mastering Racecar Control Through Consistent Practice

THE THRILL OF RACING. The raw power of a finely tuned machine and the delicate dance of pushing a car to its limits. These experiences captivate all of us. However, mastering

racecar control is not a matter of a weekend course or a few track days. It's a relentless pursuit, demanding consistent practice and a deep understanding of vehicle dynamics.

While formal training provides a

crucial foundation, the real learning comes with consistent, dedicated practice. Just like a musician honing their craft, a racecar driver must build muscle memory and an intuitive feel for the car. This is especially true when dealing with the unpredictable nature of sliding and recovering.

THE IMPORTANCE OF REPETITION:

Racecars, by their very nature, operate at the edge of traction. This means slides are not just possible, but inevitable. The ability to recognize, react to, and correct slides is paramount to both speed and safety. This skill is not acquired overnight. It requires countless repetitions, allowing the driver to internalize the

car's responses. And to develop the reflexes needed to react instinctively.

CONSIDER THE FOLLOWING:

- **Muscle Memory:** The human brain and body learn best through repetition. Each slide and correction reinforce neural pathways, allowing the driver to react faster and more accurately.
- **Feel for the Car:** Although physics of sliding vehicles of any type are the same, every car has its own unique characteristics. Consistent practice allows the driver to develop a nuanced understanding of how the car responds to different inputs, from steering and throttle to braking and weight transfer.

- **Adaptability:** Racing conditions change constantly. Track surfaces, weather, and tire wear all affect the car's handling. Regular practice in diverse conditions prepares the driver to adapt to these changes.

THE VALUE OF SLIDING PRACTICE:

Sliding, while often perceived as a loss of control, is an integral part of racing. Mastering the art of controlled slides allows drivers to maximize cornering speed and maintain momentum. However, it requires a delicate balance of aggression and finesse.

WHY IS SLIDING PRACTICE SO VITAL?

- **Understanding Limits:** Sliding helps drivers understand the limits of their car's grip and their own abilities.
- **Developing Corrective Skills:**

Practicing slides allows drivers to develop the skills needed to correct them, preventing spins and crashes. Slides vary in quickness of development. And rear engine cars have more inertia than front engine cars. Both quick developing slides and rear engine cars require quicker steering responses than slow developing slides and front engine cars.

- **Improving Car Control:** Controlled slides enhance overall car control, allowing drivers to manipulate the car with greater precision. This is how to achieve maximum cornering speed and exit. While five degrees of slide may be the fastest a particular car can travel through a corner, it may take over 15 degrees of slide to cause a spin. Understanding—and the ability to control—the amount of slide is critical in driving at the limit for speed.

FINDING A SUITABLE



PRACTICE ENVIRONMENT:

The challenge lies in finding a safe and accessible environment for consistent practice. While dedicated race tracks are ideal, they can be expensive and inconvenient. Test/track days before races are vital to getting the most speed and efficiency by providing practice on the exact surface/track leading into the race weekend. Do those as often as possible. Alternative options between races include:

- **Dirt or Gravel Roads:** These surfaces offer a low-traction environment perfect for practicing slides and car control.
- **Snow-Covered Areas:** In regions with snowfall, empty parking lots or designated practice areas can provide excellent opportunities for low-grip practice.
- **Skid Pads:** Many driving schools and racing facilities offer skid pads, which are specifically designed for

practicing slides and car control. Pave one in your backyard if you can afford it and incorporate a figure eight.

- **Simulators:** Racing simulators are becoming increasingly realistic, providing a safe and cost-effective way to practice car control and learn track layouts.

- **Skid cars:** Skid cars are a dolly that mounts under a car and can raise or lower the front or rear to add or remove weight/grip to each end. A fantastic device for learning car control.

THE IMPORTANCE OF VARIED VEHICLES:

Using different vehicles for practice can be beneficial. Each car has its own handling characteristics, mastering multiple vehicles allows the driver to develop a broader understanding of vehicle dynamics. For example, practicing in a rear-wheel-drive car can help develop skills in managing oversteer, while a front-wheel-drive car can improve understanding of understeer. Using vehicles of different weights and power levels also help a driver understand how those factors change car behavior.

THE LONG-TERM INVESTMENT:

Consistent practice is not a quick fix. It's a long-term investment in developing the skills and instincts needed to excel in racing. The rewards, however, are immeasurable. The ability to confidently control a racecar at its limits, to push the boundaries of performance, and to experience the exhilaration of racing is a testament to the power of dedication and practice.

In conclusion, while formal training provides a strong foundation, consistent practice is the key to mastering racecar control. The ability to manage slides, understand vehicle dynamics, and adapt to changing conditions is not a skill acquired overnight. It requires a relentless pursuit of improvement, a willingness to experiment, and a commitment to continuous learning. ■



ALL IN THE FAMILY



THE LARGE RACING FAMILY THAT THRIVES IN THE PORSCHE CLUB COMMUNITY AND EMBODIED BY THE BORTOLOTTI'S & MMR GROUP

STORY AND PHOTOS BY RYAN CARIGNAN



Family is a word and a theme often used in the racing world. Professional or amateur, in the paddock you see familiar faces at every event. And relationships are forged under the stress of competition. For the past twenty-plus years, it has even been the “plot device” for an improbably successful, mostly car-centric movie franchise.

When Canadian racer Perry Bortolotti passed away in September 2023, the racing community on both sides of the border lost a family member. Bortolotti was a champion racer, winning amateur and professional titles in both Canada and the US. And he was a fixture in the Porsche racing community. That community honored his presence with a missing man formation at Sebring in 2024, the first event without Perry, and one he was accustomed to winning.

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crew and team of racers Bortolotti ran with are legends in their own right. For years, Bortolotti raced with the crew from Mark Motors Racing (MMR). MMR is the racing arm of Mark Motors Porsche, a successful Canadian car dealership founded by Louis Mrak.

In 2011, the dealership participated in the inaugural Porsche GT3 Cup Challenge Canada race at Calabogie Motorsport Park in Ottawa. In 2013, they formed a full-time race team around two passionate and talented men: Perry Bortolotti and Marco Cirone.

Over the years, the two competitors won nearly every Porsche-related series in Canada and the United States. Cirone still competes in the

Porsche Carrera Cup North America series. And he's one of the fastest Masters drivers on the track, often beating competition half his age.

MMR's roots to success lie in the crew's ability to fix and set up the cars. Vito Scavone, Georges Bourque, and Matt Hardiman have worked together since 2008. Their collective experience, and deep ties to the Porsche brand, bring unrivaled value to the team.

When a talented group of people work together for years, it's expected that they will grow close through shared experiences. However, the team at MMR is a bit different. They became a family, with generations of racers growing up in the program. The team's success goes beyond Bortolotti





and Cirone. The list of alumni includes high-level professionals like Scott Hargrove, Zachary Robichon, and Roman De Angelis.

De Angelis is genuinely part of the family as his father, Max, also races with MMR. However, his true calling at the track may not be in the driver's seat but at the helm of the outdoor kitchen setup. More on that later.

When Perry Bortolotti was diagnosed with terminal cancer, he told his son, Jordan, it was time for them to race together. Jordan grew up around race tracks and always loved motorsports. But he never competed in wheel-to-wheel racing and didn't have a competition license.

"We have to do this," the elder Bortolotti said. "Now go buy a car."

With that, Jordan sought a suitable Porsche to take to the track and soon found himself in a



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Cayman. He spent time with his father, going over videos and data from various tracks and using simulators to learn racing lines. The younger Bortolotti progressed from track days to getting his racing license. Unfortunately, cancer took Perry before Jordan could join him on track, or for him to see his son stand on a race podium (which he did in one of his first races). "Wherever he was, I hope he saw me," said Jordan when thinking about that first podium finish.

The PCA 48 Hours at Sebring is an annual tradition for the MMR family. Even with the loss of one of their ringleaders, the family honors him each year by continuing to race in the event. 2025 held

extra meaning as it was the first time Jordan Bortolotti raced with PCA at the track. Supported by his brother Tanner on the radio, the two Bortolotti sons traveled in their father's and extended family's footsteps in the ever-competitive GTB1 class.

Perry Bortolotti always raced with the number 84, but unfortunately, the number was already taken when Jordan registered for the 48 hours at Sebring. His GTB1 Cayman raced with 840 on the door, motivating Jordan to ensure he is one of the first people to enter for 2026 so he can run his father's number next year.

The spirit of Mark Motors was evident in the atmosphere, as its legendary crew supported De

Angelis, Bortolotti, and Scott Giannou on track all weekend. However, the family aspect was at its strongest during the annual Saturday night dinner. It is an event known to racers up and down the paddock, including personnel from Porsche Motorsport North America, who are familiar with the team members and their racing exploits.

If you spend five minutes talking to Max De Angelis, you are instantly treated like family, invited for dinner, and wrapped in the MMR family embrace (figuratively and often literally). If you are looking for the dinner gathering but unsure which paddock setup belongs to MMR, it's the one with the disco ball and all of the people. Or,

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just follow your nose because the smell of the feast prepared by Scavone and De Angelis will carry you, Bugs-Bunny style, right to the table.

Max DeAngelis is no stranger to the race track, but he looks just as at ease in his cooking apron over his Heart of Racing t-shirt (the Aston Martin team his son races for) as he does in a fire suit. Meal preparation is a beautiful dance. De Angelis and Scavone prepare the pasta course like this, De Angelis cooks the meat and Scavone prepares the pasta. Once everything is perfect, they combine the two with olive oil and parmesan cheese. It's a dish you would willingly pay top dollar for in any restaurant.

Pasta is just the first course. Once the chefs see that everyone under the tent has had an opportunity to fill their plate, and their wine glass—all

while enjoying great conversation—more food follows.

As the main course of grilled steak, shrimp, and a delicious salad is prepared, Jordan Bortolotti realizes the half-stowed equipment looks like a DJ booth and makes like he's spinning the tunes that have been blasting from the hauler. It's a fun moment. Cell phones emerge and Jordan makes his best DJ poses for the cameras. Another example of how fun at the track isn't limited to time on track.

Pockets of conversation continue to grow as more and more racers and crew from other teams arrive under the tent and around the dinner tables. Bottles of flavored tequila from one driver's brand seemingly appear out of nowhere on the tables. De Angelis checks in to make sure I have had enough to eat and encourages me to make myself



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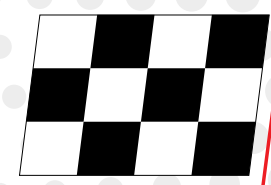
at home. The fact that we met only hours ago makes no difference; I feel as though I've known him for years.

The Bortolotti brothers are happy with the way the weekend is going. And excited about Sunday's Enduro. Everyone is sad that Perry Bortolotti is no longer with them, but they are also happy to be doing what he loved: racing and spending time with their extended family.

The annual 48 Hours at Sebring was not only a time to celebrate being back on track. Or to escape the cold Canadian winters for the Mark Motors Racing crew. The race weekend was also on or close to Perry Bortolotti's birthday. While he is no longer with the group, his birthday is still recognized and celebrated. Unbeknownst to the Bortolotti sons, De Angelis had arranged for a birthday cake for dessert.

After a heartfelt speech, which he shared his pride and joy at seeing the group together. And seeing Jordan racing as his father loved, there weren't many dry eyes in the house when the candles were blown out and the cake was cut. Outside of Jordan and Tanner, few under the tent were related by blood, but all were family.

The details of Jordan Bortolotti's story may be unique, but its elements are not. Whether he races in one more club race or one hundred, he is part of an extended family brought together by shared passions for Porsche, racing, and each other. ■



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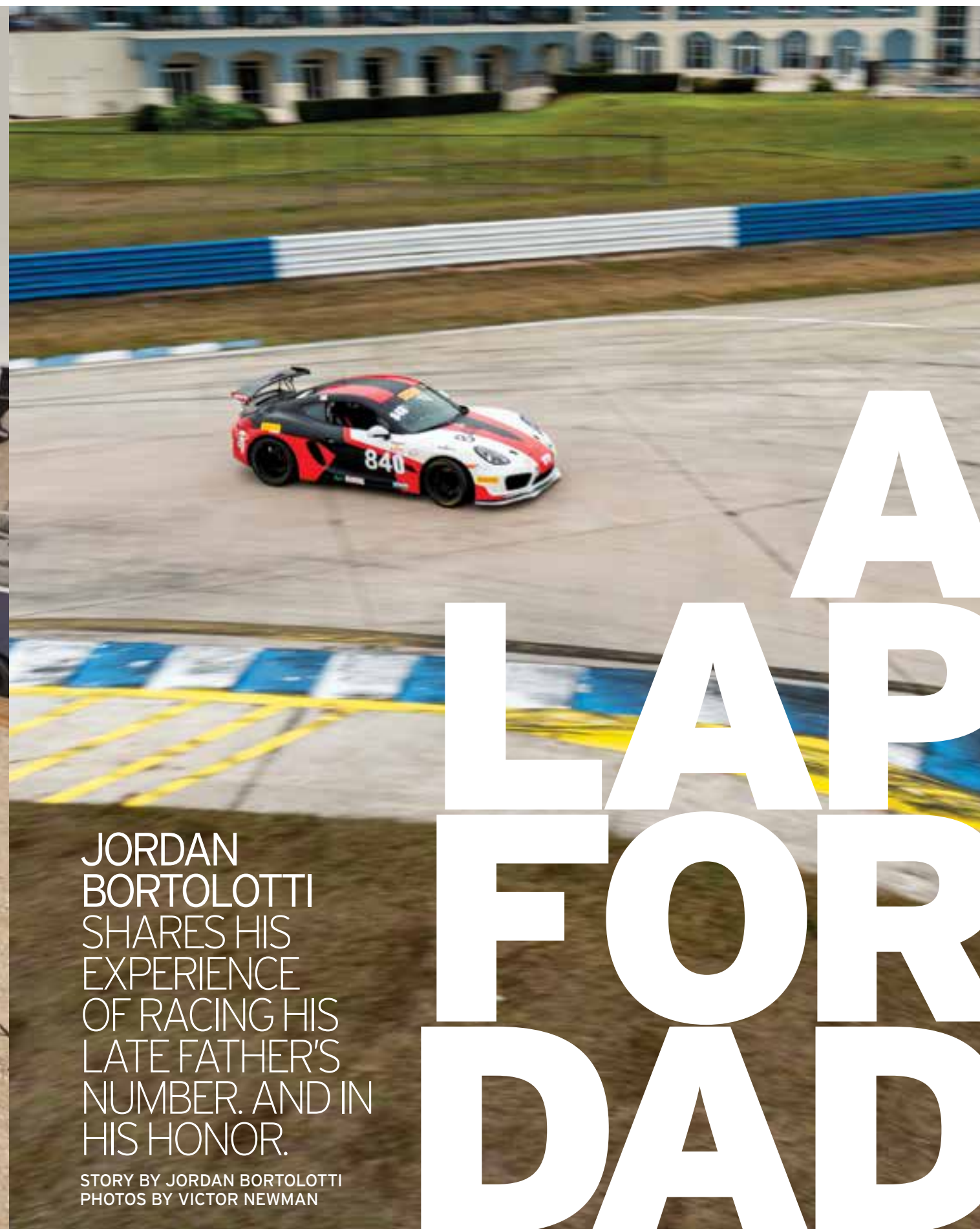
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STORY BY JORDAN BORTOLOTTI
PHOTOS BY VICTOR NEWMAN



Racing isn't just something I do. It's something I am, because of my dad: Perry Bortolotti. From the time I could walk, I was surrounded by cars, engines, and the unmistakable smell of race fuel. Dad didn't just teach me about cars—he made sure I felt them. He'd hand me a wrench and say, "Here, hold this," even if I had no clue what I was doing. He'd take me for a drive and casually point things out: "Driving is all about vision, look ahead." Looking back, I realize he was teaching me race craft long before I ever put on a helmet.

And maybe that was always meant to be. My full name is Perry Jordan Bortolotti—his name lives in mine. And when I race, I do it under the same number Dad carried: #84.

Dad's racing story started on short tracks, wrestling stock cars around local ovals, spending



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nights in the garage covered in grease. He took a break to focus on family and work, but when he got back into it, he didn't just dip a toe—he jumped in headfirst. First with a Corvette, then with Porsches. He raced in PCA events and eventually won the inaugural IMSA Porsche Carrera Cup Canada in 2011. He had talent, no doubt about that. But more than that, he had passion. He loved the sport, the cars, and the people.

He also loved a good laugh. Sure, he could be serious when he needed to be—like when I was driving and he'd raise an eyebrow and say, "You could brake later..." But most of the time, he kept things light. He had this way of making even the most stressful moments fun, whether it was cracking jokes in the paddock or helping a fellow racer sort out a mechanical issue while teasing them just enough to keep things interesting.

Sebring was his track. Every February, right around his birthday, he made the annual trip. He raced, caught up with friends like Marco Cirone and Max De Angelis, and soaked in the atmosphere. My dad loved everything about it—the



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history, the challenge, even the bone-rattling bumps. To him, Sebring wasn't just another race, it was the race.

I'd been to Sebring twice before, but 2023 was different. Dad was in the middle of his cancer treatments. As a result, he was skinny, weak, and in a lot of pain. The chemo robbed him of feeling in his feet, but he didn't let that stop him. Not only did he get in the car, but—because he was dad—he went out and set his fastest lap time ever at Sebring. No excuses, no complaints. Just sheer determination. I remember watching him that weekend, knowing how much he was suffering, and yet there he was, driving the wheels off that car.



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"SMOOTH IS FAST."
"LET THE TRACK COME TO YOU,
DON'T OVER DRIVE."

Dad passed away that September. When we returned to Sebring in 2024, his absence was heavy, but his presence was everywhere. The missing man lap in his honor wasn't just a tribute—it was a reminder that just a year before, even in the worst shape of his life, he had still been that fast. That was Dad. He never backed off, never settled.

But I knew I couldn't just stand there in the pit lane forever. Dad wouldn't have wanted that. He would've told me to get in the car and go. In 2025, I came back—not just to remember him, but to race.

Preparing for my first race at Sebring was no small task. I had an incredible group of people supporting me—my brother Tanner, who was

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with me every step of the way, and the Best Line team—Matt, George, Chris, Vito, and the whole crew. They made sure I had everything I needed to hit the track. It wasn't just about me racing; it was about us continuing what Dad started.

I also had an incredible coach in my co-driver, Phil Leja, who helped me dial in my pace and gave me the confidence I needed to push myself. And then there was Mike Copeland on the radio, his voice steady and familiar, reminding me of the things Dad always said:

"Smooth is fast."

"Let the track come to you, don't over drive."

"In corner one at Sebring, if you do it right, it should feel like you're going to take the driver side mirror off."

Hearing those words come through my headset was surreal, almost like Dad was right there with me, riding shotgun.



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Race day came, and so did the nerves. Sebring is a beast of a track—brutal, bumpy, and unforgiving—but I could hear Dad in my head the entire time. Lap after lap, I focused on what he had taught me, on everything he had drilled into me over the years. And by the end of the race, I had done it. I had raced at his track, with his number.

Crossing that finish line wasn't just about completing a race. It was about carrying on something bigger than myself. It was about honoring Dad, about proving to myself that I could do this, that everything he had taught me was still there, still alive in every lap I turned.

Dad may have taken his final checkered flag, but his race isn't over. Every time I strap in, every time I roll onto a track he loved, I hear his voice in my head. And I know he's still with me—every lap, every race, every time I fire up the engine. ■

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MEET THE NEW CLUB RACING MARKETING MANAGER

VAN SVENSON SPENT A LIFETIME FALLING IN LOVE WITH PORSCHE CLUB RACING AND NOW WANTS TO SPREAD THE WORD.

STORY BY VAN SVENSON



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Your turn to drive. Don't forget first gear is towards you and down," Darren said as he handed the keys of his Signal Orange 914 to Van. They were on their way to Detroit for the annual Formula SAE competition. It's where college students design, build, and race a car. Van was a freshman at Rensselaer Polytechnic Institute. This was his first time driving a Porsche – an experience that started him on a lifelong journey of driving, repairing, and racing them.

Van recently volunteered to be the Club Racing Marketing Manager: a new national position at the program. He plans to initiate changes,

which will encourage growth and reverse the decade-long trend of reduced participation by racers. Van brings years of racing experience and enthusiasm to the position.

Prior to his first time driving a Porsche, Van grew up in rural Virginia. He developed his love for mechanical things by fixing broken stuff around the farm. His exposure to cars was the family's Chevy pickup truck and Volvo station wagon. A desire to build things inspired him to take a vocational welding class in high school.

For college, he left Virginia to study engineering in Troy, New York. There, he saw a flier on a bulletin board about a class that was building a

little race car from the ground up. They needed someone who could weld. He didn't think a tube-frame chassis would be that different from farm machinery, so he signed up – the only freshman on the team!

This class opened his eyes to the world of sports cars. His classmates taught him about vehicle dynamics and invited him to the school's autocross club. Before long, he saved his pennies and as a graduation present to himself, he procured a rusty 914 of his own for \$450. It was 1995. Little did he know how important his welding skills would be for the eventual rebuild that car needed. After about a year of working on the 914



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way more than driving it, he started looking for a sports car in a little better condition.

Browsing the car classifieds, he came across a 9-year-old 944 in his budget. What a dream! Van would drive that Guards Red beauty everywhere. And, eventually, he started autocrossing it. During that time, he befriended the Bavarian Rocket Scientist, a Porsche specialty shop in Albany, and started buying parts for the 944.

Then, in the spring of 1998, he was invited to join a group of customers the shop supported and participate in a Driver's Education event at Lime Rock Park. What an experience! The thrill of driving as fast as possible. Braking as hard as the tires allow. Carving through the turns with razor precision.

He was totally out of his element and didn't know what he was supposed to do. But he also really enjoyed the experience, met a bunch of welcoming people, and ogled several fancy cars. Van couldn't wait to go back and do it all over again. Single with a good job, every weekend became play-time at the track. By 2000, he progressed through the run groups. Looking for more speed, he traded up to a Silver Rose 944 Turbo S. Over





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time, he started instructing others on track and converted the 944 Turbo S to a dedicated track car.

By then, Van had a steady girlfriend. She didn't mind all of his track getaways, so he proposed to her. They set the wedding for 2003. But Van wanted to officially be a racer before being a husband, so he got the car into compliance to do his rookie race at Lime Rock in 2002. While Club Racing is a natural extension of the Driver's Ed program, it is a very different experience. The added element of competition and being grouped on track by the car's capability – not the driver's capability – really appealed to Van's competitive nature. A spark ignited. Hooked, he added Club Racing weekends to his already full DE schedule.

A few years later, Van volunteered to be Hudson Champlain Region's Chief Driving Instructor (CDI). This gave him a chance to not only work with students, but to mentor more advanced drivers and to encourage them to join the instructor ranks. The CDI position also made him responsible to evaluate and recommend drivers to the Club Racing program.

In 2012, Van got a group of DE friends together to build a "crap-can race car" for the ChumpCar (now ChampCar) series. The ChumpCar format is as follows: start with a \$500 car, compete with a team in 8-hour long wheel-to-wheel races, only stop for fuel and driver changes. The group started with an abandoned 944, stripped it to the bare body, put in a cage, racing seat, fire system, and

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necessary safety gear. They then rebuilt the engine and went endurance racing.

Van also built this 944 to comply with PCA SP1 rules. As a result, four of the ChumpCar team members used it for their inaugural PCA Club Races. In true drug-dealer fashion, Van gave his buddies a free sample to get them hooked.

By this time, Van was racing another 944 in the growing and highly competitive SP2 class. Doing so helped him focus on race craft and on-track strategy. In 2015, he took a year off from PCA racing to compete in a pro season with Pirelli World Challenge in an entry-level TCB-class car. Van took the Hack Racing team, partially financed by a

crowd-sourced funding campaign that many of his PCA friends were contributors, to several podium finishes. He finished the season with the Rookie of the Year award.

Unfortunately, the finances required to continue pro racing wasn't in the cards. Van returned to PCA Club Racing. He also joined two amateur endurance race teams (thanks to contacts he made running Pirelli World Challenge). One was based in New Jersey, running with American Endurance Racing (AER). The other was based in Texas, running with World Racing League (WRL).

Van continues to race with PCA, AER, WRL, and MiataCon. He'll also occasionally join a team

to run a ChampCar or 24-Hours of Lemons race. He has currently completed more race laps than any other competitor in AER. One of his original 944 ChumpCar teammates, who is a current AER and WRL teammate—as well as a PCA competitor—invited Van to co-drive a 996 RSR in the Masters Endurance Legends support race at the 2024 Formula One race at Circuit of the Americas. Throw in a little ice racing and vintage time-speed-distance road rallies, it is safe to say Van is immersed in the amateur racing scene.

Now that Van is the Club Racing Marketing Manager, he hopes to focus on two general directions to grow PCA's Club Racing program.

PCA GOLDEN GATE REGION FALL CLASSIC PCA 70TH BIRTHDAY PARTY

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Register at <http://register.pca.org/>
Registration opens July 28, 2025

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Club Racing Forms/Info:
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Track Day available via
PCA Diablo Drivers Ed
Friday September 12
Register at MotorsportReg.com

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September 12-14
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2 Sprint Races	Happy Hours	Questions?
90 Minute Enduro	BBQ Dinner & Live Music	clubrace@pcapotomac.org
Vintage Group	Charity Auction/Events	

First, he wants to increase visibility to the PCA membership at large. PCA is a growing club – the largest single marque car club in the world. While not all members want to race themselves, many enjoy watching the racing, meeting racers, and identifying with the Porsches used in competition. PCA Club Racing is a mature organization, ready to be exposed to the larger public. It is not a passing fad that will fade away in a few years.

Second, Van wants to make the experience of racing with PCA special enough that racers choose PCA over the myriads of other racing options available. If PCA provides a superior overall experience, existing racers and new racers will make attending PCA races a priority. They will attend more races. And they will encourage their friends to try it too.

It is important to remember that organizing and promoting Club Racing is a team effort. No one person can do it alone. Please take the time to provide feedback on changes you see. Or suggest new changes that you'd like to see. PCA is ultimately your club. Club Racing is your program. People like Van are here to listen to your input and improve the program based on what racers want. Feel free to introduce yourself to him at the track or send him an email at ClubRaceMarketing@pca.org. ■



Sep 20-21, 2025

Rocky Mountain Thunder

A Mid-America Championship Race





2 Sprints 1 Enduro

Registration Opens August 4th

www.clubregistration.net

Lapping Days are separate from Club Race Registration

Thursday Sep 18th & Friday Sep 19th

Book through High Plains Raceway site

Race Chairs: Vicki Earnshaw & Dave Nelson

clubrace@rmrporscheclub.com

photo credit: Vicki Cox-Jones

TENTATIVE 2025 PCA CLUB RACING SCHEDULE

August 10, 2025 (subject to change)
Schedule, News, Forms, Information: <http://pcaclubracing.org>
Event Registration: <http://register.pca.org>

Sep 12 - 14 Potomac	Summit Point Motorsports Park Vintage	Allie Conley 614.406.3816 clubrace@pcapotomac.org
Sep 13 - 14 Golden Gate	Thunderhill Raceway III West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Sep 20 - 21 Rocky Mountain	High Plains Raceway Mid America Series West Coast Series	Vicki Earnshaw 720.244.1532 vicklm@aol.com
Sep 27 - 28 Kansas City	Ozarks Raceway Mid America Series	Michael Rehak 816.716.2782 michaeljrehak@yahoo.com
Oct 11 - 12 Maverick	Eagles Canyon Raceway II Mid America Series	David Hodges 713.304.2557 dmhodges911@gmail.com
Oct 17 - 19 Carolinas	Carolina Motorsports Park Vintage	Dale Moses 661.904.1691 clubrace@carolinas-pca.com
Oct 18 - 19 Golden Gate	WeatherTech Raceway Laguna Seca II West Coast Series	James McClelland 925.286.2336 mcclelland.ggr@gmail.com
Nov 22 - 23 Mav, LS, HC	COTA Mid America Series	David Hodges 713.304.2557 dmhodges911@gmail.com

* Enduro



Race the Roller Coaster Club Race Ozark International Raceway Gravois Mills, MO September 27-28, 2025

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Friday: Lapping Sessions as part of KCRPCA HPDE
Friday Night Track Walk
Saturday / Sunday Sprint Races with points towards the Mid-America and Club Race Championship Series
Saturday Night Happy Hour with drinks and refreshments
Charity Parade Laps Saturday and Sunday at Noon

Full Event Details : ClubRegistration.net Race the Roller Coaster Club Race

Race Chairs: Brian Gay, bgglook@aol.com / Mike Rehak, michaeljrehak@yahoo.com
Race Registrar: Jim Cummings, cummingsjp@gmail.com

Ozark International Raceway <https://ozarksinternationalraceway.com/>

Eagles Canyon II

Texas Two Step
Oct. 11-12, 2025
Registration opens
August 25th, 8pm



PCA GOLDEN GATE REGION KAHUNA AT LAGUNA II OCTOBER 18-19, 2025 WEATHERTECH RACEWAY LAGUNA SECA MONTEREY, CA

Register at <http://register.pca.org/>
Registration opens September 1, 2025

All race entrants must be PCA members
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October 17-19, 2025

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- 1 Vintage Sprint Friday Afternoon
- 2 Sprints Saturday
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- 75-minute Enduro Sunday

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- Instructed and Solo DE Saturday and Sunday

DE Registration Opens 8/3/25 <https://clubregistration.net/events/signUp.cfm/event/16003>



Club Race Registration Opens 9/01/25
<https://clubregistration.net/events/signUp.cfm/event/15145>

COTA PCA Club Race

Nov 11-12, 2025

Registration opens
Oct. 6th at 8pm CT





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