

PORSCHE CLUB OF AMERICA CLUB RACER



PORSCHE DESIGN

Speed wins races.
Time creates legends.

THE CHRONOGRAPH 1 –
ALL BLACK NUMBERED EDITION.

Worn by Orlando Bloom.
Originally designed by Prof. F. A. Porsche.

#MadeForRacers

Beverly Hills 310-205-0095 | South Coast Plaza 714-662-2992
Aventura Mall 305-792-0091 | Brickell City Centre 305-579-0250
porsche-design.com

© 2025 | Porsche Design of America, Inc.



CLUB RACER

PORSCHE CLUB OF AMERICA

VOLUME 3 • EDITION 25.3 • OCT. 2025



2 2025 SEASON REVIEW

PCA racing finds success while exploring solutions to sustain smaller events.

by Dave Rodenroth

4 PASSING RULES REVISTED

Understanding PCA's passing rules is essential for safety, fairness, and race craft.

by Bill Miller

6 SLICK TIRE ESSENTIALS

Maximize grip, manage heat cycles, and maintain safety on track.

by David Murry

58 ADVERTISER INDEX

EDITORIAL STAFF

PUBLISHER Rob Sass

EDITOR Robin Warner

EDITOR AT LARGE Skip Carter

CREATIVE DIRECTOR Harrison Amelang

ADVERTISING COORDINATOR Ilko Nechev



34 HONORING BRYAN HENDERSON'S LEGACY

Remembering a dedicated leader, racer, and friend whose professionalism, passion, and generosity shaped PCA Club Racing.

by Skip Carter

38 QUALIFYING STRATEGY AND ETIQUETTE

Effective qualifying depends on planning and race craft, ensuring cleaner sessions and better starting positions.

by Andrew Forrest



10 TWO CLASSES FOR CALZARETTA

Through determination, training, and dual-class racing, Calzaretta captured two PCA Championships in a single season.

by Ryan Carignan

ON THE COVER PHOTO BY RYAN CARIGNAN

Club Racing News (CRN) is the official publication of the Porsche Club of America, Club Racing, and is published quarterly. Written contributions and photographs are welcome and can be mailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Club Racing National Committee, its officers or members. Permission is granted to reproduce any material herein provided full credit is given to the author and PCA Club Racing News. PORSCHE®, the Porsche Crest®, CARRERA®, TARGA®, Cayman® and Boxster™ are trademarks of Porsche AG. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. Commercial advertising inquiries should be directed to the CRN Advertising Coordinator. Postmaster: Address Change to: PCA Club Racing News, c/o PCA Executive Secretary, P.O. Box 6400 Columbia, MD 21045



FROM THE CHAIR

BY DAVE RODENROTH



VICTOR NEWMAN

A racer-driven future for PCA Club Racing

By the time you read this, our 2025 PCA Club Racing season will have ended, or be very close to it. In many ways, the season has been quite successful. We enjoyed some fantastic racing events and our major races performed well. However, our smaller events continue to face financial challenges due to declining participation. The number of renewing license holders, as well as new rookie and provisional license candidates, has remained largely unchanged over the past three years. This may become the norm

moving forward, which could mean making difficult decisions about certain events.

As someone who has participated in this program for many years, I always appreciated the relaxed atmosphere of our smaller races. I am committed to finding ways to preserve them. We teamed up with our HPDE partners at many events. That helps make things more financially sound, while giving HPDE drivers a peak under the hood at PCA Club Racing.

We participated in a joint event with BMW Club Racing and subse-

quent conversations have explored possibilities for expanding that partnership. Regional race series, such as the eight-race Mid America Championship Series and the eight-race West Coast Championship Series, have seen some success. We are also considering implementing bonus points at smaller races to encourage greater participation.

For the first time in recent memory, we had a presence at the Porsche Parade in Oklahoma City this year. We put four cars on display at two locations and saw steady traffic through our booths. Live Streaming helped new people engage with PCA Club Racing, but it's hard to quantify whether it's helping drive participation.

The announcers also got more familiar over the year understanding our rules, our classes, and how we

operate. I really like the fact that the friends and relatives of our racers, as well as PCA members at large, can enjoy the quality of our racing program through this venue.

I've often said PCA Club Racing is a racer driven program. It was started by racers, it's run by racers, and its continued success will be dependent on racers. I would challenge each of you to put one or two of our smaller races on your schedule in 2026, grab a couple of buddies and have a great track weekend at a place you might not have been in the past.

As always, I'm open to ideas and solutions to help make our program better. Please reach out to share and discuss them as none of us have all the answers. I hope to see you (and a friend) at several tracks in 2026!

See you at the races! ■

ISRINGHAUSEN



2024 911 GT3 R Rennsport



2024 911 S/T



2024 911 GT3 Cup



2025 911 GT3 RS

Isringhausen: Performance Lives Here.

Whether you're after an exhilarating street car or a factory-built track machine, Isringhausen is here to make the process seamless. As an authorized Porsche Center, Isringhausen specializes in buying, trading, and selling both street and race cars while accepting virtually any vehicle as a trade-in. Isringhausen has dedicated trucks and drivers, so we can deliver your dream Porsche anywhere in the U.S. Contact us today and let our team of experts help you get behind the wheel.



Scan to see
the newest
arrivals.



VIEW FROM THE TOWER

BY BILL MILLER



Passing rules revisited

We’ve had a good number of new racers this year. That’s a good thing. So, for them, in this issue of Club Racer I’m revisiting a topic that’s essential for every racer to know and understand: PCA passing rules.

In the rulebook, our passing rules comprise of three simple sentences. But few years ago, we published a description of what goes into each. In case you missed it, we’ve also been putting it in the drivers’ meeting notes at events. This is especially important to our new racers as they learn and practice their passing race craft. With that, let’s begin with what’s

in the PCA Club Racing rulebook, then the additional description of what each means. RULEBOOK: “It is the responsibility of the overtaking car to complete a safe pass.” What this means: The overtaking car must pick a place where a safe pass is achievable. Timing is sufficient that it can be completed. It can present itself by turn in (about) halfway or more alongside the other car. And it can be there long enough to reasonably be seen by the other driver. Hanging out in the other driver’s blind spot or a dive bomb right at turn in doesn’t count as safe. RULEBOOK: “The car ahead

at turn in has the corner but does not own the corner.” What this means: The car being overtaken must leave racing room if an overtaking car presents itself by being (about) halfway or more alongside and is there long enough to reasonably expect to have been seen by the car being overtaken. The car being overtaken needs to be situationally aware. But if the overtaking car isn’t sure of being seen, backing out is always a better option than contact. RULEBOOK: “Everyone must leave racing room.” What this means: Cars vying for the same piece of pavement, running close together need to be situationally aware, respect each other, and leave room. We’ve all been side-by-side thru a series of corners, possibly moving in and out of another racers blind spot, or

swapping positions on a straight, as they approach a turn. If a car was beside you, leave a lane until you’re sure you’re clear, it doesn’t have to be a big one. One thing that new racers sometimes misunderstand is the linear nature of the rules and that you have to meet the requirements of the first rule before the next two apply. Racing pro David Murry and I were talking about this recently and he put it in perspective in a brilliantly simple statement that I want on the dashboard of my car, he said safe racers “race to the turn in, not the apex.” Yep, that simple. If you have any questions about safe passing or anything else, reach out to me any time or visit with the Steward at one of your events. See you at the track, Bill. ■

ACCESSPORT TUNED

World Fastest Turbo S

EKanooRacing

1/4 Mile Record 9.397 @ 146MPH

1st Place - Time Attack 2

Porsche of Colorado Springs

2015 Pikes Peak International Hill Climb

World Fastest 991

Predator Performance

TURBO

1/2 Mile Record @ 177MPH

World Fastest Turbo S (Stock Turbo)

Vengeance Racing

1/4 Mile Record 9.717 @ 143MPH

ACCESSPORT

THE COBB ACCESSPORT V3 FOR PORSCHE
981 | 987.2 | 991 | 997.2 | 997.1 | 996

Easy handheld DME/ECU flashing anywhere, anytime. Live engine parameter feedback and datalogging. Free, pre-programmed maps for common modifications. Fully featured custom tuning software for any modification level. The only engine management system you will ever need.

www.cobbtuning.com/porsche



COBB
PLANO

COBB
SURGELINE

COBB
SOCAL

COBB



COACHING PERSPECTIVE

BY DAVID MURRY



VICTOR NEWMAN

Mastering slick tires

Slick tires are a fundamental component of motorsport, particularly in track days and club racing. Slick tires are specifically designed for dry conditions. In the dry, they provide superior traction and handling compared to treaded tires. The absence of grooves allows for a larger contact patch, which translates to better grip on the asphalt. This is particularly important in performance scenarios where cornering, speed, and acceleration are critical. However, slicks are not suitable for wet conditions, as they lack the channels needed to disperse water, which increases the risk of hydroplaning.

CHOOSING A SLICK TIRE

Several manufacturers produce high-quality slick tires that cater to the needs of racers and track day drivers. The choice of which brand and model tire to use depends on several factors. Aspects like maximum grip, degradation, heat cycle effects, cost, temperature effects, wear, bump compliance, drivability, and more. All of these factors contribute to the choice for which tire to purchase and use. They all come with a price tag.

Different types of events also help determine which tire works best. Simply track day events where lap



time is not critical may make the choice more about longevity and cost. Races, on the other hand, push the priority more to lap time. Degradation, along with the length of race is another important factor.

Make the best choice you can for a brand and model tire from the data

you currently have. When you put on a new set of slicks, make notes on the performance aspects for each heat cycle and number of laps. Log as much data as you can for comparison (lap time, degradation lap times, air temp, track temp, etc). Do that for the life of the tire. Then if you want



to try a different brand/model tire do the same for that set. Of course, your budget or even the race rules may dictate a certain brand/model tire.

WHEN TO CHANGE SLICK TIRES

Knowing when to change slick

tires is crucial for maintaining optimal performance and safety on the track. Several factors can indicate that it's time for a replacement:

- Tread Wear Indicators: While slick tires do not have traditional tread patterns, many manufacturers include wear indicators on the tire's

surface. These indicators help drivers assess when the tire has reached its limit. If the wear indicators are flush with the tire surface, it's time to replace them.

- Heat Cycles: Slick tires are designed to operate within a specific range of heat cycles. Each time a tire heats up and cools down, it undergoes a heat cycle. Most high-performance slicks can handle around 10-15 heat cycles before their performance begins to degrade. After this point, the rubber can harden, leading to a loss of grip.

- Performance Drop: A noticeable decrease in grip or handling can indicate that slick tires are past their prime. If drivers experience

longer braking distances or reduced cornering ability, it may be time to consider new tires.

- Visible Damage: Regular inspections are essential for identifying visible damage to slick tires. Look for cracks, blisters, or other signs of wear that could compromise the tire's integrity. Any signs of structural issues warrant immediate replacement to ensure safety on the track.

MAINTENANCE TIPS FOR SLICK TIRES

Proper maintenance can significantly extend the life of slick tires and enhance their performance. Here are some essential tips:

- Proper Inflation: Tire pressure



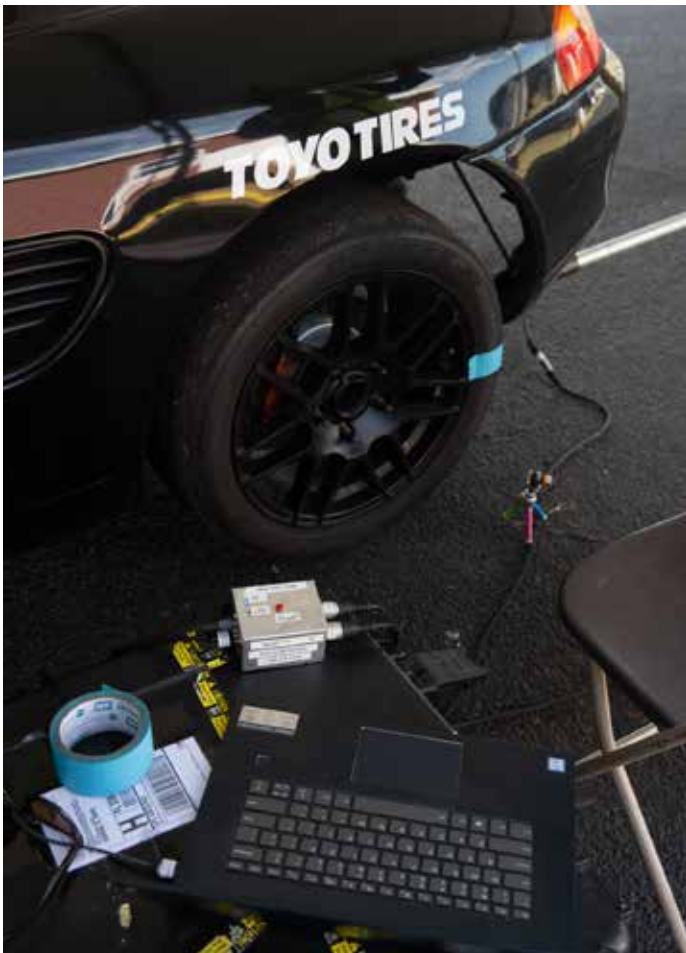
is critical for performance. Slick tires perform best within a specific pressure range. Always check tire pressure before a track day, as under-inflated or over-inflated tires can lead to poor handling and increased wear. Start with the manufacturer's recommended pressure, then you can increase and decrease psi by a couple of pounds at a time to find the optimum psi for your application. Use nitrogen to fill tires, it expands less and will help keep psi consistent. Humidity also increases psi build when tires get hot. It's best to purge tire air after mounting is performed and tires are inflated with air and replace it with nitrogen without humidity.

- Temperature Management: Slick tires perform best within a specific temperature range. Mon-

itoring tire temperatures during practice sessions can help drivers understand how their tires are performing.

- Alignment and Balancing: Ensuring that the vehicle's alignment and tire balancing are correct is vital for preventing uneven wear. Misalignment can lead to premature tire wear and negatively impact handling, making it essential to have these checked regularly.

- Storage: If tires are not in use for an extended period, proper storage is crucial. Tires should be stored in a cool, dry place away from direct sunlight to prevent degradation. Keeping them in a climate-controlled environment can help prolong their lifespan. Never allow them to freeze. ■



DOUBLE (CLASS) TROUBLE

Mark Calzaretta couldn't pass up the chance to compete in two race classes and attempt to win both championships

STORY AND PHOTOS BY RYAN CARIGNAN





Merriam-Webster’s dictionary defines the word taproot as “the central element or position in a line of growth or development.” The taproot automobile is the one that started it all, and for Mark Calzaretta, it was a Porsche 924.

Calzaretta’s family didn’t have a lot of money growing up, and the family vehicle was often an ex-police vehicle. “We used to joke that we would stick our fingers through the floorboards in the back,” said Calzaretta. “But that’s the kind of cars we had.”



MAHLE Motorsport — Technically the Best Pistons and Rings in Racing



EBS Racing is your **MAHLE motorsport** **Preferred Dealer!** **MAHLE motorsport** Master Distributor

Set Number	Description
PS80-001	PORSCHE 911S 2.0L 9.5:1
PS84-001	PORSCHE 911S 2.2/2.4L (2.2 9.3:1CR 2.4 9.5:1CR)
PS86-002	PORSCHE 911S 2.5L 10.3:1
PS98-005	PORSCHE 911 3.0-3.2 CIS 9.8:1 (Wedge Dome Max Moritz Style)
PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L 9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)
PS102-019	PORSCHE 993 TWINTURBO 3.8L 8:1 (109mm bore in cyl 3.6 TO 3.8)
PS102-020	PORSCHE 993T 3.8L 8.5:1 PP102- 013 (107mm slip-in cyl 3.6-3.8 NA to Turbo conversion)
PS102-021	PORSCHE 993T 3.8L 8.5:1 PP102-01 (109mm cyl bore in 3.6 TO 3.8)
PS102-02	MMS 993 RSR 3.6L 11.4:1 (107mm slip in cyl 3.6 TO 3.8)
PS102-023	MMS 993 RSR 3.6L 11.4:1 (109mm bore in cyl 3.6 TO 3.8)
996 103 915 3.8 MA	PORSCHE 996TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
996 103 942 3.8 MA	PORSCHE 996 GT3 3.8 late (102mm 21mm pin 12:1CR 3.6-3.8)
996 103 942 4.0 MA	PORSCHE 996 GT3 4.0 late (105.4mm 21mm pin 12:1CR 3.6-4.0)
997 103 915 3.8 MA	PORSCHE 997TT 3.8 liter (102mm 23mm pin 9.4:1CR 3.6-3.8)
997 103 938 91 MAH	PORSCHE 997 GT3 (102.7mm 21mm pin 12:1CR 3.6-3.8)

Need piston rings?
Call or email with application, thickness, and ring diameter for a price quote.

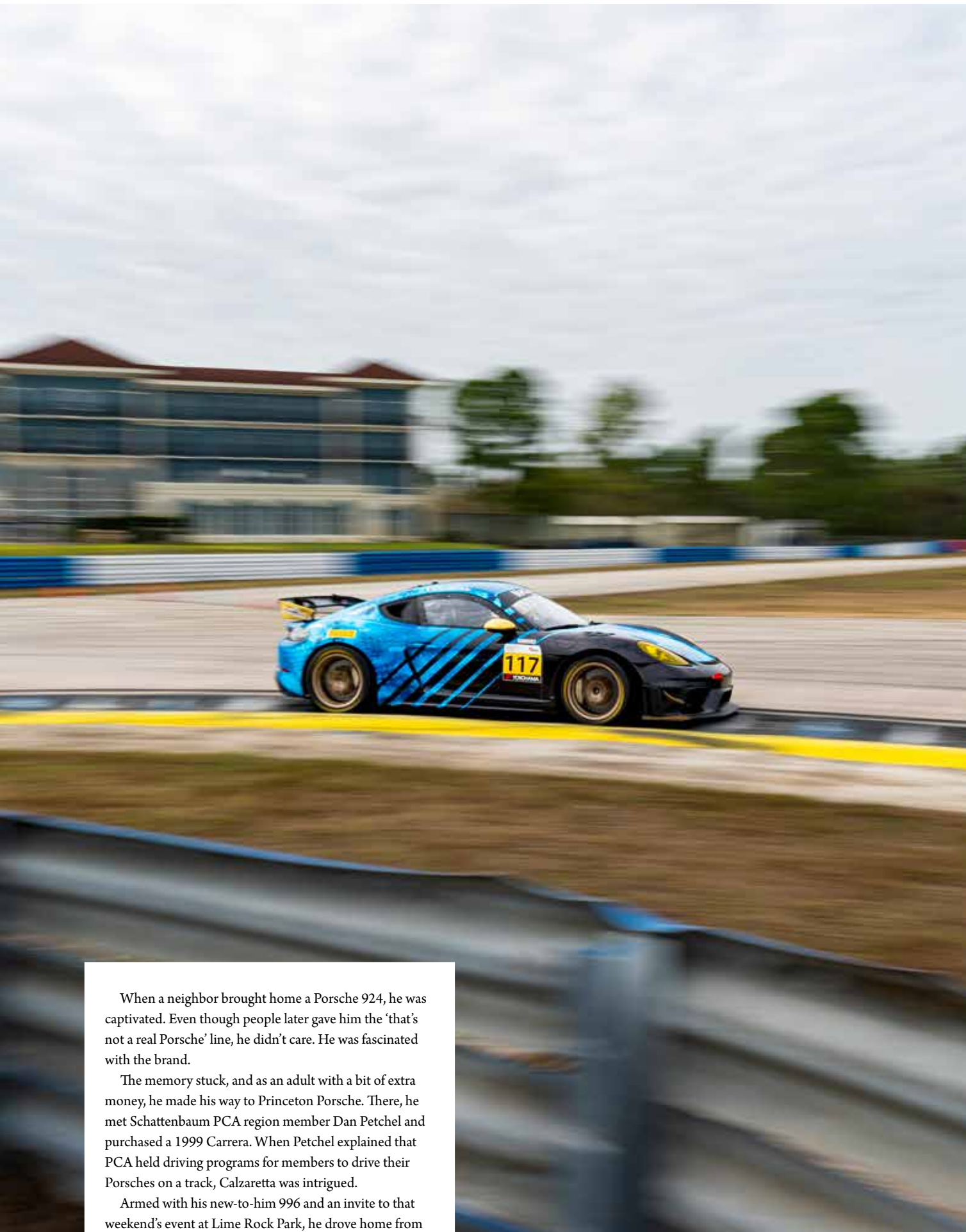
Have a custom application or need a piston set not listed?
Call or email with details. We can have your custom piston made to your specs by Mahle Motorsport, Je Pistons or CP Pistons.

Need a single piston or cylinder?
Call or email for price and availability.



EBSracing.com
sales@ebsracing.com
52 Hardy Dr., Sparks, NV 89431
international fax **775-673-2088**

toll-free **800-462-3774** | international **775-673-1300** |



When a neighbor brought home a Porsche 924, he was captivated. Even though people later gave him the ‘that’s not a real Porsche’ line, he didn’t care. He was fascinated with the brand.

The memory stuck, and as an adult with a bit of extra money, he made his way to Princeton Porsche. There, he met Schattenbaum PCA region member Dan Petchel and purchased a 1999 Carrera. When Petchel explained that PCA held driving programs for members to drive their Porsches on a track, Calzaretta was intrigued.

Armed with his new-to-him 996 and an invite to that weekend’s event at Lime Rock Park, he drove home from



Be Smart, Not Sorry



Winners Do The Research

FORGELINE

CUSTOM BUILT • LIGHTWEIGHT • FORGED ALLOY WHEELS

800-886-0093 WWW.FORGELINE.COM

AMERICAN DESIGNED  AMERICAN MADE



Princeton Porsche and then straight to the track. The experience had the expected effect. It led to years of DE weekends, car modifications, and ultimately a dedicated 944 track car.

As often happens, life intervened. Family and new business ventures led Calzaretta away from the track. He sold his Porsches and focused on his growing family and new business for several years. In 2016, he was in a position to rekindle his passion, and a Porsche returned to his driveway.

The old feelings didn't take long to return, and soon he purchased a track-prepped Cayman.



Virtual Cert™ remote ISO-9001 certification

No onsite audit required



What's behind you doesn't matter. – Enzo Ferrari
But the success and growth of your business does.

Virtual Cert™ ISO-9001 certification with American Global Standards can lower operational costs, improve your bottom line, and offer your business a competitive advantage.

American Global Standards (AGS) is an American company and ISO registrar with nearly 30 years of experience assisting manufacturing and service industries in their quest to remain competitive in the global marketplace, for a competitive annual fee of \$1875.

- No on-site audit required
- Save top management valuable time
- Save your company thousands annually
- Market your company as ISO-9001 certified
- Eliminate “non-value added” NCR’s

AGS:
The Right
Certification
Company



Decades
of Experience



15,000
Certificates Issued



Operating
in 21 Countries



Complete
NACE/IAF Scope

Contact AGS to virtually certify your business, or transfer your certification today.

AmericanGlobal.org | info@americanglobal.org | Steve Keneally, 617-838-4648





After a few years of piloting the race-ready Cayman at PCA DE weekends, he decided it was time to race.

Calzaretta may not have realized that he was jumping into the deep end of the Club Racing competition pool by entering the über-competitive GTB1 class, but he didn't care. Calzaretta raced the Cayman and enjoyed PCA Club Racing's famously

friendly, yet competitive environment.

As his home race at NJMP approached, the GTB1 car started to get maintenance-intensive. A transmission issue leading up to the race made the possibility of missing the event very real. Until his local race shop offered a solution: its loaner Cup Car.

Always up for a challenge, Calzaretta rented the

Cup Car for the event, despite having never driven one before. The shop knew what they were doing by letting him sample the factory racing machine. Calzaretta asked how much it would cost to buy the car by the end of the second practice. He put the car he had never driven before on the pole and won the first race.

That race at NJMP was his first experience with



Wine Country Motor Sports

INC

RACE GEAR AND EQUIPMENT

Celebrating 30 years

DO YOU REALLY WANT TO GET QUICKER?

COUPLE THE VBOX HD2 ALONG WITH SEAT TIME AND GOOD INSTRUCTION, AND YOU WILL BE AMAZED AT THE RESULTS!

VBOX

MOTORSPORT

VIDEO VBOX HD2 HDMI TRACK PACKAGE



- DUAL CAMERA 1080P SYSTEM
- 10 HZ GPS DATA LOGGING
- PREDICTIVE LAP TIMING (WITH OLED DISPLAY)
- REAL-TIME, HIGH-DEFINITION GRAPHIC OVERLAY
- MP4 VIDEO & AUDIO RECORDING

COOLSHIRT
SYSTEMS

Alpinestars

sparco

BELL

stand21

GARMIN

CHILLOUT
SYSTEMS

SCHROTH
RACING

OMP

AiM

hans

Arai
HELMET

Racetech
RACE INNOVATORS

lifeline

SONOMA RACEWAY
(800) 708-RACE

JUPITER, FL
(866) 320-FAST

SEBRING RACEWAY
(863) 655-7777

ENGLEWOOD, CO
(800) 251-8917

WWW.WINECOUNTRYMOTORSPORTS.COM

FREE SHIPPING ON ALL ORDERS OVER \$100



a factory-built race car, and he couldn't see himself going back to his Cayman. He didn't end up buying the exact car he rented, but he did procure a Cup Car for himself and was ready to race at the most competitive levels he could find.

He considered entering an IMSA series and even tested as a Bronze driver with Ford. Calzaretta decided that he needed as much seat time as possible before he tried to level up. This was the genesis for his idea to compete in two different PCA Club Racing classes in the same season.





To Calzaretta, it seemed the best way to gain as much racing experience as possible without compromising his professional and family life. When he mentioned his idea to others, they thought he was crazy. But to him, it made perfect sense.

Calzaretta knew his physical conditioning would be as crucial as his race craft. He created a dedicated workout regimen, involving six days a week of tailored high-intensity workouts paired with weight training and running.

Initially, he thought he would race his GTB1 car but realized that the GTB1 and GTC7 classes

Celebrating 45 Years in Motorsports Safety
Largest in-stock inventory in the East



BRAKES



SEATS



ELECTRONICS



DRIVER COOLING



SAFETY



RETAIL SHOWROOM
175 Passaic St
Garfield, NJ 07026
(973) 773-3177

Club Racer Discounts!
Explore our New Website!

f STABLE ENERGIES
ig STABLE_ENERGIES
StableEnergies.com



often ran in the same group. That is when he decided to look for another fun and competitive class in club racing. His love of the 924 as a child and his experience with a 944 track car led to the purchase of a fully sorted SP3 car.

He found a great example at Precision Motorsports (better known as PMR) and jumped in. As soon as he got the SP3 on the track, he knew he had made the right decision. "Oh my God, is this thing fun to drive," said Calzaretta. "You never have to lift!"

Mark hired two driving coaches tailored to his specific needs in each class. He performed hours of testing and simulator training. His goal was to compete in every race and endure in both classes and win both championships in 2024.



Seriously,... this is the oil your car deserves...

You work your car hard when racing, so it's vitally important you protect your investment with the best.

Used in 7 LMP2 Cars during the 2017 24 Hours of Le Mans... Millers protects like no other !

- Less engine wear means longer engine life.
- Notably extended gear life on high HP cars.

25% off for PCA Club Racer's: Enter coupon code "PCA 25%"



Dealer inquiries welcome
Performance Racing Oils
Tel: 865-200-4264
info@performanceracingoils.com
PerformanceRacingOils.com



"Learn more about Millers Oils"



While the SP3 and GTC7 cars were very different, Calzaretta found that they complemented each other. The performance spread between them allowed him to have different driving styles, and he saw that each taught him something the other didn't, ultimately making him a better driver.

A PORSCHE ISN'T JUST A CAR.
AND OUR PISTONS AREN'T JUST PARTS.



There are pistons, and then there's the MAHLE POWERPAK piston kit. What's special about it? Everything. Because it's got everything you need to win—forged pistons, low-drag piston rings, clips and steel pins. Plus, it's backed by 100 years of racing success.

POWERPAK



BUILD SOMETHING GREAT | [MAHLEmotorsport.com](https://www.mahle-motorsport.com)

MAHLE
MOTORSPORT



Calzaretta found the racing environment in the SP3 class invaluable for two reasons. First, the close competition. Second, the skill and race craft required to be competitive in a run group of SP3 and SPB cars. It improved his driving when he transitioned to the GTC7 car. At the same time, the situational awareness and ability to process data at high speed from the Cup Car helped his decision-making in SP3.



Phone: 203-723-8928

www. SoftronicSoftware.com

email: Info@SoftronicSoftware.com



Softronic® is the leading producer of racing and street performance software.



Softronic®-tuned cars have won the GT Class at the Rolex 24 at Daytona and powered every car in the Cayman Interseries.

Softronic® software has also powered winning cars and top finishers in the ultra-competitive World Challenge Series, Continental Tire SportsCar Challenge Series, and PCA races from coast to coast.

Street or track, Softronic® software helps you put the competition in your rear view mirror.



Spencer Cox at the wheel of his GTB1 National Championship-winning Cayman. Enhanced with Softronic® software.



“Qualifying days were the hardest days,” said Calzaretta. “You’re just in the car so much with six practices and qualifying between the two classes.”

To compete in each race throughout a weekend in two different classes requires luck to be on your side. Fortunately, Calzaretta only had one race where he lost sight of the big picture and had an issue with the GTC7 car that prevented him from completing the weekend. That cost him points on the season but provided a great learning moment

considering his larger goal of winning two championships, not just individual races.

Calzaretta also benefited from a great team to keep his cars in top mechanical condition and address any issues that might prevent him from being on track. It didn’t take long before his focus had to shift from winning races to protecting a points lead, which required a different mindset.

“As the end of the season got close, you start to drive differently,” said Calzaretta. “You’re like, I



can’t take these risks to reach my goal.” By focusing on the championship, he adjusted his in-race strategy to keep the “big picture” in mind and not get caught up in small battles.

The experience of chasing the points lead, securing it, and then holding off competitors to finish in first place in both classes taught Calzaretta more in one year of racing than he feels he could have learned in multiple seasons in a single class.

The hard work, the hours of physical training,



AUTOMETRICS
motorsports

FULL SERVICE SHOP SINCE 1982



ENGINES



GEARBOXES



SET UPS



TRACK SUPPORT



COACHING



STORAGE

LOCATED NEAR CHARLESTON, SC



843-763-7356



Autometrix@me.com



classes. All told, he raced in 49 races over eight events, including Sebring, VIR, Road America, Road Atlanta, Lime Rock, Watkins Glen, NJMP, and Summit Point.

With his goals achieved, he appreciated the experience and what it taught him, but there was no desire for a repeat in 2025. He sold his GTC7 Cup Car but kept the SP3 because it was so much fun.



Calzaretta was one of the lucky racers who, through the partnership between PCA Club Racing and Porsche Motorsport North America, received an allocation for a 718 GT4 RS Clubsport. He wanted to focus all of his attention on the GTD3 class and on each event and each race. Or, in his words, “Not to run around like a lunatic racing two classes.”

His experience was unique, rewarding, educa-

tional, and an achievement he will never forget. As I write this, Calzaretta is in the lead of the GTD3 class, which is not surprising.

Calzaretta emphasized time and again how much he loves the PCA Club Racing environment and people. He can easily move to a professional series and might in the future. If so, you will still see him in his SP3 car competing in PCA because it’s too damn fun to miss. ■





Remembering Bryan Henderson

Story and Photos by Skip Carter

Bryan D. Henderson, 78, of Bedford, Texas, passed away on August 31, 2025.

Bryan was the Club Racing chair when I became Club Racing News editor in 2015. Vicki Earnshaw was Chief Steward. In 2016 Vicki became Club Racing Chair and Bryan became the Chief Steward. Bryan was always there to help me get started as editor. He was a professional in any way you can think of.

When I heard about his passing I felt like I wanted (and needed) to attend the funeral services. Bedford is only ten minutes from Love Field in Dallas, so I flew in the night before, got a hotel room near the airport and a rental car. My long time friend and former Club Racing Scrut lived a couple of hours drive from Dallas, so he came down and spent the night with me. It was great talking into the wee hours and reminiscing about Bryan. In the morning we drove to the service and were happy to see probably a half dozen other



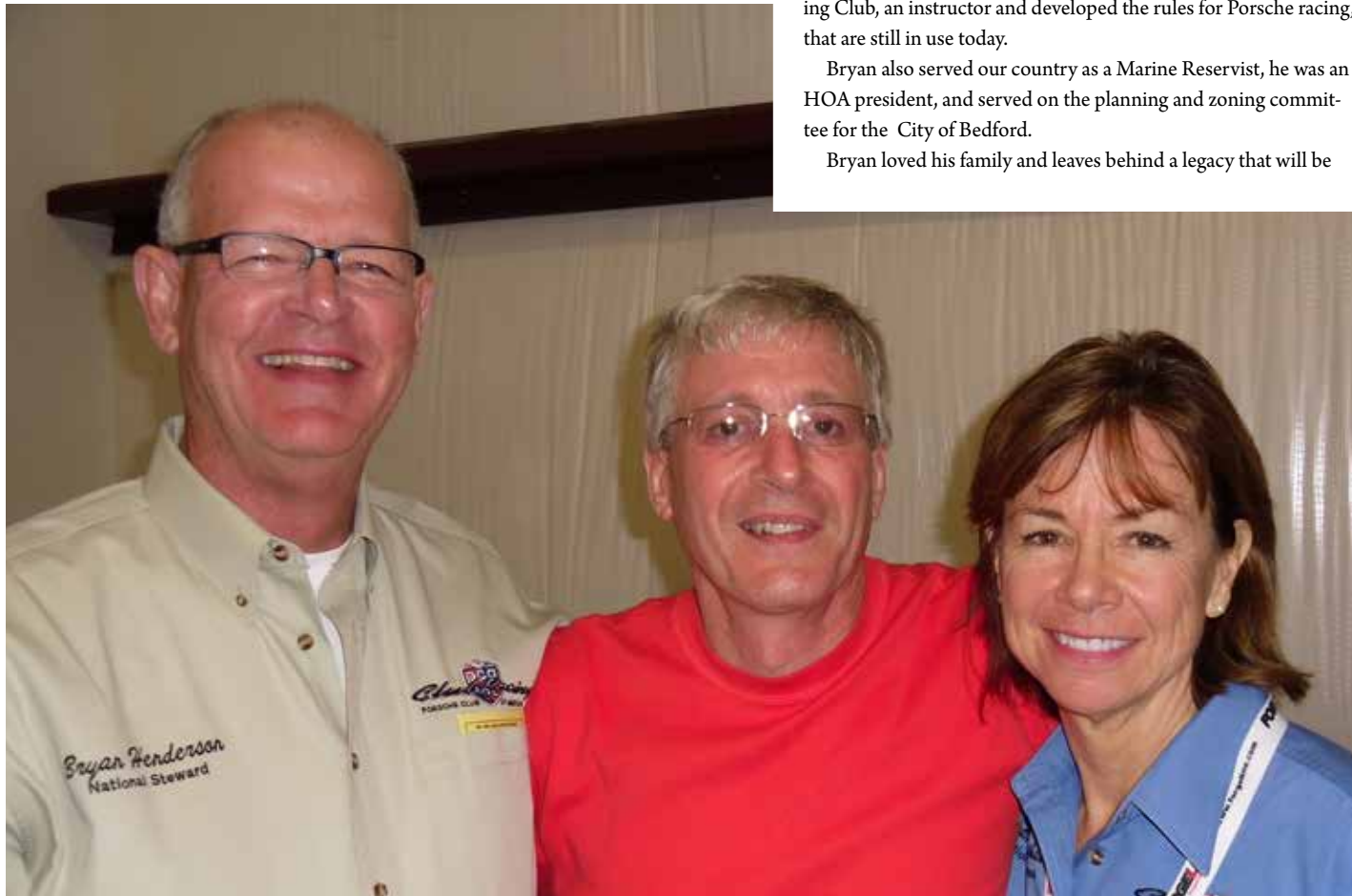
club Racers there, including Dave Rodenroth.

Bryan was one of those people who made a mark wherever he went. He was well respected and a consummate professional. It is sad to think that he is gone now, but grateful that I had a chance to work with him and get to know him a little.

Bryan was born in Amarillo, Texas to Dorothy and Morris Henderson on October 1, 1946. He attended high school at North Little Rock in Arkansas and went on to continue his education at the University of Arkansas.

Bryan worked for 39 years with the FAA as an air traffic control supervisor and instructor. There he developed a love for airplanes, and piloted RC airplanes for 15 years. In addition to planes, he was passionate about sports and cars! He coached little league sports for 10 years, including boys football and girls basketball. He was a member

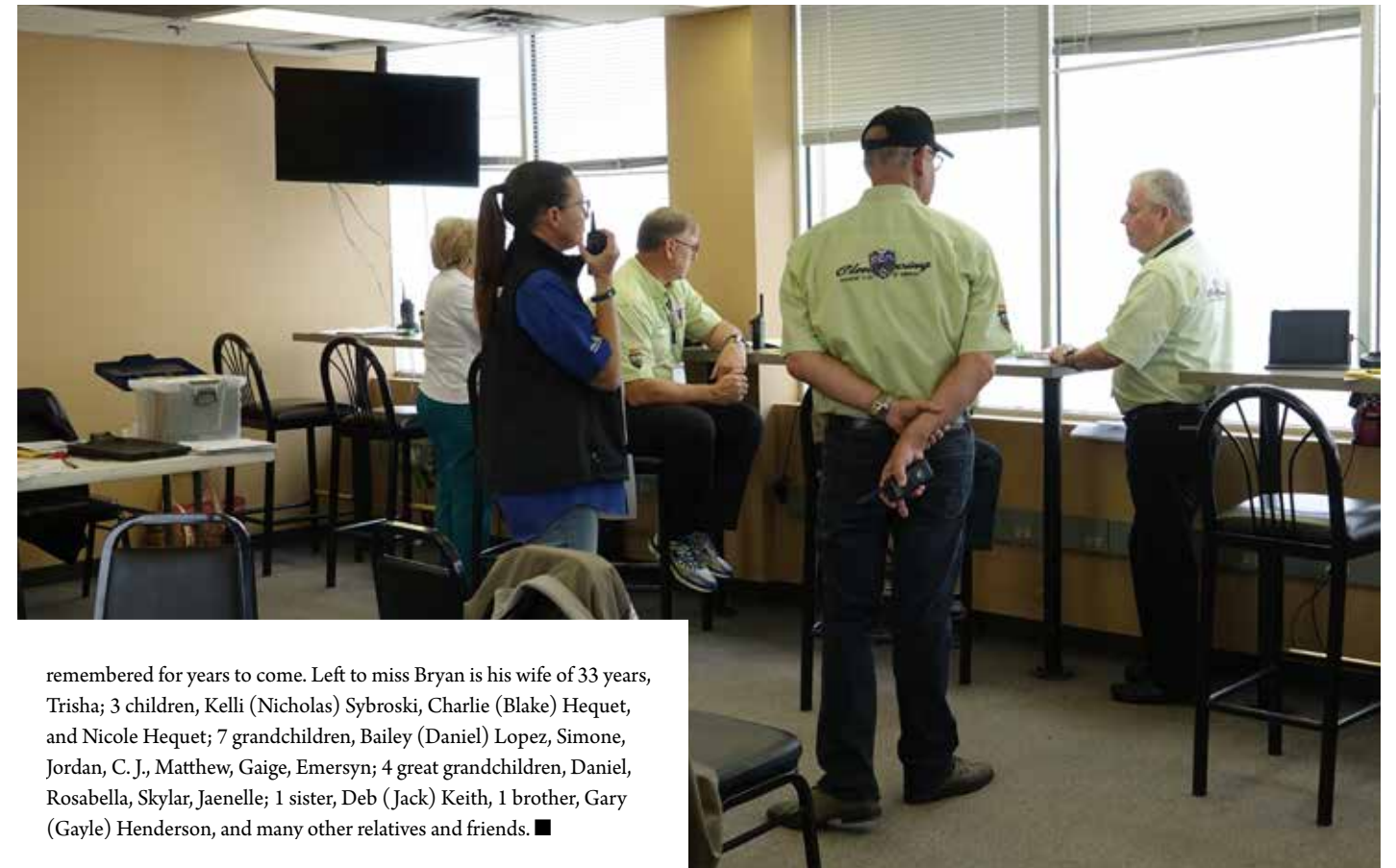




of the Porsche Club, where he volunteered and raced in the E Class 911 SC, served as a National Chairman of the Porsche Racing Club, an instructor and developed the rules for Porsche racing, that are still in use today.

Bryan also served our country as a Marine Reservist, he was an HOA president, and served on the planning and zoning committee for the City of Bedford.

Bryan loved his family and leaves behind a legacy that will be



remembered for years to come. Left to miss Bryan is his wife of 33 years, Trisha; 3 children, Kelli (Nicholas) Sybroski, Charlie (Blake) Hequet, and Nicole Hequet; 7 grandchildren, Bailey (Daniel) Lopez, Simone, Jordan, C. J., Matthew, Gaige, Emersyn; 4 great grandchildren, Daniel, Rosabella, Skylar, Jaenelle; 1 sister, Deb (Jack) Keith, 1 brother, Gary (Gayle) Henderson, and many other relatives and friends. ■

Porsche® Cup Car related products and services

New Cayman Air Jack Retro-fit Kits Available Now

Complete with hose, fittings, air jacks and air lance

Mounting tubes/gusset plates also available

KRONTEC SUBEK STÄUBLI

4421 Wild Turkey Way | Gainesville, GA 30506 | 404-992-0809 | jackgilsdorf@mac.com | www.cupcarsolutions.com



VICTOR NEWMAN

Quality Qualifying

HERE ARE A FEW BEST PRACTICES TO MAKE THE MOST OF YOUR QUALIFYING SESSION
BY ANDREW FORREST

Qualifying is, of course, the process by which the starting order for a race is determined.

The quicker your best lap time in qualifying, the closer your starting position is to pole position. In club racing, we share the track with our competitors during qualifying sessions, which necessitates both strategy and etiquette. The PCA Club Racing rules say nothing

explicit about these elements of qualifying and this article should not be construed as authoritative. Instead, it outlines some points that may help reduce the frustration of yourself, and others, as well as improve the chances of producing your best possible result.

The fundamental fact is that, on any given lap during a qualifying session, one is either on a flyer or is not. A flyer is a lap that has the potential to be your best of the session. A lap that is not a flyer has no hope of improving your, as-yet, best time of the session. Perhaps you caught

a lot of traffic, spun, or another car stole the apex at a critical corner. There are many potential reasons why a lap may not be a flyer, but the distinction is the important part. Lastly, anyone can turn a flyer into a non-flyer. But I've never heard of anyone doing the opposite.





ARE YOU ON A FLYER?

Great! Go for it! I hope it goes well for you. If you're not on a flyer, then try not to impede others' and prepare yourself for your next (perhaps by establishing a gap). On a non-flyer, there is little point in taking risks or defending against others. Have you ever caught a car during qualifying that has just recovered from a spin and then

goes on to defend and block you for the rest of your otherwise speedy qualifying lap? Rude.

How do you tell you're on a flyer? Most data systems have a feature that can show the time delta, or difference, between the current lap and some best reference lap. That can be either from the same session or from all time. A favorable delta, or a very slightly unfavorable one, can

be considered flyer territory.

Absent a data system telling you that you're on a flyer, assume you're on one if you're going roughly as fast as you can, made no serious mistakes, nor encountered any need to over-slow the car. Given the layout of most tracks (entry is past start/finish, exit is before start/finish) you are typically not on a flyer on your in or out laps.

START YOUR QUALIFYING SESSION WITH A PLAN

If you run DOT R tires that warm up quickly and degrade steadily, you might plan to warm them up on your out lap. As you do, establish a gap between cars ahead and behind. On lap two, attempt a solid flyer to put one "in the bank" (more on that later) and then really go for it on the third lap. If things don't go according



to plan, you can adjust using some techniques described below. Remember, you only need one good lap!

Despite the efforts to grid qualifiers by speed, which is meant to minimize the amount of impeding or passing during the session, some cars will catch others while both are on a flyer. This is not a disaster. And it happens for any number of reasons: change of tires, car setup improvements, or even change of drivers between sessions. Be open to the idea that you don't know how

DEMON SPEED

MOTORSPORTS

Highly Engineered Solutions
for your Porsche Track Needs

(216) 333-1200

Visit our Website: www.demonspeed.com

Keep up with our specials and racing results including track side live streams by joining the mailing list on our website or by following us on Facebook.



Parts for Racers Made and Designed by Racers

Demon Speed Fuel Foam Is getting an upgrade!

In stock now for the 991 & 992 Cup / 981 & 718 Clubsport
Upgrade the durability and performance of your fuel cell foam today with our new Mill Spec grey foam.



Demon Speed designs and manufacturers and resells all the products for your Air Jack systems for all of the years of the Cup Cars.

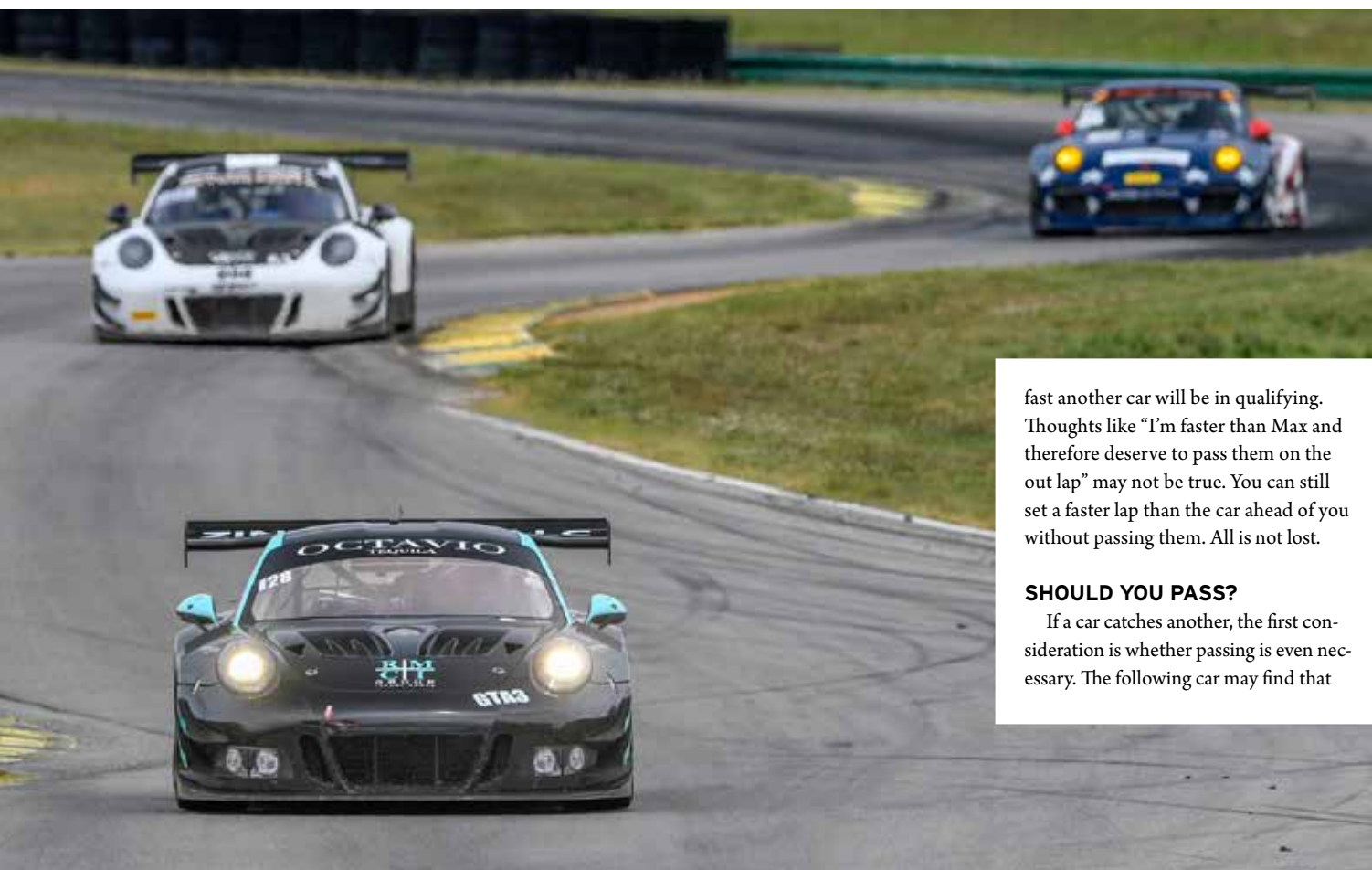
Everything from our famous Double Height Jack Stands, Safety Stands, Bottle Carts, Skates, and High Pressure Hose Assemblies.



Demon Speed is sponsoring the 2025 PCA Clubsport Racing Series. This series visits 5 iconic tracks. Check out our updates on our website on the races.

Demon Speed brought home a Clubsport trophy at every event except Road America. Read our write up to see why.





fast another car will be in qualifying. Thoughts like “I’m faster than Max and therefore deserve to pass them on the out lap” may not be true. You can still set a faster lap than the car ahead of you without passing them. All is not lost.

SHOULD YOU PASS?

If a car catches another, the first consideration is whether passing is even necessary. The following car may find that

MOTORSPORTS SET UP & ALIGNMENT SYSTEMS

HUBstands[®] PRO PLUS

Racer Proven, Everywhere.
Adjustable for Tire Size,
Wheel Offset and
Scrub Radius.

deluxe
Mobil 1

www.HUBstands.com

BBXracing
Motorsports Set Up Systems

ULTRARAY
Motorsports

DEMON
SPEED
MOTORSPORTS



completing the lap without attempting a pass will result in a faster time than going off line to pass. After all, the gap to the lead car was closed so the following car set a faster lap than the lead car. This is not to say that the following car can't achieve an

even faster time if unimpeded, just that going off line to pass, or worse, repeatedly attempting and failing at passing, particularly in corners, will just slow you both down. If you're in the following car and you don't intend to pass, don't "take

a look" while approaching a corner. That may necessitate the lead car to spend more attention looking in their mirrors, or even leaving room in a corner, thereby slowing everyone down. If a pass is deemed necessary and it

can't wait for the lead car to complete a potential flyer, try to carry out the pass where it will slow you both the least. Pass on a straight, well before the following braking zone. If a following car seems intent on passing, try to induce them to do so early in a

straight by feathering the throttle and providing a point-by. **MULTI-CLASS QUALIFYING** In multi-class qualifying or fields with a great spread of driver skills, it is possible for cars with substantial

speed differentials to encounter each other, particularly towards the end of a session. The same considerations to passing with minimal disruption apply, although the incentive for the faster car to take an apex may prove irresistible and their ability to do so

without disrupting the overtaken car, broadens your options. A good gap in front, and behind, your car helps avoid all the considerations of passing entirely. If you're lucky enough to have a radio and a spotter, you can arrange to be

directed to a portion of the track that offers this advantage. If you don't have this luxury, you can sometimes till approximate this. In single class qualifying, or if field is small, the track is long, or the lap times are close, wait in the hot-pit on



the out lap for roughly half the duration of the average lap time. This puts you nominally on the “opposite” side of the track to the rest of the field. Likewise, if you encounter unmanageable traffic during a session, you can always

come into the hot pit (but not the paddock!) and return to the track where there’s more space. Also, waiting to set your fast lap later in the session may come with a risk. The session may end prematurely, before you set

a representative lap time. Or the weather conditions deteriorated, making it harder to achieve a good lap time. This leads to the strategy of getting a lap time “in the bank.” A “banker lap” is one that is set early in the qualifying session and

is close to your potential best but doesn’t involve taking maximum risk (and therefore suffers from no mistakes). While it may not be the best you can achieve, it has the virtue of being set early in the session before something out of





your control can go wrong.

In conclusion, you're either on a flyer or you aren't. While the ideas in this article are not an official PCA Club Racing policy, it is hoped that they can offer some

insight into qualifying. Practicing the above can improve your satisfaction with club racing and reduce frustration during qualifying. It also enhances your potential to get the best possible result you can. ■

2025 PCA CLUB RACING SCHEDULE

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

Nov 22 - 23
Mav, LS, HC

COTA
Mid America Series

David Hodges 713.304.2557
dmhodges911@gmail.com





NATIONAL COMMITTEE

CLUB RACING CHAIR

Dave Rodenroth
580 S. Lawrence Blvd, Keystone Heights, FL 32656
904.571.0930 racer914@earthlink.net

CHIEF STEWARD

Bill Miller
1004 Westover Trail, Keller, TX 76248
817.937.1812 Bill.Miller@pcaclubracing.org

PROGRAM & LICENSE COORDINATOR

Susan Shire
1897 Mission Hills Lane, Northbrook, IL 60062-5760
847.272.7764 PCAClubRace@aol.com

CHIEF SCRUTINEER

Brian Gay
7908 Canterbury, Prairie Village, KS 66208
816.591.0392 Bgglook@aol.com

CHIEF OF TIMING & SCORING

David Anderson
2123 Southwind Road, Maplewood, MN 55109
612.850.7411 David.Anderson@pcaclubracing.org

TECHNICAL & RULES COORDINATOR

Walt Fricke
4651 Huey Circle, Boulder, CO 80305
303.499.6540 WalterFricke@msn.com

BUSINESS MANAGER

Connor Henderson
P.O.Box 6400, Columbia, MD 21045
410.381.0911 connorh@national.pca.org

SPONSOR COORDINATOR

Vu Nguyen
P.O.Box 6400, Columbia, MD 21045
410.381.0911 ExecutiveDirector@pca.org

CLUB RACING NEWS EDITOR

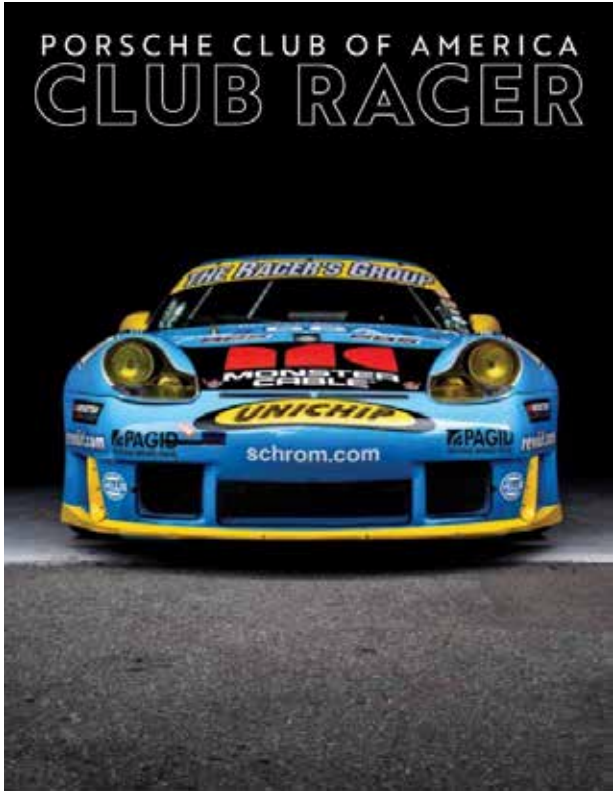
Robin Warner robin.warner@gmail.com

ADVERTISING COORDINATOR

Ilko Nechev
646.644.2796 ilko@pca.org

PRINTING

Deluxe
218-824-1836 deluxe.com



MISS AN ISSUE?

You can always find a digital copy of every issue of Club Racer (formally PCA Club Racing News) published over the last 20+ years by visiting the PCA Club Racing website, PCAClubRacing.org/ClubRacer

ADVERTISER INDEX

American Global Standards.....	17
Autometrics.....	31
BBX Racing / Hubstands	45
COBB Tuning.....	5
COTA	51
CupCar Solutions	37
Demon Speed Motorsports.....	43
EBS Racing	13
Forgeline	15
Isringhausen.....	3
Mahle	27
Millers Oil	25
Northstar	Inside Back Cover
Porsche Design.....	Inside Front Cover
Softronic	29
Stable Energies.....	23
Wine Country Motorsports	19
XPEL.....	Back Cover



THE FIRST CHOICE FOR CHAMPIONS
**MAXIMUM PERFORMANCE
AND RELIABILITY**



PAGID Racing brake pad compounds offer maximum stopping power, ultimate endurance and consistently high quality for professional and amateur racers alike. EXPERIENCE THE DIFFERENCE IN BRAKING!

ORDER
**THE PADS
YOU NEED**

In Stock, All the Time, Shipped Free

WE'RE THE LARGEST U.S. PAGID RACING BRAKE PAD SUPPLIER, WITH THE MOST EXTENSIVE INVENTORY.

PAGID Racing Brake Pads are available in many compounds to fit most applications.

Call us now or use the **PAGID Racing Brake Pad Quick Search** on our website to find the pads you need >>> **FAST!**

ORDERS TECH SUPPORT ONLINE
800.356.2080 847.304.5515 NORTHSTARMOTORSPORTS.COM

www.pagidraoing.com

Northstar
MOTORSPORTS
The Original Racing Resource.™



THE LEADERS IN SURFACE PROTECTION



FUSION PLUS[™]
CERAMIC COATING

AUTOMOTIVE | MARINE | AIRCRAFT

xpel.com

