



**What a start to the season! All of our hard work paid off with a great result at Daytona International Speedway. Spoiler alert, we made it on the podium!**

[Click here are some highlights of driving through the field from my onboard.](#)

Hi everyone!

I am very happy with how we opened up the 2025 campaign in the IMSA VP Racing Sportscar Challenge. While we had a very strong finish, the weekend got off to a rough start. The #2 Browning Chapman Porsche Cayman GT4 had very limited laps in practice due to electrical gremlins in practice 1 and a couple other issues which sidelined us some in practice 2.

Qualifying on Saturday morning was in tricky conditions with a damp track. As the track dries, each lap will significantly improve which makes your last lap the fastest. I had been steadily improving pace tracking around second or third. However, on the last lap a driver in front of me made a mistake and I had to slow up to avoid hitting him. So, I had to settle for starting P5 based on the previous lap.



In race one Saturday, I struggled a bit. The Porsche needs to be driven differently than other sports cars to maximize its potential. We now have a much more experienced teammate on the CSM team in the Michelin Pilot car (Robert Megennis) who has been offering good suggestions. So, I was working on that this weekend and the lack of practice time slowed my progress a bit. Once I get comfortable with the new style, it will be better. But, for race one, I wasn't as strong as I'd like - and the Toyotas and Fords are really fast this year at Daytona! I finished 6th which isn't bad in a 16-car class, but not quite as high as I hoped.



I think we learned some things in video review that would have helped for race 2, but we'll have to wait to try it out. On Sunday, it poured down rain all morning. The track was substantially flooded. It had mostly stopped raining by race time, but it would be full wet - my first time in a sports car in the wet.

So, that meant I could just go back to driving on instinct and feel and there's not as much difference in handling in different cars in the wet - as long as it's set up well. And, my engineer Mike Wright gave me a great wet set up to let me go to work. I started 9th based on the best laps from race one.

When the green flag flew the track was very wet. Visibility from the spray of other cars was poor and the track conditions were very slick. I was able to make up a couple spots on the start but found myself stuck fighting with cars in the two faster classes who were struggling to adapt to the conditions. After a full course yellow packed the field up, I was able to go back to work. I had enough time to figure out how to drive the Porsche (or any sports car) in the rain and started



picking off cars one at a time. I worked my way up to 2nd and was roughly 12 seconds behind the leader. I was the fastest car on track but unfortunately didn't have enough time to catch the leader. So I decided to slow my pace to save tires in case there was a late race yellow. Then I would have the tire life to fight for the win. Unfortunately, race control hadn't told the teams that the leader was given a 10 second penalty which would have put me only 2 seconds behind the leader. Had we known this then we would have had a strong chance to fight for the win especially considering I would have only had to make up another 2 seconds on the leader and not needed to pass him.



Regardless, we still were able to show really good pace and found ourselves on the podium (the only Porsche podium in either race). The winner both days is a very talented young driver, Kiko Porto, who I raced against in USF Pro 2000 when he just missed out on the championship. He also won races in Lamborghini Super Trofeo last year. I am very happy with the result and proud of the team and how much we have been able to improve over the past year. Now we look forward to the remainder of the season. I'm 3rd in points

in the series and only 10 points out of 2nd, but we're not certain what is next. We're trying to finalize our partners and budget and then will choose the best opportunity. Updates and announcements with future plans should be coming soon!

I owe a big thanks to those who made this event possible. Thanks to [Browning Chapman](#) and [Sport Court of Indiana](#), as well as [Cusick Motorsports](#) and their partners [On-Track-Performance](#) and [Mach10 Automotive](#), And, thank you to [Race for RP](#) for allowing me to be an ambassador for their work for autoimmune disease research.

Stay Fast,

Jackson

