



PORSCHE

Porsche Motorsports Event Notes. Continental Tire Monterey Grand Prix

Dateline. Monterey, California

Circuit. Mazda Raceway Laguna Seca

Track Length/Turns. 2.238-miles/11-turn Road Course

Round. 4 of 10, TUDOR United SportsCar Championship GT Le Mans (GTLM) Class

3 of 10, TUDOR United SportsCar Championship GT Daytona (GTD) Class

Next Round. Grand Prix of Belle Isle, The Raceway at Belle Isle, Detroit, Michigan, May 29-30 - GT Daytona, Prototype and PC Only

Sahlen's Six Hours of The Glen, Watkins Glen International, Watkins Glen, New York, June 25-28 – All Classes

Porsche Events.

TUDOR United SportsCar Championship

Date. Sunday, May 3, 2015, 1:05 p.m. PDT/ 4:05 p.m. EDT

Race Duration. Two-Hours, 40-minutes

Classes. GT Le Mans (Porsche 911 RSR) – The GT Daytona class (Porsche 911 GT America)

Porsche Profile. Event Story Lines

Porsche Cars North America Public Relations will be happy to provide additional information, images and help schedule interviews to facilitate these and other Porsche related stories. Thank you for your interest and coverage.

Christensen Squared. Porsche Works Driver to Pilot Both Factory Entries in Monterey GP

A total of seven Porsche factory entries will be competing this weekend at the highest levels of professional sports car racing. The two Porsche North America Porsche 911 RSRs will challenge for top honors in the GT Le Mans (GTLM) class of the TUDOR United SportsCar Championship here at Mazda Raceway Laguna Seca. Meanwhile, at the historic Spa-Francorchamps circuit in Belgium, the second-round of the FIA World Endurance Championship (WEC) will see five works programs racing: three Porsche 919 Hybrids and a pair of Porsche 911 RSR factory cars.

For this weekend, Porsche Motorsport added a third Porsche 919 Hybrid in the LMP1 class of the WEC requiring a total of nine factory drivers for the six-hour precursor to 24 Hours of Le Mans. With it, North American regulars Nick Tandy (Great Britain) and Earl Bamber (New Zealand) were recruited for the third prototype. With two drivers per car

required for the two-hour, 40-minute Continental Tire Monterey Grand Prix and factory driver Patrick Long (Manhattan Beach, California) committed to the Dempsey-Proton team at Spa and Wolf Henzler (Germany) holding his longtime seat at Team Falken Tire in TUDOR, Porsche Motorsport called on two experienced but non-factory drivers for the second Porsche Team Manthey 911 RSR in WEC.

Here in Monterey, Porsche Motorsport called on Michael Christensen (Denmark) a second-year works driver with a full-season of racing with Porsche North America under his belt, to travel to California for Round Four of the IMSA-sanctioned series. Christensen will race both the Porsche North America Porsche 911 RSRs, co-driving the No. 911 with Patrick Pilet (France) and No. 912, with veteran Jörg Bergmeister (Germany) here in Monterey. While no simple task physically, mentally or logistically, Christensen has proven himself in the role before. Last season, the Dane performed the same feat at Virginia International Raceway when Richard Lietz (Austria) was injured in a practice accident prior to the race.

GT Daytona Returns. Six Porsche 911 GT Americas Mark Classes Sprint Race Return

Limited paddock space and track time at the Tequila Patrón Sports Car Showcase At Long Beach forces organizers at IMSA, sanctioning body of the TUDOR United SportsCar Championship, to make the hard call to leave two of the Series' four classes at home every April. Therefore, this weekend's two-hour, 40-minute Continental Tire Monterey Grand Prix at Mazda Raceway Laguna Seca is the first time since the Mobil 1 Twelve Hours of Sebring on March 21 that the GT Daytona (GTD) class will race. After two endurance races – the Rolex 24 At Daytona and Sebring – this weekend's race marks the first time the GTD teams will run a sprint format. Down from a minimum of three drivers to a maximum of two, the logistics and strategies will be very different. The six Porsche 911 GT Americas – based on the seventh-generation rear-engine sports car and raced only in the GTD class – account for nearly half the class field of 13. In the last outing at Sebring, the No. 22 Team Seattle/Alex Job Racing GT America overcame great adversity to grab Porsche's 70th career class victory at the classic America endurance event. Despite the long hiatus, the customer teams fielding the iconic entry are fighting to maintain the German brand's momentum.

Rennsport V. Coming to a Race Track Near You!

Porsche Cars North America (PCNA) and Mazda Raceway Laguna Seca will host the next Porsche Rennsport Reunion the weekend of September 25-27, 2015. Produced by PCNA, Rennsport Reunion V will, once again, bring together an extraordinary gathering of significant Porsche vintage and current racecars, as well those who have designed, engineered and driven them to victory in the world's most famous sports car races. The three-day program of on-track competition will be complemented by a Concours d'Elegance, which is open to invited race participants, and special activities celebrating each of the six decades of legendary Porsche racecars.

Additional details of the Porsche Rennsport Reunion V can be watched <https://www.youtube.com/watch?v=adPy2iNhkzE>, will be published on Porsche's press web site (www.press.porsche.com) and Mazda Raceway Laguna Seca's web site (<http://www.mazdaraceway.com>), as they become available. Ticket information is available by contacting 800-327-7322 or online at www.mazdaraceway.com.

Download Porsche Rennsport Reunion artwork at:
http://press.porsche.com/media/gallery2/v/photos/happenings/Rennsport_Reunion_V/

Porsche History – Mazda Raceway Laguna Seca

Key Victories.

1957 – Sam Weiss – Porsche 550 RS Spyder – Overall – SCCA National Laguna Seca Championship

1973 – Mark Donohue – Team Penske Porsche 917/30 – Overall – en route to the 1973 Can-Am season championship

1974 – Elliott Forbes-Robinson – Porsche 911 Carrera RSR – Overall – Race 1 - first Camel GT race at Laguna

1974 – Milt Minter – Porsche 911 Carrera RSR – Overall – Race 2 – second race of the weekend

1975 – Peter Gregg – Porsche 911 Carrera RSR – Overall – Race 1 – on his way to the Camel GT championship

1977 – Danny Ongais – Porsche 934 – overall – Spring Camel GT – first of his Ted Field Porsche wins

1978 – George Follmer – Porsche 935 – overall – Camel GT – last win in a Porsche

1979 – Peter Gregg – Porsche 935 – overall – Camel GT – beat David Hobbs in a BMW

1980 – John Fitzpatrick – Porsche 935 K3 – overall – Camel GT – car owned by Dick Barbour

1985 – Al Holbert – Porsche 962 – Overall – Camel GT

1987 – Klaus Ludwig – Porsche 962 – Overall – Camel GT

2002 - Sascha Maassen/Lucas Luhr – Porsche 911 GT3 RS – ALMS GT – drivers shared the 2003 ALMS GT Championship

2003 – Sascha Maassen/Lucas Luhr – Porsche 911 GT3 RS – ALMS GT – drivers shared the 2003 ALMS GT Championship

2004 – Timo Bernhard/Jörg Bergmeister – Porsche 911 GT3 RSR – ALMS GT – clinched championship at Laguna

2005 – Patrick Long/Jörg Bergmeister – Porsche 911 GT3 RSR – ALMS GT – won season championship in Petersen/White Lightning entry

2005 – Sascha Maassen/Lucas Luhr – Porsche RS Spyder – ALMS LMP2 – debut of Penske Porsche RS Spyder

2006 – Robin Liddell/Wolf Henzler – Porsche 911 GT3 Cup – Rolex GT – Jim Tafel entrant

2007 – Patrick Long/Jörg Bergmeister – Porsche Crawford Porsche DP – Rolex DP – Alex Job Racing Ruby Tuesday car

2007 – Andy Lally/RJ Valentine – Porsche 911 GT3 Cup – Rolex GT – these drivers won five races in 2007

2008 – Timo Bernhard/Romain Dumas – Porsche RS Spyder – ALMS LMP2 – clinched LMP2 championship at ALMS finale

2011 – Andrew Davis/Leh Keen – Porsche 911 GT3 Cup – Rolex GT – key win en route to Rolex Grand-Am GT championship

Porsche Point of View.

Michael Christensen, Driver, Nos. 911 and 912 Porsche 911 RSR

“Coming in to the Monterey this weekend, thinking of last year’s performance, I think we should be strong with the Porsche 911 RSR, especially in the hard braking zones. Now

that all the classes will be racing together, where last year it was only the prototypes and GTLM cars, the chances for safety car on track is for sure greater than last year. That will change the way the race will develop. Driving both the 911 and the 912 in the same race is nothing new for me, but still a bit odd compared to normal. The biggest challenge is to keep the team and myself well informed for both cars, as it's double the amount of work in all areas. Physically, there shouldn't be an issue though. The fact that I drove both Porsche North America cars at VIR last year for sure helps me to be prepared for the weekend. I'm now more aware of the challenges that I'm facing in terms of which areas I need to put the most focus. There will be plenty of work to do for me."

John Potter, Driver/Owner, No. 44 Magnus Racing Porsche 911 GT America, GTD class

"I know everyone talks about the 'Corkscrew', but once you've done it a few times I don't really consider it all that challenging. You just have to slow and make sure you take the right line, that's about all you can do. I find the faster corners where you really have to suck it up more interesting. A corner like Turn Six, where you're coming up through the gears in to a blind, fast left, and you can't really see much at a high rate of speed. Same goes for Turn Four, where you really have to set the car and hang it out a little. Done right, I find those sort of corners very rewarding.

We've actually been very fortunate to have success at Laguna Seca the last few years. Our engineer, Lars Giersing, as well as Andy [Lally] and I, have always taken the philosophy that we'd rather focus on a full stint over individual lap times. The nature of tire management at Laguna Seca seems to reward that thinking well. Getting the tires up to temperature can definitely be a challenge, especially since on the Porsche there's a big difference between how the rears come in versus the fronts, so during the opening laps you have a very different car every lap. It's honestly just a matter of staying smooth and tapping from experience. This is our first sprint race of the year, so I have a feeling I'll be avoiding carnage in front of me more than worrying about tires."

Where to Watch.

TUDOR United SportsCar Championship

Television Race Broadcast:

Sunday, April 19

4:00 p.m.-7:00 p.m. ET FOX Sports 1 (Live)

Re-Air of Race Highlights Package

NA

Live Race Streaming:

FOX Sports Go

Live Qualifying Streaming:

IMSA.com

Audio Streaming

IMSA.com

Live Timing and Scoring:

<http://scoring.imsa.com/>

Social Media.

Porsche Cars North America. @Porsche

Porsche North America. @PorscheNARacing
Porsche AG and Porsche Team Manthey Twitter. @PorscheRaces

Race Weekend Schedule. (All times PT)

Friday, May 1, 2015

TUDOR Championship Practice Session 1 – All Classes – 11:30 a.m. – 12:30 p.m.

TUDOR Championship Practice Session 2 – All Classes – 3:30 p.m. – 4:30 p.m.

Saturday, May 2, 2015

TUDOR Championship Practice Session 3 – All Classes – 10:50 a.m. – 11:50 a.m.

TUDOR Championship Qualifying Session – GTD Class – 4:15 p.m. – 4:30 p.m.

TUDOR Championship Qualifying Session – GTLM Class – 5:05 p.m. – 5:20 p.m.

Sunday, May 3, 2015

TUDOR Championship Warm-Up – All Classes – 9:00 a.m. – 9:20 a.m.

TUDOR Championship Autograph Session – Paddock – 10:00 a.m. – 10:45 a.m.

TUDOR Championship – Pre-Race Ceremonies/Recon Laps – 12:05 p.m. – 1:05 p.m.

TUDOR Championship – Grand Prix of Monterey – Race (2Hrs, 40-minutes) – 1:05 p.m. – 3:45 p.m.

Porsche Entries.

TUDOR United SportsCar Championship (3 total entries)

GT Le Mans Class (3) Porsche 911 RSR

No. 17 Team Falken Tire Wolf Henzler (Germany), Bryan Sellers
(Braselton, Georgia)

No. 911 Porsche North America Patrick Pilet (France)/ Michael Christensen
(Denmark)

No. 912 Porsche North America Jörg Bergmeister (Germany)/Michael Christensen
(Denmark)

GT Daytona Class (6) Porsche 911 GT America

No. 18 Muehler Motorsports America TBA/TBA/TBA

No. 22 Alex Job Racing Cooper MacNeil (Hinsdale, Ill.)/Leh Keen
(Atlanta)

No. 23 Team Seattle/Alex Job Racing Ian James (Phoenix)/Mario Farnbacher
(Germany)

No. 44 Magnus Racing John Potter (Salt Lake City, Utah)/Andy Lally
(Dacula, Ga.)

No. 58 Dempsey/ Wright Motorsports TBA/TBA

No. 73 Park Place Motorsports Patrick Lindsey (Santa Barbara,
California)/Spencer Pumpelly (Atlanta)

Porsche North America Livery Delineation.

No. 911 White windshield banner with red lettering, White rear wing

No. 912 Black windshield banner with red lettering, Black rear wing

Past images from the venue.

2014 Continental Tire Monterey Grand Prix.

<http://press.porsche.com/media/gallery2/v/photos/motorsports/happenings/2014-+Grand+Prix+of+Monterey/>

Porsche Cars North America Media Site. <http://press.porsche.com/>

Porsche North America Race Team Site. <http://porscheracingusa.porsche.com/>

Porsche Motorsports Media Information. Current news, images and notes relating to Porsche can be found on our press kit. Please contact Dave Engelman or Tom Moore for the latest Porsche Motorsports media kit.

Contacts.

Dave Engelman

Porsche Cars North America

Media Relations Manager, Motorsports and Brand Heritage

Office. 770-290-3617

Mobile. 404-386-4665

dave.engelman@porsche.us

Tom Moore

Motorsports Public Relations Consultant

Office. 615-778-1614

Mobile. 615-509-5000

tom@darkhorseautosport.com

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