



PORSCHE

News Release

March 4, 2014

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Porsche at the Geneva International Motor Show

919 Hybrid and 911 RSR World Premiere and European debut of the 911 Targa

Atlanta. At the Geneva International Motor Show, the new Porsche 919 Hybrid is celebrating its world premiere for the top class of the 2014 World Endurance Championship (WEC). The hybrid prototype will be joined by the Porsche 911 RSR at the Porsche exhibition in Geneva as well as at all eight races of the WEC, whose season highlight will be the 24 hours of Le Mans. Also at Geneva, the 911 Targa is making its European debut.

Porsche 919 Hybrid:

Matthias Müller, Chairman of Porsche AG: "Crucial in the development of the Le Mans prototype were the newly created and revolutionary racing rules for this class as they relate to energy efficiency. In 2014, it will not be the fastest car that wins the World Endurance Championship series and the 24 hours of Le Mans, rather it will be the car that goes the furthest with a defined amount of energy. And it is precisely this challenge that carmakers must overcome. The 919 Hybrid is our fastest mobile research laboratory and the most complex race car that Porsche has ever built."

The high efficiency of the Porsche 919 Hybrid is the result of a balanced overall concept. From the combustion engine to the energy recovery systems, suspension and chassis, aerodynamics and driver ergonomics, the sum of the components form an incredibly efficient unit for maximum performance. The drive system is based on a 4-cylinder gasoline engine that is compact and lightweight. The 2.0 liter V-engine is a



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structural component of the chassis, and reaches a maximum engine speed of approximately 9,000 rpm. It features direct injection, a single turbocharger and thermodynamic recovery capabilities. The compact unit outputs around 500 hp.

Two different energy recovery systems harness energy to replenish the batteries and provide power. The first system is the innovative recovery of thermal energy by an electric generator powered by exhaust gases. The second hybrid system is a motor on the front axle utilizing brake recuperation to convert kinetic energy into electric energy. The electric energy is then stored in water-cooled lithium-ion battery packs and when the driver needs the stored power, the front motor drives the two front wheels through a differential during acceleration. This gives the Porsche 919 Hybrid a temporary all-wheel drive system, because the gasoline engine directs power to the rear wheels, just like the 918 Spyder.

A new Porsche team of over 200 employees was formed to develop and implement the development center in Weissach. Friedrich Enzinger, Head of LMP1: "Within two and one half years we built the infrastructure, assembled our team and put this highly complex race car on wheels. We have the greatest respect for the lead our competitors have in racing experience. Our objective in the first year is simple: to finish races and be competitive."

Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany) will share driving duties in the Porsche 919 Hybrid with number 14. Car number 20 will be driven by Timo Bernhard (Germany), Brendon Hartley (New Zealand) and Mark Webber (Australia).



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Porsche 911 RSR:

"Intelligent Performance" is written in bold letters on both the 919 Hybrid and 911 RSR. The seventh generation of the 911 has consistently benefited directly from motorsport developments. The rear wheel drive 911 RSR features a lightweight design and refined aerodynamics for better lap times and better fuel efficiency.

In its first appearance at the 2013 24 Hours of Le Mans the Porsche 911 RSR placed first and second in the GT-Class. The GT racer from Weissach has been further improved in many aspects for 2014 and it started the 2014 season with a class victory at the Rolex 24 At Daytona. The 911 RSR is raced in the new TUDOR United Sports Car Championship as well as being part of the WEC World Sportscar Championship series, including the 24 Hours of Le Mans. The second Porsche factory team, Porsche Team Manthey, will compete with two 911 RSR race cars in WEC which begins in April. Drivers Jörg Bergmeister (Germany), Marco Holzer (Germany), Frédéric Makowiecki (France) and Patrick Pilet (France) will compete in seven world championship events with each event being six hour endurance race. Richard Lietz (Austria) and Nick Tandy (Great Britain) will join them for the marathon in Le Mans.

Hartmut Kristen, Head of Motorsports, and responsible for Porsche GT Motorsport and all customer sport programs, explains "Porsche is kicking off 2014 with the most extensive motorsport program in the company's history: We have a total of 20 factory drivers now. Along with the factory teams in the WEC, there are two more factory 911 race cars that are being used by the Porsche Cars North America team in the new Tudor United Sports Car Championship series." Kristen adds: "We have also put the RSR in the hands of customer teams for the first time."



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This year, Patrick Dempsey of Team Dempsey Racing Proton will be racing in the 24 Hours of Le Mans for the third time.

Porsche North America racing team on Twitter: @PorscheNARacing

Porsche Motorsport on Twitter: @PorscheRaces

Follow both accounts for live motorsports news about driver changes, weather conditions, tire selections and other insider information throughout a race weekend.

Porsche 911 Targa:

The new 911 Targa is making its European debut after its world premiere earlier this year at the North American International Auto Show in Detroit. Just like the legendary original 911 Targa of 1965, the new models feature the distinctive Targa roof bar, a movable front roof section, and a wraparound rear window. But unlike the classic 911 Targa, the roof segment can be opened and closed at the push of a button. The fully automatic roof system stows the Targa top behind the rear seats.

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About Porsche Cars North America

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga. is the exclusive U.S. importer of Porsche sports cars, including the Macan and Cayenne SUVs and the Panamera sports sedan. Established in 1984, it is a wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany, and employs approximately 220 people who provide parts, service, marketing and training for 189 dealers. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the brand's 63-year history and leadership in the advancement of vehicle performance, safety and efficiency.

At the core of this success is Porsche's proud racing heritage that boasts some 30,000 motorsport wins to date.

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Note: Photos and video footage are available to accredited journalists on the Porsche Press Database at <http://press.porsche.com/>