



PORSCHE

Motorsport News

May 2, 2017

No. 28 /17

Dear Journalist:

Early each week, Porsche Cars North America will provide a weekend summary or pre-race event notes package, covering the IMSA WeatherTech SportsCar Championship, Pirelli World Challenge (PWC), the FIA World Endurance Championship (WEC) or other areas of interest from the world of Porsche Motorsport. Please utilize this resource as needed, and do not hesitate to contact us for additional information.

- Porsche Cars North America Motorsports Public Relations Team

### **Porsche Motorsports Weekly Event Notes: Tuesday, May 2, 2017**

### **Porsche Motorsport Schedule in North America. Upcoming Event.**

#### **IMSA WeatherTech SportsCar Championship**

**Event:** Advance Auto Parts SportsCar Showdown,  
Circuit of the Americas

**Dateline:** Austin, Texas

**Date:** Saturday, May 6

**Track Length:** 3.4-miles, 20-turn

**Race Duration:** 2-Hour, 40-minutes

**Class:** GTLM (Porsche 911 RSR)  
GTD (Porsche 911 GT3 R)

**Round:** GTLM. 4 of 11  
GTD. 4 of 12

**Next Round:** SportsCar Classic, GTD Class Only, Raceway  
at Belle Isle Park, Detroit, Michigan, June 2-3,  
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**IMSA Continental Tire SportsCar Challenge**

**Event:** Circuit of the Americas 120, Circuit of the Americas

**Dateline:** Austin, Texas

**Date:** Friday, May 5

**Track Length:** 3.4-miles, 20-turn

**Race Duration:** 2-Hours

**Class:** GS/GT4 (Porsche Cayman GT4 Clubsport MR)  
GS (Porsche Cayman GT4 Clubsport)

**Round:** 3 of 10

**Next Round:** Continental Tire 150, Watkins Glen International, Watkins Glen, New York, June 29 – July 2, 2017

**FIA World Endurance Championship (WEC)**

**Event:** 6 Hours of Spa, Circuit de Spa-Francorchamps

**Dateline:** Spa-Francorchamps, Belgium

**Date:** Thursday - Saturday, May 4-6

**Track Length:** 4.35-miles, 20-turn

**Race Duration:** Six-Hours

**Class:** LMP-1 Hybrid (Porsche 919 Hybrid)  
LMGTE-Pro (Porsche 911 RSR, MY 2017)  
LMGTE-Am (Porsche 911 RSR, MY 2015-'16)

**Round:** 2 of 9



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**Next Round:** 24 Hours of Le Mans, Circuit de la Sarthe, June 17-18

**IMSA Porsche GT3 Cup Challenge USA by Yokohama**

**Event:** Advance Auto Parts SportsCar Showdown, Circuit of the Americas

**Dateline:** Austin, Texas

**Date:** Race 1. Friday, May 5  
Race 2. Saturday, May 6

**Track Length:** 3.4-miles, 20-turn

**Race Duration:** Two, 45-minute races

**Class:** Platinum (Porsche 911 GT3 Cup, MY 2017)  
Gold (Porsche 911 GT3 Cup, MY 2014-2016)

**Round:** 5 and 6 of 14

**Next Round:** Sahlen's Six Hours of The Glen, Watkins Glen International, Watkins Glen, New York, June 29 – July 2, 2017

**Porsche Profile.**

**Event Story Lines.**

**Holly Job. In Warm Memory**

Holly Job, wife of longtime Porsche racer and team owner Alex passed away Saturday, April 29, 2017 after a courageous 19-month battle with cancer. Holly gave so much of



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her life alongside Alex building a successful race team that the couple was recognized and inducted into Sebring Hall of Fame together in 2016.

Alex and Holly formed Alex Job Racing in 1988 and built it into one of the most successful sports car racing teams in motorsports. Known for her bright smile and talkative spirit, she touched many lives in the racing community - a community of people she loved very much.

Together, Alex Job Racing has amassed 70 wins (since 1995); including two Rolex 24 AT Daytona GT Class wins. Under Alex and Holly's leadership, the team has won five championships complimented by two GT class wins at the 24 Hours of Le Mans. The team also has ten 12 Hours of Sebring wins.

There will be a Celebration of Life in her honor and details will be published once they are finalized. In lieu of flowers, Alex is asking that donations be made to the Cornerstone Hospice Foundation. Please be specific that the donation goes to the Frank & Helen DiScipio House in Tavares, 2445 Lane Park Road, Tavares, FL 32778-9648.

### **Jens Walther, President and CEO of Porsche Motorsport North America.**

“With great sadness we heard about the passing of Holly Job, the co-founder of Alex Job Racing, this past Saturday morning. Holly was not only Alex's partner, but a long-time member of the Porsche family and her passing is a loss for all of us and for the entire racing community. She has been the soul of AJR for many years, and we are fortunate to have had the pleasure to get to know her and work with her.”



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**Texas Two Step. Porsche Works Team Goes for Second COTA IMSA Win.**

The Porsche GT Team tackles round four of the IMSA WeatherTech SportsCar Championship with two 911 RSR at the Circuit of the Americas (COTA in Austin, Texas) on Saturday, May 6. Last year on the 3.4-miles, 20-turn road course, Porsche celebrated a one-two finish in the GTLM class. This season, the new 911 RSR has secured a second-place at Daytona and third-place at Long Beach. Four Porsche customer teams are entered in the GTD class racing the Porsche 911 GT3 R.

Sharing the No. 911 Porsche GT Team RSR cockpit will be Patrick Pilet (France) and Dirk Werner (Germany). Laurens Vanthoor (Belgium) is joined in the cockpit of the No. 912 sister car by a new teammate, Wolf Henzler. The German replaces Kévin Estre (France) who contests round two of the FIA World Endurance Championship (WEC) in Spa-Francorchamps for Porsche on the same weekend.

In the GTD class, factory driver Jörg Bergmeister (Germany) pilots the No. 73 Park Place Motorsports Porsche 911 GT3 R with Patrick Lindsey (Santa Barbara, California). This is the home event for No. 73, which is backed by Park Place, the largest Porsche dealer in Texas. Rolex 24 At Daytona class winner Alegra Motorsports will have Porsche Young Driver Academy graduate Daniel Morad (Canada) and a second to be named. The No. 54 CORE autosport Porsche 911 GT3 R returns Jon Bennett (Charlotte, North Carolina) and Colin Braun (Harrisburg, North Carolina). TRG will field the two youngest drivers in the field in the No. 991. Parker Chase (New Braunfels, Texas) is 16 years-old, his teammate, Harry Gottsacker (San Antonio, Texas) is 17.

**Dr Frank-Steffen Walliser, Head of Porsche Motorsport.**



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“The Circuit of the Americas is a fantastic and very demanding racetrack, so it’s a real challenge for our drivers and teams. We’re showcasing two new Weissach-developed cars to the many Porsche fans who travel from all over Texas to see the race: The 911 RSR is run in the IMSA SportsCar Championship, and the 911 GT3 Cup in the GT3 Cup Challenge USA. What we want to achieve with the 911 RSR in Austin is obvious. After securing third-place at Long Beach and second at Daytona, the first win of the season has to be our goal.”

### **Marco Ujhasi, Director, Factory GT Works Motorsport.**

“Setting up the cars for Austin is the real challenge. The Circuit of the Americas, which was purpose-built for Formula 1, is a wonderful racetrack that leaves nothing to be desired with its diversity. For this reason, the key to success is to achieve the right vehicle setup, which means finding the right mechanical setup for the slow corners, and the right aerodynamic setup for the fast corners. We did some pre-season testing in Austin with the 911 RSR and we hope that we can now turn some of the insights that we gained into a strong performance and a good result.”

### **Sebastian Golz, Project Manager GT Customer Motorsport.**

“The characteristics of the Circuit of the Americas make this race a highlight. And it also makes the setup of the racecar a complex riddle. For the ultra-fast corner combinations you need plenty of downforce so that the driver can keep his foot on the throttle, but to exit the slower corners you need very good traction. We’re confident that with the 911 GT3 R our customer teams have a very good car for this circuit with which they can fight for victory.”

### **Patrick Pilet, Driver, No. 911 Porsche GT Team Porsche 911 RSR.**



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“Although Austin is one of my favorite racetracks in the USA, I’ve not had much luck there. When Porsche claimed victory last year I was sitting in the car that came second. And two years ago I ran out of fuel just before the finish. We had to refuel in the pits and I came third. I’m very much looking forward to competing on this track with the new 911 RSR. The fast corners suit our car perfectly.”

**Dirk Werner, Driver, No. 911 Porsche GT Team Porsche 911 RSR.**

“The Circuit of the Americas has a very different character compared to the other tracks we normally race on in the USA. If you make a mistake here you have wide run-off zones instead of immediately ending up in the walls like recently on the street circuit of Long Beach. Porsche has always done well in Austin and that makes me optimistic. I hope we can earn plenty of points again so that we can then concentrate completely on Le Mans.”

**Laurens Vanthoor, Driver, No. 912 Porsche GT Team Porsche 911 RSR.**

“Like all the racetracks in the USA, the Circuit of the Americas is new territory for me. For this reason I have to try and make the best possible use of the free practice so that I can quickly familiarize myself with the course. I’m not only facing a new circuit, but I also have a new teammate. I’m looking forward to my first race with Wolf. He knows the track and I bet he has some good tips for me.”

**Wolf Henzler, Driver, No. 912 Porsche GT Team Porsche 911 RSR.**

“I’ve driven the new 911 RSR at several tests but I’ve never raced it. So I’m particularly looking forward to Austin and competing for the Porsche GT Team. I’m familiar with the track from the WEC. It should suit our new car very well.”



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**Jörg Bergmeister, Driver, No. 73 Park Place Motorsports Porsche 911 GT3 R.**

“In the past, the Austin round has always been contested in September. Let’s see whether the temperature makes a major difference. In any case, I’m always excited to race here. It’s interesting and it’s also really challenging, not least because of the extraordinary corner combinations – just what I like.”

**Spa Day. Porsche 919 Confident Ahead of the Le Mans Dress Rehearsal in Spa.**

The six-hour race at Spa-Francorchamps in Belgium is far more than just the second round of the FIA World Endurance Championship (WEC), the race on May 6 is known as the dress rehearsal for the 24 Hours of Le Mans. The Porsche LMP Team has entered two Porsche 919 Hybrids for Spa, as it has for the 24-hour classic in Le Mans on June 17-18, with the same six works drivers. Reigning world champion Neel Jani (Switzerland) has the number 1 on the car he shares with André Lotterer (Germany) and Nick Tandy (Great Britain). The number 2 sister car belongs to Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand). After finishing second and third at the season’s opening round in Silverstone in Great Britain, Porsche heads to the Ardennes Mountains leading the manufacturer standings.

In the duel with Toyota at Spa and Le Mans, title defender Porsche is one car less compared to the Japanese brand, which enters three prototypes in both races. Regarding the aerodynamics of the Porsche 919 Hybrids, the focus remains on preparing for the season’s highlight in France. The aero package with low downforce, however, provides some advantages in Spa on the long flat-out sections. Also on top of the job list is sheer power because the 4.35-mile long Grand Prix circuit offers huge altitude differences.





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**Fritz Enzinger, Vice President LMP1.**

“On the one hand, the second championship round is a kind of a dress rehearsal for the Le Mans 24-Hours in June, but on the other it is our next chance to collect points on our title defense mission. The opening race in Silverstone was quite an obstacle to overcome with our low downforce Le Mans aerodynamics. The team managed that very well. We are leading the constructors’ standings before Spa and we want to keep that position.”

**Andreas Seidl, Team Principal.**

“The Spa rollercoaster provides such a variety of demands, that you always need to find compromises. It’s a split to create a car set-up that is suited for the long flat-out sections but one that also enables the drivers to handle the car through the winding middle sector. Regarding aerodynamics, due to regulations, we are less flexible than in 2016 but I regard the 919 Hybrid well armed in this respect as well. In terms of reliability and team effort, Silverstone was first-class. We now want to deliver another flawless performance in Spa.”

**Neel Jani, Driver, No. 1 Porsche LMP Team Porsche 919 Hybrid.**

“I think we can really look forward to Spa. Our performance in Silverstone was very encouraging given the fact we were racing our Le Mans aero kit. In Spa, it will be well suited for the long high-speed sections of sectors one and three. For the twisting middle sector, higher downforce would be better but it remains to be seen how much we will lose there compared to the competition. Another aspect is the weather: In the case of heavy rain, I see the advantage going to Toyota.”



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**André Lotterer, Driver, No. 1 Porsche LMP Team Porsche 919 Hybrid.**

“Spa is like a home race for me. From when I was a three-year old, I grew up pretty close and later we had a kart tuner next to the circuit. The track is one of the most beautiful ones in the world, embedded into great scenery. I like every inch of the track. The depression of Eau Rouge requires some braveness if you take it flat. There you also have to handle lapping maneuvers tactical and eventually have to lift early in order to avoid losing momentum for the uphill Kemmel straight. Belgium is quite a small country but remarkably it has many motorsport enthusiasts. I’m very much looking forward to racing with Porsche there for the first time.”

**Nick Tandy, Driver, No. 1 Porsche LMP Team Porsche 919 Hybrid.**

“I remember very well driving the 919 for the first time in a race in Spa in 2015. It is a circuit very well suited to our high-performance racecars. The fun parts for me are in the winding middle sector but I also like the last sector a lot when you come from high speed and have to deal with bumps before the very tight Bus Stop chicane. This is something where a driver and good set-up work with the engineers can make a real difference. Regarding competition, I think we can be very confident after Silverstone and it will be very interesting to watch the Toyota cars if they compete in different configurations.”

**Earl Bamber, Driver, No. 2 Porsche LMP Team Porsche 919 Hybrid.**

“Spa is one of the very few circuits I at least have some experience of driving the 919. When I was in the Porsche Simulator in Weissach before the 2015 race, I was surprised how fast I could go through Eau Rouge and then doing this in reality was very impressive. This circuit is definitely a special place and I’m sure our low downforce aero kit suits Spa much better than it did for Silverstone.”



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**Timo Bernhard, Driver, No. 2 Porsche LMP Team Porsche 919 Hybrid.**

“Next to the Nürburgring, Spa is like a second home race for me. It is only 124-miles from home and it is a brilliant circuit with a very natural and unique character. To manage a really good lap there in a Le Mans prototype is extremely rewarding because the track isn’t an easy one at all. It has fast and slow corners that flow into each other. I fell in love with Spa back in 1998 when I finished sixth straightaway in a huge Formula Ford European Championship field. I have also done the Spa 24-Hours three times. However, so far it is a one-sided love affair between me and the circuit – I have often led races there but have never won. I want to change that in 2017.”

**Brendon Hartley, Driver, No. 2 Porsche LMP Team Porsche 919 Hybrid.**

“We had a strong team performance in Silverstone that we can be proud of but came up six seconds short of the win. We will all work extremely hard to climb one step higher on the podium in Spa. We expect another close battle but will arrive there with confidence.”

**Porsche at Spa. Facts and Figures.**

- The WEC efficiency regulations limit the amount of energy that can be used per lap. On the 4.35-mile long lap of Spa-Francorchamps, the Porsche 919 Hybrid can use 6.37 megajoule of electrical power from energy recovery systems and 1.784 kg/0.65 gallons of gasoline.
- At normal race speed, the Porsche 919 Hybrid is due for refueling after a maximum of 24 laps.



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- For a permanent race track, a lap on the Circuit de Spa-Francorchamps is remarkably long and peppered with 19 corners, many of them being spectacular ones. After the start, the field has to go through the right-hand hairpin of “La Source” before racing downhill to “Eau Rouge” to be compressed through its left-right combination. The uphill “Kemmel” straight leads to the winding back section of the circuit. After snaking through “Malmedy”, “Rivage”, “Pouhon” and “Fagnes”, at the exit of the right-hander “Stavelot” it’s full throttle again until the very tight “Bus Stop” chicane before the start-finish line.
- The circuit is situated in the triangle of the towns Stavelot, Spa and Malmedy. Because the German border is only 12-miles away, many race fans from this neighboring country tend to attend.
- In 2016, the two 919 Hybrids locked out the front row of the grid. Bernhard and Hartley, who back then shared the car with Mark Webber (Australia), took pole position with an average lap time of 1:55.739 minutes. The sister Porsche of Jani, Romain Dumas (France) and Marc Lieb (Germany) started second.
- In the race, Jani/Dumas/Lieb finished second, despite difficulties with the hybrid system. The 919 of Bernhard/Hartley/Webber suffered two punctures and was pitted for more than one-and-a-half hours for repairs of consequential damage (body work and front gearbox). It was finally classified in fifth-place in class.

All scores: <http://www.fiawec.com/courses/classification.html>

All results: <http://fiawec.alkamelsystems.com>

### **Pro-Am at VIR. Wright Motorsports Earns Win in PWC SprintX.**

The Pirelli World Challenge (PWC) SprintX Championship made its debut at VIRginia International Raceway April 29-30 with two 60-minute races. While all eyes focused on



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the Pro-Pro category of GT which saw head-to-head battles with some of the biggest names in GT racing including Porsche factory driver Jörg Bergmeister (Germany), Patrick Long (Manhattan Beach, California) and Laurens Vanthoor (Belgium), it was the Pro-Am category that brought Porsche's international GT3 customer car, the 911 GT3 R, its greatest success on the Alton, Virginia-area track. Amateur Michael Schein (Glen Cove, New York) and veteran driver Jan Heylen (Tampa, Florida) took the Race 1 victory in class, third-place overall, and a third in class on Sunday. Vanthoor and James Sofronas (Villa Park, California) combined for a third-place in class on Saturday and a second on Sunday.

The much-anticipated Pro-Pro category saw the popular driver pairing of Bergmeister and Long reunite in a car after a three-year separation. Driving the No. 58 Wright Motorsports Porsche – sister car to the Schein/Heylen No. 16 Wright machine – the pairing raced as high as second-place on Saturday before a pit stop timing issue forced a drive through penalty relegating them back to fifth in class. On Sunday, a competitor made heavy contact with the left rear of the No. 58 under caution while Bergmeister drove the opening stint. The Wright crew endeavored to make repairs on pit lane but the damage was too extensive and the car was retired finishing 14th in class.

### **Legendary Porsche Racer Passes. Swap Shop's Preston Henn Remembered.**

Preston Henn became a legendary figure in Florida in the 1960s with the creation of Swap Shop. The drive-in movie theater just outside of Fort Lauderdale grew to become an 88-acre center of shopping, music and more drawing a reported 12 million people each year. Within motorsports, Henn was recognized as a Porsche racer with the same hard charging approach that grew Swap Shop.



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Henn was a five-time starter of the 24 Hours of Le Mans and famously brought-in A.J. Foyt to co-drive with Porsche's Bob Wollek in the 1983 Rolex 24 At Daytona after the race had started. While Wollek originally protested, Foyt's lap times in the rain-soaked darkness of the Foyt's night-stint quickly changed his mind. After the lineup of Foyt, Wollek, Henn and Claude Ballot-Lena earned the victory sharing a Porsche 935, Wollek, Foyt and Henn went on to many years of association including a second Rolex 24 victory in 1985. The Texan and Frenchman were joined by Al Unser Sr. and Thierry Boutsen to take a 17-lap victory in the No. 8 Henn's Swap Shop Porsche 962.

While Henn's sports car racing associations diminished over time, his place in motorsport lore never has. He passed on April 30 at the age of 86.

**Tour Auto Optic 2000. Historic Porsche 911 RSR Strong at Prestigious Event.**

Six days of running, 230 historic entries and over a quarter-century of competition, the Tour Auto Optic 2000 has become one of the world's most prestigious vintage racing events. It has drawn attention from around the globe including from longtime historic Porsche racers, WeatherTech Racing. The North American team entered a 1974 Porsche 911 RSR (three-liter) and won their class – third-overall – in the 26th running of the French event for Cooper MacNeil and Gunnar Jeannette. The Tour Auto Optic 2000 took the green flag at the Grand Palais in Paris and traveled across France to finish in Biarritz.

The racing got underway on April 21 with cars starting across the country on public roads. The on-road portions were punctuated by timed events on four circuits (Le



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Mans, Val de Vienne, Albi and Pau-Arnos) as well as 11 special stages on closed roads. Every year the route of the Tour Auto Optic 2000 is changed, and in 2017 it included stops in Saint-Malo, Haute-Goulaine, Limoges, Toulouse after which the competitors arrived in Biarritz. After a few hours rest, MacNeil and Jeannette still had a night run, punctuated by two special stages, followed by the finish in Biarritz on Saturday night.

Proving Porsche tenacity and build quality, 43 years after it turned its first competitive lap, the white and gold rear-engined machine crossed the finish line on the Atlantic Coast in South France. The '74 Porsche has rich racing history, including taking third in class at Le Mans. The duo won their class and placed third overall out of 298 competitors.

### **Cooper MacNeil.**

“The Tour Auto was a truly amazing experience. Gunnar and I were in the car for about 15 hours each day driving on little roads through the French countryside. The special stages were essentially hill climb sections where you had to go flat out on a road you didn't know, with changing road conditions throughout. It is truly an endurance event in every regard and we love that stuff so it was a good fit for us. We visited four racetracks throughout the week and never finished off the podium during each eight lap race.

Our WeatherTech 1974 Porsche RSR prepared by Alex Job Racing and supported by Larbre Competition ran flawlessly throughout the whole week and both myself and Gunnar never put a wheel off and hardly made any navigation errors. It was amazing to drive that car through France and I look forward to doing it again next year!”



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**Viva La 911. Zwart-Driven Porsche 911 Finishes Grueling Desert Battle.**

Legendary filmmaker/photographer and eight-time Pikes Peak International Hill Climb winner Jeff Zwart and Cameron Healey drove a Porsche 911 (type 964) to a third-place finish in the NORRA Mexican 1000 off road race. The event was run through the Mexican desert over five days covering 909 racing miles and 354 transit miles.

The National Off Road Racing Association's (NORRA) event was celebrating the 50th Anniversary of the first Baja event that became the Baja 1000. The car will be on-display at 'Luftgekühlt 4' event in Los Angeles, California on May 7. Luftgekühlt is a private annual one-day experience celebrating the culture of Porsche, specifically air-cooled Porsches.

**Porsche Entries at Circuit of the Americas.**

A total of 37 Porsche Motorsport-built racecars across three series: the IMSA WeatherTech SportsCar Series, IMSA Continental Tire SportsCar Challenge and IMSA GT3 Cup Challenge USA by Yokohama are racing at the Circuit of the Americas (COTA) this weekend.

**IMSA WeatherTech SportsCar Championship.**

Total Car Count: Six (6) Porsche entries will be competing in the Advance AutoParts SportsCar Showdown at the Circuit of the Americas in the IMSA WeatherTech Series.







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No. 4 Team TGM Porsche Cayman GT4 Clubsport MR	Ted Giovanis (Highland, Maryland)/ Guy Cosmo (Palm Beach Gardens, Florida)
No. 12 Bodymotion Racing Porsche Cayman GT4 Clubsport	Cameron Cassels (Canada)/ Trent Hindman (Wayside, New Jersey)
No. 21 Muehlnr Motorsports America Porsche Cayman GT4 Clubsport	Cameron Lawrence (Windemere, Florida)/ Chuck Quinton (Windemere, Florida)
No. 28 RS1 Porsche Cayman GT4 Clubsport MR	Dillon Machavern (Burlington, Vermont)/ Dylan Murcott (Ancram, New York)
No. 33 CJ Wilson Racing Porsche Cayman GT4 Clubsport	Till Bechtolsheimer (New York City, New York)/ Marc Miller (Grand Rapids, Michigan)
No. 35 CJ Wilson Racing Porsche Cayman GT4 Clubsport	Russell Ward (Seabrook, Texas)/ Damien Faulkner (Ireland)
No. 46 TeamTGM Porsche Cayman GT4 Clubsport	Ted Giovanis (Highland, Maryland)/ Hugh Plumb (Unionville, Pennsylvania)

### **IMSA Porsche GT3 Cup Challenge USA by Yokohama.**

Total Car Count: 23 Porsche Motorsport-produced entries will be competing in the IMSA Porsche GT3 Cup Challenge USA by Yokohama.

Platinum Class – 14 – 2017 Porsche 911 GT3 Cup  
Gold Class – 9 – 2014 – 2016 Porsche 911 GT3 Cup





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LMGTE-Am Class – Two (2) Porsche 911 RSR. (Model Year 2015)

No. 77 Dempsey-Proton Racing Matteo Cairoli (Italy)/ Christian Ried (Germany)/ Marvin Dienst (Germany)

No. 88 Gulf Racing Michael Wainwright (Great Britain)/ Benjamin Barker (Great Britain)/ Nicholas Foster (Australia)

**Where to Watch:**

All IMSA Series information, audio and live timing and scoring for each on-track session is additionally available on the IMSA App

<b>IMSA WeatherTech SportsCar Championship.</b>	<b>Channel/Web Address</b>
<b>Qualifying Broadcast</b>	IMSA.tv and IMSA App
Friday, May 5	
12:55 p.m. – 2:35 p.m. ET	
<b>Race Broadcast. Live</b>	
Saturday, May 6	
7:00 p.m. – 10:00 p.m. ET	FS1

**Continental Tire SportsCar Challenge.**

<b>Live Qualifying Streaming</b>	IMSA.tv and IMSA App
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Friday, May 5

12:15 p.m. – 12:45 p.m. ET

**Live Race Video Streaming**

IMSA.tv and IMSA App

Friday, May 5

3:35 p.m. – 5:45 p.m. ET

**Television Broadcast**

FS1

Saturday, May 13

12:30 p.m. – 2:30 p.m.

**Audio Streaming**

IMSA.tv and IMSA App

**Live Timing and Scoring**

IMSA.tv and IMSA App

All FIA World Endurance Championship information, audio and live timing and scoring for each on-track session is additionally available on the WEC App and at [www.FIAWEC.com](http://www.FIAWEC.com) .

**FIA World Endurance Championship.**

**Channel/Web Address**

**Qualifying Broadcast**

FIAWEC.com and FIA WEC App

Friday, May 5

8:50 a.m. – 9:45 p.m. ET

**Race Broadcast. Live**

Saturday, May 6

9:30 a.m. – 12:30 p.m. ET

FS1



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11:30 a.m. – 3:30 p.m. ET

FS2

### Social Media.

Porsche Cars North America.	@Porsche
Porsche GT Team (North America)	@PorscheNARacing
Porsche Motorsport – GT Cars.	@PorscheRaces
Porsche Racing – 919 Hybrid.	@Porsche_Team

### Model Hashtags.

Porsche 911 RSR.	#911RSR
Porsche 911 GT3 R.	#911GT3R
Porsche 911 GT3 Cup	#911Cup
Porsche 919 Hybrid.	#919hybrid

### Event Hashtag.

Advance AutoParts	#APPShowdown
SportsCar Showdown	
Six Hours of Spa	#WEC6hSpa

### Series Hashtags and Handles.

GT3 Cup Challenge USA.	#GT3USA
GT3 Cup Challenge Canada.	#GT3CAN



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PCA Club Racing Porsche Cayman GT4 @CaymanGT4CSEast  
Clubsport Trophy East #GT4CSE  
Pirelli GT3 Cup Trophy USA @PirelliCupUSA

### Future Porsche Events.

#### Pirelli World Challenge – SprintX and GTS

**Event:** Pirelli World Challenge at CTMP, Canadian Tire Motorsport Park  
**Dateline:** Bowmanville, Ontario, Canada  
**Date:** Saturday, May 20 and Sunday, May 21  
**Track Length:** 2.458-miles, 10-turn  
**Race Duration:** Two, 60-minute races  
**Class:** GT-X (Porsche 911 GT3 R)  
GTA-X (Porsche 911 GT3 R)  
GTS-X (Porsche Cayman GT4 Clubsport MR)  
GTS (Porsche Cayman GT4 Clubsport MR)  
**Round:** SprintX. Rounds 3 and 4 of 10  
GTS. Rounds 5 and 6 of 18  
**Next Round:** PWC at Lime Rock, Lime Rock Park, Lime Rock, Connecticut, May 26-27, 2017

#### IMSA Porsche GT3 Cup Challenge USA by Yokohama



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**Event:** Advance Auto Parts SportsCar Showdown,  
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Gold (Porsche 911 GT3 Cup, MY 2014-2016)

**Round:** 5 and 6 of 14

**Next Round:** Sahlen's Six Hours of The Glen, Watkins Glen  
International, Watkins Glen, New York, June 29  
– July 2, 2017

### Porsche Motorsport Video News Releases

<https://vimeo.com/159661478>

### Photography:

<http://press.porsche.com/media/gallery2/v/photos/motorsports/>

### Porsche Cars North America Media Site:

<http://press.porsche.com/>

### Porsche Cars North America Motorsports Site:

<http://www.porsche.com/usa/eventsandracing/motorsport>





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**Porsche North America Race Team Portal:**

[porscheusa.com/racing](http://porscheusa.com/racing)

**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.

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