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Motorsport News

May 9, 2017

No. 31/17

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 9, 2017

Porsche Profile.

Event Story Lines.

On to Le Mans. Porsche 919 Hybrids Finish Third and Fourth at Spa.

In the last race before the 24 Hours of Le Mans, the Porsche 919 Hybrids finished in third and fourth-places at the six-hour race in Spa-Francorchamps, Belgium. The trio of Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) lost time due to a slow tire puncture coming home in third-place. The sister car of reigning world champion Neel Jani (Switzerland), André Lotterer (Germany) and Nick Tandy (Great Britain) started from pole position but was unfortunate with the timing of two “Full Course Yellow” periods that neutralized the race. They finished just behind their teammates. Hartley had the consolation of setting the overall fastest race lap to underline the 919 Hybrid’s potential. But in Spa, over the race distance, it was a pair of Toyotas that took the laurels.



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Just like at the season's opening race in Silverstone, Porsche competed again in the Le Mans aerodynamic configuration. However, the lower downforce causes higher tire wear. Toyota raced in two different aero specifications. The car in Le Mans configuration finished behind the Porsches.

Despite sunshine at the start, rain was predicted for the closing stages of the race but ultimately it stayed almost dry throughout. The organizers announced 61,000 spectators for the three-day event. After the second of nine rounds in the FIA World Endurance Championship (WEC), Porsche ranks second in the constructors' standings. In the drivers' world championship, the Porsche crews are currently second and third.

Fritz Enzinger, Vice President LMP1.

"We started from pole position, set the fastest race lap and scored a podium, but unfortunately we didn't make it with both cars on the podium. We are still fine with our strategic decision to compete in the first two rounds in low downforce configuration. Now we are looking forward to our last 30-hour test next week. We will head to Le Mans full of confidence and only a few points short in the manufacturer standings."

Andreas Seidl, Team Principal.

"Congratulations to Toyota for the race win and to our team in Weissach and here at the track for a flawless performance. Again both cars finished the race with no technical issues and took points for the championships. Apparently races in Spa are not our greatest skill. Since 2014, we are on pole here every year but we have never won. With our cars here in low downforce aero specification, we could not match the speed of the high downforce spec Toyotas because our tire wear was simply to high."



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But the third Toyota, with low downforce, we had under control. Comparing the time we lost in the pits due to the puncture, our performance was okay. We will now have our endurance test next week in Aragon and then look forward to Le Mans.”

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

“The pace was more or less what we expected it to be. We could match one Toyota but the other one was out of reach. We were a little unlucky and lost a lot of time twice during Full Course Yellows. After this our only chance to come back in the race was rain.”

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

“I had a good start. I was a little surprised when the Toyota came flying by but I was expecting he wouldn't be able to brake properly for La Source. The first half of that stint was really good but then I had a massive tire drop and couldn't keep up the pace. Towards the end of that first stint the situation improved but overall it was not consistent. At my first pit stop we changed the strategy. Because we were expecting rain towards the end of the race, we thought we would not have to double stint all tires. My last stint was good as well despite some drizzle. The Toyotas have been strong, we have to catch up a bit.”

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

“I was the second driver in our car and had a pretty standard stint. We went a little off sequence with the tire strategy to see if it would help us at the end of the race. But then it didn't rain significantly.”

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



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“My stint started well. I came out right behind the Toyota and then was battling with number 8 but then unfortunately I picked up a slow puncture. The pace was good afterwards again and I closed the gap to the front a little but to fight back from over 40 seconds is hard.”

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

“I took over from Earl after the puncture and tried to catch back. It was nice closing the gap. I had a good fight with Neel and managed to get ahead. We took advantage of a Full Course Yellow but Toyota did as well. In the end, Brendon was pushing hard and did a great job but there wasn't more to get today.”

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

“The Toyotas were quick at the start and I knew I was in for a double stint. With the warmer ambient temperatures, the car's balance was quite different from the previous days. But I had a strong end to the opening stint and overtook André just before the pit stops. The sister car went onto a different strategy while we managed to keep close to the [number] 8 Toyota. Our car was unlucky when Earl picked up a puncture, which put us behind and off strategy. I was in the car for the last couple of hours. The team did a great job and our car was coming on really strong towards the finish. It's another podium, not the step we wanted to stand on, but we take confidence heading to Le Mans.”

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

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



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Top-Five. Porsche GT Team Finishes Fifth-Sixth in WEC at Spa.

Round Two of the FIA World Endurance Championship (WEC) concluded with positions five and six in the LMGTE-Pro class for the Porsche GT Team after Saturday's trouble-free race. At the legendary Spa-Francorchamps Circuit in Belgium, Richard Lietz (Austria) and Frédéric Makowiecki (France) narrowly beat their teammates to the finish line with the new Porsche 911 RSR. Less than a minute later, Kévin Estre (France) and Michael Christensen (Denmark) followed them over the line in the No. 92 sister car.

Fans witnessed a spectacular sight shortly after the start as the 30-strong field squeezed through the legendary Eau Rouge passage. Right from the start, the famously cutthroat LMGTE-Pro category, with four automobile manufacturers competing, treated spectators to gripping fights for positions. As the race progressed, the GT field sorted itself into respective brands: This weekend, the two 510 hp Porsche 911 RSR became the third force behind Ferrari and Ford.

In the LMGTE-Am class, the Dempsey Proton Racing customer team celebrated a podium finish with the Porsche 911 RSR (model year 2015). Porsche Young Professional Matteo Cairoli (Italy) as well as the two Germans Christian Ried and Marvin Dienst drove a spirited race to finish in second-place. The Gulf Racing squad with Englishmen Michael Wainwright and Ben Barker as well as Australian Nick Foster had to retire from the race after a collision.

Dr Frank-Steffen Walliser, Head of Porsche Motorsport.

“This result is very disappointing. We definitely couldn't match the pace of Ferrari and Ford. Everyone in our team did an absolutely flawless job today, but the gap to the



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front is simply too big. In the GTE-Am class, Dempsey Proton Racing maintained its very good qualifying position in second place. With every race, Porsche Young Professional Matteo Cairoli is gaining experience and professionalism. I'm very pleased with how he is developing."

Richard Lietz, Driver, No. 91 Porsche GT Team Porsche 911 RSR.

"We've just endured six tough hours. We did everything we could; we fought well and didn't make any mistakes. Now we have to analyze the results and come back stronger at Le Mans."

Frédéric Makowiecki, Driver, No. 91 Porsche GT Team Porsche 911 RSR.

"We gave our best in the race, but Ford and Ferrari were in a different world today. We now need to see precisely why this is so."

Kévin Estre, Driver, No. 92 Porsche GT Team Porsche 911 RSR.

"That was a difficult race for us; we simply lacked the speed compared to the competition. One thing is certain: Our 911 RSR ran like clockwork, our strategy was super and our mechanics didn't make the slightest mistake with the fast pit stops."

Michael Christensen, Driver, No. 92 Porsche GT Team Porsche 911 RSR.

"This was not an easy day for the Porsche GT Team. Tire management proved to be particularly tricky today, and the caution phases also came at inopportune times for us."

Matteo Cairoli, Driver, No. 77 Dempsey Proton Racing Porsche 911 RSR.



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“It’s just my second WEC race with Chris and Marvin and we land on the second podium step – that feels really good. Third at Silverstone, second at Spa – I think our goal for Le Mans should be fairly obvious.”

Narrow Miss. IMSA Porsches At the Circuit of the Americas.

After a successful start to the season in North America, the new Porsche 911 RSR narrowly missed securing its third podium result in the IMSA WeatherTech SportsCar Championship on the Circuit of the Americas (COTA) in Austin, Texas. With the No. 911 510 hp racing car, which is a totally new development of Porsche Motorsport in Weissach, Germany, Patrick Pilet (France) and Dirk Werner (Germany) secured fourth-place in the GTLM class after holding the lead earlier in the race. In the second 911 RSR, the No. 912, fielded by the Porsche GT Team, Laurens Vanthoor (Belgium) and Wolf Henzler (Germany) took the flag in eighth-place. At the season-opening round in Daytona, the new 911 RSR had finished second, and recently followed up with a third place at Long Beach.

The challenges of the race began at the start. Entering Turn One, the pair became entangled in a collision not of their making but put them at the back down the field. Patrick Pilet (France) got off the line well on the 3.43-mile Grand Prix circuit. The past IMSA GT class champion managed to avoid the melee and launch a pursuit. First he snatched third and several laps later he overtook another competitor for second-place. After almost an hour of racing he was in the lead. This pace, however, could not go on. His teammate Werner, who took the wheel of the 911 RSR, was first shunted by a GTD class car, and was then handed a 60-second penalty that he served in the pit lane. As a result, all hopes for a possible podium finish were dashed. After two hours and forty



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minutes, Pilet, who had returned to the car for the final stint, took the checkered flag in fourth-place.

The opening lap accident put an early end to the race for the second 911 RSR. The No. 912 of Henzler, who replaced Kévin Estre (France) at Austin so that the Frenchman could contest the World Endurance Championship (WEC) round in Spa, Belgium, rejoined the race in fifth-place after the first stop for repairs. However, associated damages required longer repairs in the Porsche GT Team's garage. When Vanthoor returned to the track, the damage was still too extensive and the car was retired.

Porsche "Young Professional" Mathieu Jaminet (France) sat the No. 28 Alegra Motorsports Porsche 911 GT3 R on the pole position for the GTD class at COTA. The team won the season-opening round of the series, the Rolex 24 At Daytona with factory driver Michael Christensen (Denmark), Daniel Morad (Canada), Michael de Quesada (Tampa, Florida), Jesse Lazare (Canada) and Carlos de Quesada (Tampa, Florida). With Christensen racing in Spa for the Porsche "works" program in the WEC, Porsche assisted Alegra with the first-year "Young Professional" to team with Morad. The combination worked well with not only the fastest class-qualifying lap but also the fastest race lap and a long stay in the GTD lead. Ultimately, the program would finish seventh in class, just ahead of factory driver Jörg Bergmeister (Germany) and Patrick Lindsey (Santa Barbara, California) in the No. 73 Park Place Motorsports Porsche 911 GT3 R.

Round Five of the WeatherTech Championship will be contested on July 2 at Watkins Glen International in New York. The classic six-hour event follows a break for GTLM



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competitors to compete at the 24 Hours of Le Mans in June. GTD class competitors will travel to Detroit, Michigan for the SportsCar Classic at the Raceway at Belle Isle Park on June 3.

Steffen Höllwarth, Program Manager IMSA SportsCar Championship.

“Everything actually ran according to plan with the No. 911. Our strategy to strengthen the car in the practices worked perfectly. We managed to take over the lead. In the middle stint, however, we were shunted by a GTD car, which affected the rear aerodynamics. The penalty for not seeing the lights in the pit lane was the final straw. Although we continued to fight our way back up, it was not enough for a podium. Now we have time to analyze the first third of the season. This is what we’ll do and after the summer break we’ll be back in full force.”

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

“This race was pretty disappointing. We had the best chances to do well here, but it was our own fault that it didn’t succeed. We made mistakes that shouldn’t happen. I hope things go better for us at the next race in Watkins Glen.”

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

“We had the chance for a podium result here. It’s a shame that we didn’t managed to use it. At the exit of the pit lane I was alongside a BMW and I didn’t notice – for whatever reason – that the pit lights were red. The resulting penalty cost us the race. What’s more, I had already been sent into a spin by a GTD car prior to this. All in all, it wasn’t a great race for us.”

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



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“I didn’t imagine my first race this season with the 911 RSR would be like this. In the very first corner after the start, a Ford and a Ferrari had a big encounter and that set off a chain reaction. When I sped up right behind a Corvette, it suddenly spun. I couldn’t avoid it and we collided. Our 911 RSR was so badly damaged that the resulting repairs cost us all chances of a good result.”

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

“By the time I climbed into the car for my stint, the race was as good as over for us. That was not a great weekend for us. We’ll now go testing and hopefully we’ll return stronger after the summer break.”

Mathieu Jaminet, Driver, No. 28 Alegria Motorsports Porsche 911 GT3 R.

“At the end of my first stint in the Alegria car we were running well. We were leading with a good gap. We were in a good position. We had some good battles and it was a lot of fun. In the end we finished P7. It was tough to fight with the other cars, to be honest. We scored points and we brought the car home in one piece and we ran the fastest lap. I wish the team the best for the rest of the season. It was a lot of fun and an honor to be asked to race the No. 28 Porsche this weekend in Austin.”

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

“Today, I would say was challenging. I think not having the second practice hurt us a little bit; we could have used the time to better develop the setup. Patrick did a good job at the start, he started fourth and brought the car into the pits in third; the crew did well also. There were quite a bit of yellows but I don’t really think that affected us much. The heat was definitely a factor for today, the track changes throughout the race because of the heat. I think we will take what we learned today and use it moving



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forward, to Detroit. I wish we could have given our sponsor, Park Place Porsche of Dallas, a better finish for the home race. Hopefully, we will do better next time."

LA Air. Luftgekühlt 4 Draws Big Breath In California.

Despite an early morning rainstorm, Sunday's, May 7, Luftgekühlt gathering reached its reserved capacity for vintage, air-cooled Porsche vehicles under the backdrop of the port of Los Angeles.

Now in its fourth iteration, Luftgekühlt embodies air-cooled vehicles from the extensive Porsche narrative, from the Pre-A 356 through the Type 993 911 (1948 – 1998) on the street side, and 550 Spyders to 935s on the motorsports side.

This year's event drew upwards of 6,000 owners, fans and enthusiasts to experience the 600 capacity venue full of Porsche-powered vehicles. A pair of off-road safari type 911s that competed a week ago in the NORRA Mexican 1000 Off Road Race and the 1973 Can-Am championship winning 917/30 were two examples of the diversity on display, and the event was the largest yet for the stand-alone happening celebrating the unique car culture in California.

The Luftgekühlt branded events are the brainchild of Porsche factory driver Patrick Long and Southern California creative director Howie Idelson.



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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.

Series Hashtags and Handles.

GT3 Cup Challenge USA.	#GT3USA
GT3 Cup Challenge Canada.	#GT3CAN
PCA Club Racing Porsche Cayman GT4	@CaymanGT4CSEast
Clubsport Trophy East	#GT4CSE
Pirelli GT3 Cup Trophy USA	@PirelliCupUSA



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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

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



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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 Motorsport Video News Releases

<https://vimeo.com/159661478>

Photography:

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

Porsche Cars North America Media Site:

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Porsche Cars North America Motorsports Site:

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

Porsche North America Race Team Portal:

porscheusa.com/racing

Porsche Motorsports Media Information:



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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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