



PORSCHE

Motorsport News

June 20, 2017

No. 40/17

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, June 20, 2017

Upcoming Events.

Pirelli World Challenge – Sprint – GT/GTA and GT4/GTS

Event:	Pirelli World Challenge Grand Prix of Road America, Road America
Dateline:	Elkhart Lake, Wisconsin
Date:	Saturday, June 24 and Sunday, June 25
Track Length:	4.048-miles, 14-turns
Race Duration:	Sprint, GT/GTA. Two, 50-minute races Sprint, GT4/GTS. Two, 50-minute races
Class:	GT (Porsche 911 GT3 R) GTA (Porsche 911 GT3 R) GT4 (Porsche Cayman GT4 Clubsport MR)
Round:	Sprint GT/GTA. Rounds 4 and 5 of 10 Sprint GT4/GTS. Rounds 9 and 10 of 18
Next Round:	PWC at Mid-Ohio, Mid-Ohio Sports Car Course,



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	Lexington, Ohio, July 28 – 30, 2017
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Porsche Profile.

Event Story Lines.

One for the Record Books. 19th Overall Win with 919 Hybrid Extends Porsche Record.

At 6:30 p.m. local time on Saturday evening, the 24 Hours of Le Mans looked over for the Porsche 919 Hybrid of Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand). Their car had no front axle drive, but was repaired in just over one-hour and rejoined the race 18 laps behind the overall leader. But the 85th running of the endurance classic in Le Mans, France produced such dramatic changes that the “impossible” ultimately came true. After an enormous effort, the trio sliced through the field from 56th position to overall victory. For Le Mans record holder Porsche, it is the 19th overall win in the world’s toughest endurance sports car race and the third in a row.

For Bamber it is his second Le Mans overall win at the wheel of the Porsche 919 Hybrid. He scored his first in his only other overall attempt in 2015. Bernhard also scores his second Le Mans overall win having won first while on loan to Audi in 2010 – the friendly German who is familiar to North American fans for his time racing in the American Le Mans Series GT classes, also earned a 2002 class victory with Porsche. Hartley was arguably the hungriest of this year’s six Porsche LMP works driver squad



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as his name had yet to be engraved onto the big trophy. That was remedied over the course of the June 17 – 18 weekend.

When the number 1 sister car stopped on track at approximately 11:00 a.m. after having led the race for more than ten hours, the time for the hunters had arrived. Hartley continuously improved in the standings during multiple stints in the hybrid prototype that utilizes both a V4 turbocharged engine and electric motors on both ends of the car to generate its impressive performance. After 312 laps, he came in for his final refueling stop before the tall Kiwi handed the car over to Bernhard in fourth-position overall, leading LMP1 class. At 12:50 p.m. (race lap 330), the 919 Hybrid fought its way back to the same lap as the overall leading car, the No. 38 Jackie Chan DC Racing Oreca 07-Gibson that also led the LMP2 category. After 338 laps, Bernhard came in for fuel and on lap 347 he overtook the No. 38 on track for the overall lead. His penultimate refueling stop came on lap 351 before a final splash and dash after 360 laps. After 367 laps of total running, Bernhard took the checkered flag to claim the record-extending overall title for Porsche.

Michael Steiner, Board Member Research and Development, Porsche AG.

“The ‘triple’ in Le Mans is a dream come true for Porsche and the way this third consecutive win happened is very special. I’m proud of the Porsche Team that kept fighting despite the long stop for repairs. This success also came about thanks to strong E performance and innovative hybrid technology.”

Fritz Enzinger, Vice President LMP1.

“One of our ambitious targets for the 2017 season was to achieve a hat-trick at Le Mans. But what we have gone through over the past 24 hours, you could not imagine



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in your wildest dreams. This 24-hour race just pushed everything and everyone to the limit. It is unbelievable what you can achieve in a focused team effort. Sometimes it is not the fastest car but the best team performance that makes the difference. This team is the best of all and made today's success possible. The reaction from everywhere is overwhelming – from Porsche employees and also around the world. Personally I can only say thank you to Porsche for putting me in the position to set up such a great program and thanks to every single team member for the total support and the great team spirit.”

Andreas Seidl, Team Principal.

“It's hard to find words for what happened. The drivers and the entire team have done an amazing job. We can put two tough weeks behind us that provided some highs and lows but we fought with typical Porsche spirit. It will take some time for what we have achieved today to sink in. We've now won Le Mans three times in a row, which is just sensational. The team worked relentlessly for this over the past twelve months. Toyota was a very strong competitor. They pushed us to the limits and beyond and we both paid the price. It is a sad that Neel Jani, André Lotterer and Nick Tandy retired from the race because they controlled it for a long time. But Earl Bamber, Brendon Hartley and especially Timo Bernhard deserved to take the race win. Timo was the development driver right from the beginning of the program. After the long repairs, the three of them kept fighting and were ultimately rewarded.”

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

“I can't believe we've managed to pull this one off having been at the back of the field after an hour in the pit box. Both Brendon and Timo have been part of the Porsche LMP program from the beginning while this victory is as much down to the guys in the



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pits. Without their hard work we wouldn't have got back racing again so this win is down to them."

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

"It feels surreal. When I joined Porsche as a junior driver back in 1999, I carefully developed the dream to perhaps one day get the chance to fight for overall victory at Le Mans. I hoped I would be good enough to really do this one day. Now, 18 years later, we have achieved it together. The final lap was very emotional for me. It will take some time before I realize what has happened."

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

"Le Mans is one crazy race. The mechanics worked incredibly hard on Saturday evening to get our car repaired in super-fast time and since that moment Timo, Earl and myself, together with our engineers, have been pushing hard, 100 percent every second, and desperately hoped that our efforts would somehow pay off."

Porsche GT at Le Mans. New Porsche 911 RSR Narrowly Misses GTE Podium.

The new Porsche 911 RSR demonstrated its potential and reliability June 17 – 18 at the 85th running of the 24 Hours of Le Mans. The event was the car's debut in the French long-distance classic. The 510 hp racecar, which is based on the seventh generation of the iconic 911 sports car and was designed by Porsche Motorsport in Weissach, Germany, led the field over long distances and was on course for a podium result until shortly before the checkered flag. After 340 laps full of thrills and drama on the legendary 8.51-mile (13.629-kilometer) Circuit des 24 Heures, Richard Lietz (Austria) and his French teammates Frédéric Makowiecki and Patrick Pilet had to settle



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for fourth-place in the fiercely cutthroat LMGTE-Pro class. An additional pit stop due to a tire puncture an hour before the finish robbed them of all hopes in achieving a podium spot at the toughest sports car race in the world.

In glorious summer weather and temperatures of 85 degrees Fahrenheit (30 C), 60 cars spread across four classes – including the LMP-1 Hybrid class which saw the Porsche 919 Hybrid score its third consecutive overall victory at Le Mans – were sent on their way at 3:00 p.m. (local Le Mans time) on Saturday in the 24-hour chase in the Sarthe region in western France. The two newly designed 911 RSR, which were fielded for the first time at Le Mans by the Porsche GT Team, completed the first third of the race with any major problems. The only incident on the Circuit des 24 Heures, which throws very special challenges at drivers with its combination of a permanent racetrack and normal national roads, was when the No. 92 Porsche 911 RSR became entangled in a collision. In the ultra-fast first corner, it was hit by a competitor and had to return to the pits. Prior to this, Michael Christensen (Denmark), Kévin Estre (France) and Dirk Werner (Germany) had been running as high as second-place. Thanks to a perfect race strategy and fast pit stops, the time that was lost was virtually recovered. Their charge, however, was finally halted during the night. After 179 laps and the occasional stint in the lead, Michael Christensen (Denmark) lost control of the No. 92 911 RSR over the curbing in the Ford chicane and crashed into the barriers with the rear of the car.

In the second half of the race, the No. 91 Porsche 911 RSR took up the leadership role. On Sunday morning, Pilet moved into the top position of the very strong GT field for the first time, with Lietz and Makowiecki also turning laps at the lead over long distances. In the final stages of the race, all signs looked promising for at least a



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podium result. With one-and-a-half hours to go before the flag, Makowiecki was running in third-place. This is how the race might have ended had a puncture one hour before the end not forced the No. 91 back into the pits for an unscheduled pit stop. The fight for the podium was lost.

In the LMGTE-Am class, Porsche customer teams fielded four 2015-spec 911 RSR. The best result was secured by the 911 campaigned by Dempsey Proton Racing in sixth-place. Sharing the cockpit of the No. 77 car was Porsche Young Professional Matteo Cairoli (Italy) with the German racing drivers Christian Ried and Marvin Dienst.

North America's only Porsche factory driver, Patrick Long (Manhattan Beach, California) drove the No. 93 Proton Competition RSR across the line ninth in class, the next highest of the four previous generation 911 RSRs entered in the class.

Round Four of the FIA World Endurance Championship (WEC) will be contested on July 16 at the Nürburgring in Germany.

Dr. Frank-Steffen Walliser, Vice President Motorsport and GT Cars.

“This was our first time at Le Mans with our new 911 RSR and I think we delivered a good performance. It's a shame that we lost our number 92 car in the night due to an accident. It's also a pity that our number 91 vehicle only managed fourth-place at the end, although the drivers and team had done everything and the car had even led over long distances. But then the tire puncture hit and on top of that we were a little unlucky with a slow zone. That cost us the chance of a better placing, but we'll be back next year.”



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

“It’s tough when you give your best and to stand there empty-handed in the end. Our 911 RSR performed well in the corners as expected, but in the high temperatures we lost time to our rivals on the straights. The whole team deserves a huge thank you, because the preparation for Le Mans was extremely hard. Our mechanics really did everything they could. It was an exciting race and I hope we’ll be able to compete for a podium spot next year. Fourth-place this year is okay, it gives us important points towards the championship and things are looking good for us in this respect.”

Patrick Pilet, Driver, No. 91 Porsche GT Team Porsche 911 RSR.

“It was a hard, difficult race. We all did our very best and we can’t blame ourselves. From our side it was a perfect race. The drivers didn’t make any mistakes out on the racetrack and the team gave us tremendous support. Our 911 RSR ran well on this demanding circuit. Over the entire race we only came in to the pits to refuel and change the tires. A podium spot would have been a great result for the team, but it wasn’t to be. We’ll return next year even stronger.”

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

“It was a good race. The whole team worked brilliantly. We tried everything to reach the podium. Unfortunately, it wasn’t quite enough. Still, the Le Mans 24-hour race was once again an unforgettable experience.”

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

“That was an unbelievably tough race. We were driving at the limit the entire time and you had to take big risks to keep up with the opposition. In the chicane I risked a little



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too much. It's a shame because our 911 RSR was running well and we were up with the frontrunners. I'm sorry for the whole team who gave us such great support."

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

"Le Mans is the world's toughest automobile race. We saw it again this year. It always hurts when you don't reach the finish line. But at Le Mans it's particularly painful."

Dirk Werner, Driver, No. 92 Porsche GT Team Porsche 911 RSR.

"We really picked up the pace over the course of the race. At times we were even in the lead. It's a shame we didn't make it to the flag. But as a racing driver you simply have to accept retirements. However, we'll work hard so that we can come back next year even stronger."

Patrick Long, Driver, No. 93 Proton Competition Porsche 911 RSR.

"The handling of the 911 RSR was very good over the entire race. The only place we couldn't match the pace of our opponents was on the straights. We put pressure on right to the end and the team gave their utmost. We can be proud of our effort. We've all enjoyed the unique atmosphere of this race."

Matteo Cairoli, Driver No. 77 Dempsey Proton Racing.

"I was determined to finish on the podium at my first Le Mans attempt. In the beginning everything was going well for us, but in the night we had a technical problem that threw us back. Still, we were able to finish the race and earn important points towards the championship. And I fulfilled my dream to race at Le Mans. I hope we come back in 2018."



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Déjà Vu. 2017 Mimics But Betters Record 1977 Performance.

Perhaps it is fitting that Porsche's 19th overall victory came in the way it did. 2017 celebrates the 40th anniversary of marque's fourth overall career 24 Hours of Le Mans victory, a title that came with the No. 4 Porsche 936/77-001 in 1977. Porsche icon and one of North America's greatest motorsports legends Hurley Haywood (St. Augustine, Florida) joined Jacky Ickx (Belgium) and Jürgen Barth (Germany) in the open cockpit prototype that year to capture the win but not before suffering a stuck throttle on the start that cost them six laps and nearly any chance to race at all.

Haywood had been selected the honor of starting the 24-hours. As the young American came under the French Tri-Color – the traditional starting flag of Le Mans – the throttle on the 2.1-liter flat-six turbocharged engine stuck open. Haywood was able to pull the car to the side, remove the large engine cowling and make a repair and return the ungainly bodywork back to the car, all unassisted. The roadside remedy allowed the car to be driven the full lap back to the garage area where the Martini Racing crew could make proper repairs. In whole, the process lost the team six laps to the field.

Ickx came to the No. 4 car after all of Haywood's heroism kept it in the field. Following the retirement of the 936 he was entered, Porsche management opted to make the white car with the red and blue highlights a three-driver entry with Ickx. Joining the American and German, the Belgian helped push the favored Renault-powered machines to failures of their own. Entering the last hour it appeared that the Martini-backed Porsche would sail to the win but a faulty cylinder forced the car to the garage one final time. The team of mechanics and Porsche engineers diagnosed the issue quickly and set about a fix that circumvented the fault by removing the ignition and fuel injection on the failed cylinder. While neither fast nor attractive, the repair allowed the



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team to take the required last lap and the checkered flag with Barth behind the hobbled machine at the conclusion. Despite it all, the No. 4 Porsche 936/77 still managed to take the win by nine-laps.

In comparison, the No. 2 Porsche 919 Hybrid driven to victory by Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) in 2017 had a faulty front axle drive. The system, intricately tied to the car's sophisticated hybrid system, was repaired in just over one-hour and rejoined the race 18 laps behind the overall leader. A strong performance of team and machine with other benefit of other's failures allowed the No. 2 to overtake the overall leader in the final hour of the race and hold on for the race win.

In 1977, Haywood was making his debut at Le Mans. Ickx was already a three-time winner of the event and would capture a total of six Le Mans titles – the last four with Porsche – during his career. Barth scored his only Le Mans win in '77 but enjoyed a podium (second-place) in a 936 with Ickx in '78 and a third-place with Haywood driving a Porsche 956 in 1982.

Sprint Season. Porsche Customer Teams Return to PWC Sprint Season at Road America.

After a hiatus of nearly three months, the Pirelli World Challenge (PWC) Sprint Championship will resume with two 50-minute races apiece for the GT/GTA and GT4/GTS classes at Road America, June 24 and June 25. The majority of the competitors have continued to race in the SprintX Championship, which, unlike the single driver format of Sprint, has two drivers in each car for 60-minute races. This



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means the single-driver entries of Patrick Long (Manhattan Beach, California), John Fogarty (Bend, Oregon) and Alec Udell (The Woodlands, Texas) will represent Porsche in the GT class for professional drivers, the highest level of PWC, in their respective 911 GT3 R customer cars.

Long, North America's only Porsche factory driver, will race the No. 58 Porsche Consulting Wright Motorsports Porsche 911 GT3 R leads the way for the German marque in the GT class. Veteran road racer and multi-time GRAND AM Prototype championship-winning GAINSCO/Bob Stallings Racing has been busy testing the "Red Dragon" No. 99 since Long Beach with Fogarty. This is the team's first season racing the rear-engined machine based on the seventh-generation of the iconic Porsche 911. Veteran by experience but not by years, 21 year-old Udell is back in the No. 17 Euroworld Motorsports prepared by GMG 911 GT3 R. Udell opened the season with twin victories at St. Petersburg in the GTA class. The success moved him into the all-pro category where he showed well at Long Beach.

The GT Amateur (GTA) class races nearly identical GT3-spec machines as the professional class but with drivers who do not make their primary living racing cars. Since 2016, Michael Schein (Glen Cove, New York) has been a force in the class with multiple victories driving the No. 16 Wright Motorsports 911 GT3 R. James Sofronas (Villa Park, California) scored Porsche's third victory in as many Sprint races in the GTA class at Long Beach driving the No. 14 GMG GT3 R. Two-time 2016 SprintX class winner Preston Calvert (Potomac, Maryland) moves up into the Sprint GTA class this weekend in the No. 77 Calvert Dynamics Porsche 911 GT3 R. He has been contending primarily in the GT Pro-Am class of SprintX with Udell and in the Sprint



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series in the GT Cup class racing a 911 GT3 Cup car. He will forgo his challenge in the class despite leading the Driver standings entering Road America.

In the stand-alone GT4/GTS class race – Rounds 9 and 10 of 18 – four Porsche Cayman GT4 Clubsport MRs will contend for the race victories. Flying Lizard Motorsports brings the No. 3 entry for Rodrigo Baptista (Spain) and the No. 14 for Nate Stacy (Tulsa, Oklahoma). Baptista is fresh off of back-to-back wins at Lime Rock Park over the Memorial Day weekend. Case-It Racing also enters two of the mid-engine Porsches. The No. 017 will be driven by Adam Merzon (Greenwich, Connecticut) while Cameron Cassels (Canada) races in the No. 018. Cassels is one of the most experienced Cayman GT4 Clubsport MR drivers in the country contending races in the car in nearly every series in which it is eligible.

Porsche holds a narrow lead in the Overall Manufacturers' Point Championship. The "Overall" championship combines the Sprint and SprintX race results.

Long is currently second in both the Overall Drivers' Championship – ten points out of the lead – and the Sprint Championship – one point out of the lead. Four Sprint races across two event weekends will remain after Sunday's Round 5. Porsche drivers are first with Schein and second with Sofronas in the GTA class. Sofronas has one class Sprint win (Long Beach) under his belt already while Schein has three second-place finishes in the first three rounds.

Porsche Entries at the PWC Road America.

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Pirelli World Challenge.

Total Car Count: Ten (10) Porsche Motorsport products will be competing in the Pirelli World Challenge Sprint Championship at Road America. Six Porsche 911 GT3 Rs will challenge in the GT races (Rounds 4 and 5) and four Porsche Cayman GT4 Clubsport MRs will contend for the GT4/GTS honors (Rounds 9 and 10).

GT Class – Three (3) Porsche 911 GT3 R.

- | | |
|-------------------------------------|--|
| No. 17 Euroworld Motorsports/GMG | Alec Udell (The Woodlands, Texas) |
| No. 58 Wright Motorsports | Patrick Long (Manhattan Beach, California) |
| No. 99 GAINSCO/Bob Stallings Racing | Jon Fogarty (Bend, Oregon) |

GTA Class – Three (3) Porsche 911 GT3 R.

- | | |
|---------------------------|---|
| No. 14 GMG Racing | James Sofronas (Villa Park, California) |
| No. 16 Wright Motorsports | Michael Schein (Glen Cove, New York) |
| No. 77 Calvert Dynamics | Preston Calvert (Potomac, Maryland) |

GT4/GTS Class – Four (4) Porsche Cayman GT4 Clubsport MR.

- | | |
|----------------------------------|--------------------------------------|
| No. 3 Flying Lizard Motorsports | Rodrigo Baptista (Spain) |
| No. 14 Flying Lizard Motorsports | Nate Stacy (Tulsa, Oklahoma) |
| No. 017 Case-It Racing | Adam Merzon (Greenwich, Connecticut) |
| No. 018 Case-It Racing | Cameron Cassels (Canada) |



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Where to Watch:

All Pirelli World Challenge Series information, audio and live timing and scoring for each on-track session is additionally available at www.world-challenge.com.

Pirelli World Challenge.

Channel/Web Address

Qualifying Broadcast.

www.world-challenge.com

Saturday, June 24

GT/GTA

9:35 a.m. – 10:05 a.m. ET

GT4/GTS

10:20 a.m. – 10:50 a.m. ET

Race Broadcast. Live.

www.world-challenge.com

Saturday, June 24

GT/GTA Race 1

5:30 p.m. – 6:30 p.m. ET

GT4/GTS Race 1

6:45 p.m. – 7:45 p.m. ET

Sunday, June 25

GT/GTA Race 2

10:55 a.m. – 11:55 a.m. ET

GT4/GTS Race 2

3:45 p.m. – 4:45 p.m. ET



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Race Broadcast. Television.

CBS Sports Network

GT/GTA Races

Sunday, June 25

3:00 p.m. ET

GT4/GTS Races

Wednesday, July 5

8:00 p.m. ET

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.

PWC at Road America

#PWCRA



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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

Future Porsche Events.

IMSA WeatherTech SportsCar Championship

Event:	Sahlen's Six Hours of The Glen, Watkins Glen International
Dateline:	Watkins Glen, New York
Date:	Sunday, July 2
Track Length:	2.459-miles, 11-turn
Race Duration:	6-Hours
Class:	GTLM (Porsche 911 RSR) GTD (Porsche 911 GT3 R)
Round:	GTLM. 5 of 11 GTD. 6 of 12
Next Round:	Sports Car Grand Prix, Canadian Tire Motorsports Park, Bowmanville, Ontario, Canada, June 9, 2017



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IMSA Porsche GT3 Cup Challenge USA by Yokohama

IMSA ULTRA 94 Porsche GT3 Cup Challenge Canada by Yokohama

Event: Sahlen's Six Hours of The Glen, Watkins Glen International

Dateline: Watkins Glen, New York

Date: Race 1. Friday, June 30
Race 2. Saturday, July 1

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: USA. 7 and 8 of 14
Canada. 3 of 12

Next Round: USA. Road Race Showcase, Road America, Elkhart Lake, Wisconsin, August 5-6, 2017
Canada. Streets of Toronto, Toronto City Street Course, Toronto, Ontario, Canada, July 15-16, 2017

Porsche Motorsport Video News Releases

<https://vimeo.com/159661478>

Photography:

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



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Porsche Cars North America Media Site:

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

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:

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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