



PORSCHE

Motorsport News

July 10, 2017

No. 47/17

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: Monday, July 10, 2017

Upcoming Events.

FIA World Endurance Championship (WEC)

Event: Six Hours of Nürburgring, Nürburgring Grand Prix Circuit

Dateline: Nürburgring, Germany

Date: Sunday, July 16

Track Length: 3.2-miles, 16-turn

Race Duration: 6-Hours

Class: LMGTE-Pro (Porsche 911 RSR)
LMGTE-Am (Porsche 911 RSR, MY 2015)

Round: 4 of 9

Next Round: Six Hours of Mexico, Autodromo Hermanos Rodriguez, September 1 - 3, 2017

IMSA ULTRA 94 Porsche GT3 Cup Challenge Canada by Yokohama

Event: Honda Indy Toronto, Toronto Street Course



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Dateline:	Toronto, Ontario, Canada
Date:	Race 1. Saturday, July 15 Race 2. Sunday, July 16
Track Length:	3.4-miles, 11-turn
Race Duration:	Two, 45-minute races
Class:	Platinum (Porsche 911 GT3 Cup, MY 2017) Gold (Porsche 911 GT3 Cup, MY 2014-2016)
Round:	Canada. 4 and 5 of 12
Next Round:	Canada. Grand Prix of Trois-Rivières, Trois-Rivières, Quebec, Canada, August 11-13, 2017

Porsche Profile.

Event Story Lines.

IMSA at CTMP. Strong Performance of 911 RSR Goes Unrewarded.

Signs for the new Porsche 911 RSR's maiden victory could not have looked more promising entering the second-half of the 2017 IMSA WeatherTech SportsCar Championship. In qualifying for Round Six of the GTLM class at the Canadian Tire Motorsport Park (CTMP), Dirk Werner (Germany) posted the first pole position with the 510 hp racecar. In the two-hour, 40-minute race, his teammate Patrick Pilet (France) turned the fastest lap in the factory-heavy class on the high-speed circuit in Bowmanville, Ontario, Canada.

With one fast and flawless pit stop, the Porsche GT Team managed to catapult the No. 911 Porsche GT Team 911 RSR past the frontrunner and into the lead in the final



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phase of the fiercely contested race. The strong performance of the drivers and the team, however, was not rewarded. Pilet, the 2015 winner of this race, was within striking distance on second-place and still had excellent chances to clinch the first victory with the 911 RSR, when he lost power due to a mechanical problem just nine minutes before the finish and was forced to park his car in the pits.

The race for the sister 911 RSR (No. 912) was lost in the first hour of Sunday's race. Just a few laps after Gianmaria Bruno (Italy) took over the vehicle from Laurens Vanthoor (Belgium), the Italian made an unscheduled pit stop to pick up a new right rear tire. The time that was lost could not be regained against the strong opposition.

Round Seven of the WeatherTech SportsCar Championship will be contested on July 22 at Lime Rock Park in Connecticut.

Marco Ujhasi, Director GT Factory Motorsports.

"We took up the race from pole. The start was somewhat unusual. There are few things we need to have clarified: why the BMW accelerated before the race had really started. In any case, it was an exciting race in which we put pressure on the frontrunners over large distances. Our 911 RSR was consistently fast and we turned the fastest race lap. Our strategy was good. When it became very difficult to overtake on the racetrack, we concentrated on getting our number 911 car into the lead with an extremely fast pit stop. That worked well and we were five seconds ahead. Unfortunately, Lady Luck wasn't on our side today. At the end of the day, we delivered a very strong performance, and we can build on this. Still, it hurts when you put in such a spirited fight and go home without a podium."



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

“The entire team did another excellent job today, particularly with the superfast pit stop. It wasn’t easy when it started raining in the final phase because we were running a different tire compound compared to our opposition. The 911 RSR performed well over the distance. We were the fastest today. Unfortunately, it wasn’t enough to achieve our first victory. We’ll try again at Lime Rock.”

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

“The race took off with a huge surprise. Normally the pole-sitter decides when the race starts, but two rivals decided against that and accelerated in front of me. I was then running in third during my stint. Our 911 RSR was actually a winning car today; it was as good in the race as it was in practice and qualifying. The pit stops were super. We’re taking a lot of positive things with us, even if the result after what happened in the race is disappointing, of course. But in two weeks we have another chance at Lime Rock.”

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

“Right from the beginning this wasn’t a good race for us. We lost one position at the start. Our pace was good enough to match the frontrunners, but it’s very difficult to overtake on this racetrack. We used a different strategy today, but before we could implement it fully, tire damage threw us back.”

Gianmaria Bruni, Driver, No. 912 Porsche GT Team Porsche 911 RSR.

“It’s a shame how things turned out day. We had a good and very well balanced car. At the first pit stop we decided on a different strategy that felt very promising for us. But then I got a puncture and I had to limp back to the pits over most of the circuit virtually



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on three tires. That relegated us to the back of the field – on a track that allows practically no chance to overtake. But we don't give up, we'll keep fighting.”

WEC Homecoming. Porsche 919 Hybrid Carries Le Mans Win to Home Track.

The Porsche LMP Team enters its home race at the Nürburgring on July 16th as the 24 Hours of Le Mans winners and World Championship leaders. Following three of nine rounds in the FIA World Endurance Championship (WEC) and after collecting double points at Le Mans, Porsche now leads the manufacturers' standings with 111 points, 32.5 points ahead of Toyota (78.5 points). In the drivers' championship, Le Mans winners Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) have scored 83 points giving them a 17 points lead over the best placed Toyota trio. Reigning World Champion Neel Jani (Switzerland) and his partners André Lotterer (Germany) and Nick Tandy (Great Britain) retired at Le Mans having led the race for over 10 hours and currently rank in fifth position (28 points).

The 29-car WEC field is divided into four classes for prototypes and GT sports cars. The six-hour race gets underway on Sunday at 7:00 a.m. ET. It can be followed live on the Internet and TV from all over the world.

Porsche took its time to introduce the second of the two aerodynamic packages that are allowed by the regulations for the 2017 season. Initially, the focus clearly was on minimizing drag for the Le Mans high-speed circuit. From the fourth round onward, the Porsche 919 Hybrid now produces a lot more downforce. The new bodywork is ideally suited for higher cornering speeds.



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The Porsche 919 Hybrid has been widely reworked for the 2017 championship. 60 to 70 percent of the car's components are new developments while the powertrain in principle remains the same. The innovative hybrid racecar develops a total system power of approximately 900 HP (662 kW) that comes from a compact two-liter turbocharged V 4-cylinder engine (nearly 500 PS/368 kW) and two different energy recovery systems – brake energy from the front axle combined with exhaust energy. The combustion engine drives the rear axle while the electromotor boosts the front axle with an output of more than 400 PS (294 kW). The electrical energy that comes from the front brakes and the exhaust system is temporarily stored in a liquid-cooled lithium ion battery.

Fritz Enzinger, Vice President LMP1.

“The situation could hardly be any nicer. The Le Mans 24-Hours was endurance racing full of highs and lows. In the Eifel Mountains we target a clean six-hour race and we certainly would love to win there for a third consecutive time as well. Our new aerodynamics package for higher downforce worked well at a recent test. Now our mission of defending both the World Championship titles, for manufacturers and drivers, is in full swing.”

Andreas Seidl, Team Principal.

“For the 2017 WEC, we have once again extended the limits of what is technically possible and Toyota did the same. Despite comprehensive new restrictions from the regulations, lap times have improved. But also reliability issues of both manufacturers at Le Mans showed that we all went to the limits. After winning Le Mans, we went straight to a very positive three-day performance test in Barcelona (Spain). We feel well prepared for the six-hour race at the Nürburgring. The 919 Hybrid will appear with



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a new front and a changed rear section. Our new high downforce aero looks good. Now it has to prove its performance on the race track.”

Drivers Porsche 919 Hybrid car number 1:

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

“I’m very curious about driving our new aero package. Testing duties in Barcelona were undertaken by the car number 2 drivers so our car number 1 crew has no experience with the new configuration yet. For us retiring at Le Mans, especially having led for so long, was a tough setback for the championship classification. I hope for a little more luck for our trio in the second part of the season.”

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

“I’m very much looking forward to drive the Porsche 919 Hybrid for the first time with more downforce. This is always a better situation for a driver than racing a low downforce car. We’ve had a great crowd at the Nürburgring for the past two years and I hope to see many fans again this year. Obviously, this year Neel and I can’t perform such an intense battle like in the corresponding race last season but now we will fight together against our strong opponents. We want a top result to make Le Mans a distant memory.”

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

“I have now moved on from our Le Mans disappointment and am totally concentrating on the remaining races. There is over half the championship remaining. One thing regarding the Nürburgring stands out for me and that’s my racing history there. I raced there quite often with Porsche in the Carrera Cup. The last time I raced on the Grand



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Prix circuit was in an LMP2 car and I won my class. It is the home race for Porsche and therefore is a very important round. We are all looking forward to it.”

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

“I am very excited about racing the new high downforce package for the first time. We come off Le Mans with good momentum and our priority is to push for the manufacturers’ championship. If we can secure that, we want the drivers’ title as well. I have some experience on the Nordschleife but not so much on the Grand Prix circuit. But I like it and can’t wait to take the 919 Hybrid round there for the first time.”

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

“I’m thrilled to go to the Nürburgring. Next to Le Mans, my home race is the second highlight of the season for me. We’ve had the six-hour race at the ‘Ring’ on the calendar for the past two years and it was immediately very well received. The atmosphere, with the full grandstands and remarkably well-informed spectators, was absolutely great. In 2015 and 2016, we won and I wouldn’t mind continuing like this, another hat trick would be superb. But I’m well aware that we face strong competition from the Toyotas as well as from our sister car.”

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

“It’s been a crazy but good couple of weeks after Le Mans and the result has just about sunk in. We have since tested our high downforce kit and the focus now moves on to the remaining World Championship races. We have won the Nürburgring race for the last two years and Earl and I are lucky to have ‘Mr. Nürburgring’ himself as a teammate. Everyone at Porsche has been working hard to get the new aero kit ready



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for the Nürburgring race. A victory on home soil would be the icing on the cake after Le Mans. I'm looking forward to another big fight!"

911 RSR at Nürburgring. Porsche GT Team Aims for Podium at Home Race.

The six-hour race on the Nürburgring is the last event on European soil for the 2017 FIA World Endurance Championship (WEC). After the July 16 Nürburgring round, the remaining five overseas races will be contested in Mexico, the United States, Japan, China and Bahrain. On the storied racetrack in Germany's Eifel region, the Porsche GT Team fields two new 911 RSR in the LMGTE-Pro class, in which the fight for points and victories is the most cutthroat in the WEC.

Due to strict Balance of Performance (BOP) specifications, which was created to ensure that all vehicles of different concepts compete on the same performance level, fans will continue to witness gripping fights for positions and thrilling races to the checkered flag. The 510 hp 911 RSR racers were developed from scratch by Porsche Motorsport in Weissach, Germany and are based on the seventh generation of the iconic 911 sports car. The 911 RSR made a successful start to the WEC season by clinching third-place at its maiden outing at the Silverstone Circuit in Great Britain. At the 24 Hours of Le Mans in June, the new racer narrowly missed a podium spot, securing fourth-place after a strong performance and long stints in the lead.

The Nürburgring is one of the most tradition-steeped racetracks in the world. Motorsport fans associate the Eifel circuit with the unforgotten 1,000-kilometer races on the legendary Nordschleife. The WEC is contested on the 3.2-mile Grand Prix circuit



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with its 16 corners. Porsche 911 RSRs earned a one-two GTE-Pro finish at the Nürburgring in 2015.

Four works drivers compete for the Porsche GT Team: Richard Lietz (Austria) and Frédéric Makowiecki (France) share the cockpit of the No. 91 Porsche 911 RSR in the LMGTE-Pro class. They started into the season with third-place at Silverstone. Their team colleagues Michael Christensen (Denmark) and Kévin Estre (France) man the No. 92 car. In the LMGTE-Am class, the Porsche customer squad Dempsey Proton Racing fields a 911 RSR (2015 model year). It is driven by the Porsche Young Professional Matteo Cairoli (Italy) as well as Christian Ried and Marvin Dienst from Germany. So far this season, they have achieved third-place at Silverstone and second-place in Spa-Francorchamps, Belgium.

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

“It’s not only the fans who enjoy the race on the Nürburgring with its great tradition in long-distance events. The entire Porsche GT Team is very excited about our home race. When the WEC first raced here two years ago, Porsche celebrated an outstanding victory. The Eifel circuit is the home track of our long-standing partner Manthey Racing, who again run the WEC operations for us this season. We hope we can make the most of our home advantage and get a good start into the second half of the season at our races abroad.”

Marco Ujhasi, Director GT Factory Motorsports.

“We face two main challenges at the Nürburgring. Firstly, we have to see how quickly the team can adjust to the race after the long break following Le Mans, and how can we best optimize our procedures. Secondly, will we manage to find the best possible



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setup for our new 911 RSR for this demanding racetrack? On top of this, we have to be prepared for absolutely everything in the Eifel and make sure that we have the right tires for all eventualities.”

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

“The Nürburgring is one of the most exciting race tracks on the calendar. The break after Le Mans was very long, and so we can hardly wait for the season to continue on our home turf. I won the WEC race here in 2015 with Michael. I’m sure a lot of Porsche employees will come this year to cheer us on. And we certainly want to give them a great race and, if at all possible, it would be fantastic if we could bring home our first win with the new 911 RSR.”

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

“The Nürburgring is Porsche’s home track. For this reason, this race is something very special for us. It also marks the end of the WEC’s European circuit, and for us it’s about securing a good starting position in the fight for the championship heading to the overseas races. At the WEC premiere at the Nürburgring two years ago we brought home a victory for Porsche. It would be wonderful if we could do this again.”

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

“I have only wonderful memories of the Nürburgring. In 2013 I won my very first race in the Porsche Mobil 1 Supercup as a Porsche Junior on this tradition-steeped circuit, and in 2015 I achieved my first WEC victory with Richard. I’m looking forward to returning to the Eifel and I hope that I can fight for victory again with my new teammate Kévin. I’d also be pleased if we could bring home a good result for the guys in our team. Most of them come from around here.”



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

“Le Mans was my home race, the Nürburgring is Porsche’s. Since I now live only an hour from the racetrack it’s a very special race for me, as well. I’m really looking forward to meeting the many fans and Porsche employees. I hope we can offer them an exciting race and thank them for their support with a good result.”

Nürburgring Facts and figures. Porsche 919 Hybrid.

- The WEC efficiency regulations limit the amount of energy that can be used per lap. On the 3.2-mile (5.148-kilometer) long lap of the Nürburgring, the Porsche 919 Hybrid can use 4.68 megajoule of electrical power from energy recovery systems and 1.313 kg/1.82 liters of petrol.
- At normal race speed, the Porsche 919 Hybrid is due for refueling after a maximum of 33 laps.
- A lap on the Nürburgring Grand Prix circuit has 16 corners, seven left-handers and nine right-handers.
- In 2016, the two 919 Hybrids shared the second row of the grid. Timo Bernhard and Mark Webber (Australia) took third-position with an average lap time of One-minute, 39.861-seconds. Neel Jani and Marc Lieb (Germany) qualified fourth with an average lap time of 1:39.893. In partly tricky conditions with some rain at the end of the 20-minute qualifying session, pole position went to Marcel Fässler (Switzerland) and André Lotterer in their Audi (1:39.444).
- Just as in 2015, Bernhard/Hartley/Webber won the race.



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- Romain Dumas (France), Jani and Lieb finished fourth in what was an action packed race after they had a collision when lapping another car and received a drive-through penalty.

All scores: <http://www.fiawec.com/en/season/result>

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

FIA World Endurance Championship (WEC).

Total Car Count: Six (6) Porsche entries are officially entered for the Six Hours of Nürburgring – Round 4 of the FIA World Endurance Championship (WEC).

LMP1 Hybrid Class – Two (2) Porsche 919 Hybrid.

No. 1 Porsche LMP Team Neel Jani (Switzerland)/ André Lotterer
(Germany)/ Nick Tandy (Great Britain)

No. 2 Porsche LMP Team Timo Bernhard (Germany)/ Earl Bamber
(New Zealand)/ Brendon Hartley (New
Zealand)

LMGTE-Pro Class – Two (2) Porsche 911 RSR. (Model Year 2017)

No. 91 Porsche GT Team Richard Lietz (Austria)/ Frederic
Makowiecki (France)



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No. 92 Porsche GT Team

Michael Christensen (Denmark)/ Kévin Estre (France)

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

No. 77 Dempsey-Proton Racing

Matteo Cairoli (Italy)/ Christian Ried (Germany)/ Marvin Dienst (Germany)

No. 86 Gulf Racing

Michael Wainwright (Great Britain)/ Benjamin Barker (Great Britain)/ Nicholas Foster (Australia)

Where to Watch:

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.

FIA World Endurance Championship.

Channel/Web Address

Race Broadcast. Live

Sunday, July 16

7:00 a.m.

FS1



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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.

Six Hours of Nürburgring	#6HNurburgring
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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



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Future Porsche Events.

IMSA WeatherTech SportsCar Championship

Event: Northeast Grand Prix, Lime Rock Park
Dateline: Lakeville, Connecticut
Date: Saturday, July 22
Track Length: 1.47-miles, 7-turn
Race Duration: 2-Hours, 40-Minutes
Class: GTLM (Porsche 911 RSR)
GTD (Porsche 911 GT3 R)
Round: GTLM. 7 of 11
GTD. 8 of 12
Next Round: Continental Tire Road Race Showcase, Road America, Elkhart Lake, Wisconsin, August 3 - 6, 2017

IMSA Continental Tire Sports Car Challenge

Event: Lime Rock 120, Lime Rock Park
Dateline: Lakeville, Connecticut.
Date: Saturday, July 22
Track Length: 1.47-miles, 7-turn
Race Duration: 2-Hours
Class: GS (Porsche Cayman GT4 Clubsport MR, Porsche Cayman GT4 Clubsport)
Round: 7 of 11



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Next Round: Continental Tire Road Race Showcase, Road America, Elkhart Lake, Wisconsin, August 3 - 6, 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>

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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