



PORSCHE

## Motorsport News

August 28, 2017

No. 57/17

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, August 28, 2017**

#### **Upcoming Events.**

##### **FIA World Endurance Championship (WEC)**

**Event:** Six Hours of Mexico, Autodromo Hermanos Rodriguez

**Dateline:** Mexico City, Mexico

**Date:** Sunday, September 3

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

**Race Duration:** 6-Hours

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

**Round:** 5 of 9

**Next Round:** Six Hours of COTA, Circuit of the Americas, September 14 - 16, 2017

#### **Pirelli World Challenge.**



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**Event:** PWC at COTA, Circuit of the Americas  
**Dateline:** Austin, Texas  
**Date:** Race 1. Saturday, September 2  
Race 2. Sunday, September 3  
**Track Length:** 3.4-miles, 20-turn  
**Race Duration:** SprintX, GT/GTA. Two, 60-minute races  
SprintX, GT4/GTS. Two, 60-minute races  
Sprint, GT4/GTS. Two, 50-minute races  
**Class:** GT-X (Porsche 911 GT3 R)  
GTC-X (Porsche 911 GT3 Cup)  
GTS-X (Porsche Cayman GT4 Clubsport MR)  
GTS (Porsche Cayman GT4 Clubsport MR)  
**Round:** SprintX GT-X. Rounds 4, 9 and 10 of 10  
SprintX GTC-X. Rounds 4, 9 and 10 of 10  
SprintX GTS-X. Rounds 4, 9 and 10 of 10  
Sprint GT4/GTS. Rounds 15 and 16 of 18  
**Next Round:** Sprint Series: Sonoma Raceway, Sonoma,  
California, September 15 - 17, 2017

### **Porsche Profile.**

### **Event Story Lines.**

### **Viva La Mexico. Porsche 919 Hybrid Travels to Mexico City.**

After the summer break, the Porsche LMP Team heads to the first 2017 overseas race, the Six Hours of Mexico at Autódromo Hermanos Rodríguez. The fifth of nine rounds of



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the FIA World Endurance Championship (WEC) will be held on September 3 in Mexico City and the team aims to extend its championship lead.

The circuit is named after the brothers Pedro and Ricardo Rodríguez, who's successes are fondly remembered at Porsche; especially the feats of Pedro Rodríguez who became sports car world champion with the 917 in 1970. The circuit is narrow and challenging. Its landmark is the right-left-hander in front of the steep grandstands of a former baseball stadium. The race starts at noon local time, 1:00 p.m. Eastern Time (ET) on Sunday, September 2 and will be broadcasted worldwide on the Internet and television.

After race wins at the 24 Hours of Le Mans and at the Six Hours of the Nürburgring, Porsche now leads the manufacturers' standings with 154 points. Toyota has 114.5 points. The trio of Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) currently top the drivers' standings with 108 points, having a 30-point advantage to the best-placed Toyota crew. Reigning World Champion Neel Jani (Switzerland) and his partners André Lotterer (Germany) and Nick Tandy (Great Britain) with the second Porsche 919 Hybrid currently rank in fourth position (46 points).

Since Porsche's return to the top category of Le Mans Prototypes (LMP1) in 2014, the Porsche 919 Hybrid has won 15 races.

The Porsche 919 Hybrid develops a system power of around 900 HP (662 kW) that comes from a compact two-liter turbocharged V4-cylinder (nearly 500 PS/368 kW) engine and two different energy recovery systems – brake energy from the front axle



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combined with exhaust energy. The combustion engine drives the rear axle while the electro motor 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.**

“We continue to follow the clear target of defending both world championship titles. After winning the Le Mans 24 Hours for the third consecutive time despite difficult circumstances, and more recently claiming a hat-trick of wins at the Nürburgring, we want to conclude the 2017 WEC with the third successive constructors’ and drivers’ titles.

The Porsche 919 Hybrid will not only be remembered as one of the companies most successful racecars, but it is also a role model of Porsche’s philosophy to take technology to its limits and test future relevant innovations in motor sports. With regard to electrification, hybrid and high voltage technology as well as combustion efficiency, the 919 took on a pioneering task that paid off.”

**Andreas Seidl, Team Principal, Porsche LMP1 Team.**

“The most specific feature is the altitude of 2,250 meters (7,382 feet) above sea level. Thin air with less oxygen makes appropriate cooling of the power train and brakes difficult and also has a huge influence on aerodynamics. Lower drag leads to less downforce and stability in the corners. On the other hand top speeds on the 1.2 kilometer (0.75-miles) long straight tend to be high. In 2016, the team adapted very



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well to these special requirements. We certainly would love to repeat last year's win at the Autódromo Hermanos Rodríguez."

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

"This year's summer break was a little different because I was obviously busy with planning for the future. But I also trained at high altitude to prepare specifically for the race at Mexico City. The overseas races will now become the 919's farewell tour. I want to give everything to get top results, absorb everything and enjoy every single moment with this great Porsche Team."

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

"I'm very much looking forward to the next race. In 2016, the Mexican fans were very enthusiastic. One could feel that in this country there is a lot of passion for racing, and the circuit has a great history to it. I did a Champ Car race there in 2002, which was a great experience. In the WEC last year I managed the overall fastest qualifying lap, and in the race we had a cool catch up until some brake problems occurred. Somehow I always feel very comfortable in this part of the world. Perhaps this is down to my Peruvian father."

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

"I have never been to Mexico and for me it will be the first time to discover a new race track with the 919 Hybrid. I'm looking forward to the challenge and I'm sure the simulator work will help. I know the team was strong there in 2016 and so I hope we can fight for the victory again. I had quite a busy summer with some events and races with my own team. Now I can just concentrate on enjoying driving the 919 again."



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

“I have been to Mexico City but never raced there. It is always good to experience a new circuit and I’m also happy to get back at the wheel of the 919 Hybrid after the long summer break. I hope our aero package works well in Mexico. Of course we lose downforce because of the high altitude, but that’s the same for everybody. Besides having time off, I was doing some coaching in the Carrera Cup Asia junior program and I was very pleased to see my 23-year old brother winning another race. I’m very proud of him.”

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

“The Mexican WEC debut in 2016 was a great event with many excited fans. I enjoyed the scenery and in the end our efforts were rewarded with a race win. The track is not an easy one. It is a mixture with elements of a permanent circuit combined with street circuit elements. Sometimes you get very close to the walls and this is where a precise driving style can make a difference. I could physically feel the thin air, which is an additional aspect. Last year the team adapted very quickly. I’m very much looking forward to the race. It’s time that the break comes to an end.”

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

“The Autódromo Hermanos Rodríguez is one of my favorite circuits on the calendar with its street track feel and stadium atmosphere. We won the race last year and return this year with the same goal in mind. Although we had the bad news Porsche will stop its LMP1 program at the end of this season, every single member of the team will continue giving their very best and fight for the titles.”



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**Facts and Figures. Porsche 919 Hybrid in Mexico.**

- The WEC efficiency regulations limit the amount of energy that can be used per lap. On the 2.67-mile (4.304 kilometers) long lap of the Autódromo Hermanos Rodríguez, the Porsche 919 Hybrid can use 3.92 megajoule of electrical power from energy recovery systems and 1.10 kg/1.52 liters – or just 0.4 gallons – of racing fuel.
- At normal race speed, the Porsche 919 Hybrid is due for refueling after a maximum of 40 laps.
- A lap on the Grand Prix circuit has eleven right-hand turns and six left-hand turns.
- In the 2016 qualifying, the lap times of the top four LMP1 cars were covered by just three-tenths of a second. The two Porsche 919 Hybrids started from grid position two (Romain Dumas/Neel Jani/Marc Lieb) and four (Timo Bernhard/Brendon Hartley/Mark Webber). Pole position went to Audi drivers Lucas Di Grassi/Loic Duval/Oliver Jarvis with an average lap time of one-minute, 25.069-seconds They had beaten the average time of the second placed Porsche by a mere 0.042 seconds. André Lotterer, then at the wheel of an Audi, managed the overall fastest qualifying lap in 1:24.763 minutes.
- The action packed six-hour race saw frequent changes for the lead, rain at times and Bernhard/Hartley/Webber taking the race win. The sister Porsche was unlucky with the tire strategy in changing conditions and also had contact with another car. The 2016 world champions finished fourth in Mexico.

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

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

**GT Mexico. Porsche GT Team Tackles First Works Campaign in Central America.**



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The six-hour race at the Autódromo Hermanos Rodríguez in Mexico City on September 3<sup>rd</sup> marks the start of the second half of the FIA World Endurance Championship (WEC) sports car season. The Porsche GT Team fields two new for 2017 911 RSR in the LMGTE-Pro class on the racetrack. This is the second time that Mexico is hosting a WEC round. Like at the 2016 premiere, fans can again look forward to a gripping race with fierce dueling, particularly in the LMGTE-Pro class. The Balance of Performance, which was created to ensure that all vehicles of different concepts compete on the same performance level, has been readjusted for this race. Next up after Mexico are the WEC rounds at the Circuit of the Americas (COTA) in Austin, Texas, Japan, China and Bahrain.

The 510 hp 911 RSR racer celebrated its maiden victory on July 22, 2017, at the IMSA WeatherTech SportsCar Championship race in Lime Rock Park.

The race

With the Autódromo Hermanos Rodríguez, Mexico has paid tribute to its racing legends Pedro and Ricardo Rodriguez. The 3.4-mile racetrack with its 17 corners can look back on an eventful past. Since Jim Clark won the Formula 1 race there in 1963, the circuit has been closed on and off for renovations and then re-opened. The corner combination at the end of the back straight is exceptional. It runs through the Foro Sol, a former baseball stadium that can seat 26,000 spectators.

Four works drivers and a Porsche Young Professional 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 kicked off the season with third-place at Silverstone and clinched second recently on the Nürburgring. Their team





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colleagues, Michael Christensen (Denmark) and Kévin Estre (France), finished in third-place at the Nürburgring in the No. 92 car.

In the LMGTE-Am class, the Porsche customer squad Dempsey Proton Racing fields a 911 RSR from the 2015 model year. The drivers of the No. 77 vehicle are the Porsche Young Professional Matteo Cairoli (Italy) as well as Christian Ried and Marvin Dienst from Germany. To this point in the season, they have achieved a victory at the Nürburgring, third-place at Silverstone and second in Spa-Francorchamps.

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

“The heat and the high altitude make this race a very special challenge. We didn’t compete as a works team at last year’s WEC premiere on this racetrack, so we don’t have any practical experience that could be of any real help to us. We’ll use each practice session to focus on finding the best possible setup for the special conditions. Our one-two result at the Nürburgring underlined that we’re on the right track. The first WEC victory for our new 911 RSR is very probably just a matter of time.”

**Marco Ujhasi, Director GT Factory Motorsports.**

“The thin air at this altitude has a huge influence on the engine performance and also impacts on the aerodynamics. The stress on the tires, however, is not as extreme as on other racetracks. I’m interested to see how we’ll cope with these conditions with the new 911 RSR and how good our setup is. In any case, it’ll definitely be an exciting task.”

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



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“My first race in Mexico last year was a great experience. The enthusiasm of motor racing fans in this country is unbelievable. And then there’s the racetrack. A section of it runs through a massive sports arena and when you approach the grandstands filled with these keen fans you really get goose bumps, despite the heat. We’re tackling this race with our new 911 RSR under very different circumstances. We’re very close to achieving our first victory; we saw this at the Nürburgring after clinching second-place. Perhaps the time is right in Mexico.”

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

“I’m looking forward to this race. Unfortunately, I wasn’t there last year when the WEC raced for the first time in Mexico. So this will be a whole new experience for me. Racing in such megacities always has its very own appeal. And after the strong performance at the Nürburgring, it’s now time to bring home the first WEC victory with our new 911 RSR.”

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

“Last year’s race here was huge fun. I like the track; it’s totally different to the others I’ve raced on in the WEC. The altitude has an effect on the engine performance, but that’s something all the teams have to cope with. It’ll be interesting to see how the tires perform under the special conditions and what the grip level is like. Ultimately, that’ll again be the key to success.”

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

“Mexico is completely new territory for me. I’ve never been to Central or South America, so I’m really looking forward to this race. The fact that the circuit runs straight through a baseball stadium is fantastic, Michael [Christensen] told me about it.



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Because it's so close to the huge metropolis of Mexico City, masses of spectators flocked to watch last year's inaugural WEC race here. The Mexicans are passionate people and they love motor racing – and that's what makes the atmosphere in the huge arena so incredible.”

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

“It was a fantastic experience to score my first world championship win with the Porsche – and on the Nürburgring of all places. A dream came true for me. As a team, we showed that everything is possible this season. This success is hugely motivating. Now we're determined to fight again for victory in Mexico.”

### **Texas Tripleheader. Pirelli World Challenge Porsche Customer Teams to Austin.**

Three races will decide the 2017 SprintX Driver, Team and Manufacturer titles and all three will take place at the Circuit of the Americas (COTA) in Austin, Texas this weekend. While Hurricane Harvey has pounded the coast of Texas as far inland as Austin, Pirelli World Challenge (PWC), organizers of the ten-race championship, expect Rounds 9 and 10 as well as the makeup Round 4 to go-off as scheduled September 1 – 3. Each race is 60-minutes and requires two-drivers to contest North America's premier sprint format GT championship.

While these three races will determine the SprintX titlists, they also contribute directly to the Overall PWC Driver, Team and Manufacturer Champions in every category. The Overall Champions will be awarded the title of the combined 20-races of the 10-event Sprint and 10-event SprintX seasons. It is here that Porsche factory driver Patrick Long (Manhattan Beach, California) is ensnared with last year's champion Alvaro Parente



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and Michael Cooper for the title. Long currently leads the standings in the No. 58 Porsche Consulting Wright Motorsports Porsche 911 GT3 R with 259 points over Cooper's 254 and Parente's 251. The 2016 championship fight came down to Long and Parente and was not decided until the last half lap of the season. With three of the longer races at COTA and two more of the shorter, single-driver events to close the season at Sonoma Raceway on September 15 – 17, each lap will impact the final standings. 26 points are available to the winner of each round of the championship.

In the intensely fought SprintX Drivers' point standings, teammates Michael Schein (Glen Cover, New York) and Jan Heylen (Tampa, Florida) lead the GT Pro/Am class in the No 16 Wright Motorsports Porsche 911 GT3 R. The pairing is seven points up on fellow Porsche ace James Sofronas (Newport Beach, California). Sofronas, who went on a mid-season tear to shrink the gap to single digits, will again share the No. 14 GMG 911 GT3 R with Porsche Young Professional Mathieu Jaminet (France).

The GT manufacturer's battle is as close as the drivers. Porsche currently leads the overall title chase ahead of McLaren GT, 95 – 92. There are 18 Porsche Motorsport racecars competing in the Grand Prix of Texas. In the SprintX series, five Porsche 911 GT3 Rs will challenge in the GT-X races including Long and Porsche works teammate Jörg Bergmeister (Germany), Schein/Heylen and Sofronas/Jaminet. Additionally, local driver Alec Udell (The Woodlands, Texas) will share the No. 77 Calvert Dynamics Porsche 911 GT3 R with Preston Calvert (Potomac, Maryland) in the Pro/Am class. Porsche factory driver Wolf Henzler (Germany) and Jon Fogarty (Bend, Oregon) will co-drive the No. 99 GAINSCO/Bob Stallings Racing 911 GT3 R.



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Three Porsche Cayman GT4 Clubsport MR will race in GTS-X where Adam Merzon (Greenwich, Connecticut) and Trent Hindman (West Long Branch, New Jersey) have an unassailable lead in the championship driving the No. 017 Case-It Racing Porsche. Additionally, two Porsche 911 GT3 Cup cars will run the GTC-X class.

### **Porsche At VIR. Works 911 RSR Take on Historic Track.**

After scoring the first victory with the new Porsche 911 RSR at Lime Rock Park in July and second-place at Road America in August, the Porsche GT Team was not able to fight for top positions on the VIRginia International Raceway (VIR). At Round Nine of the IMSA WeatherTech SportsCar Championship, the team's and drivers' intensive preparations and good performances went unrewarded. After 92 laps on the storied track in Alton, Virginia, Laurens Vanthoor (Belgium) and Gianmaria Bruni (Italy) reached the flag in seventh-place with No. 912, 510 hp Porsche 911 RSR. Their team colleagues Patrick Pilet (France) and Dirk Werner (Germany) finished in eighth-place in the second 911 RSR with the starting number 911.

### **Marco Ujhasi, Director GT Factory Motorsports.**

"After the qualifying it was obvious that the race would be difficult for us. Because we have a significantly lower top speed than our opponents, we had to come up with a special strategy on this track with its long full-throttle sections. However, for our strategy to work, we needed safety car phases, and there weren't any today. We tried everything, but all in all it was a very difficult weekend for us.

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



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“That’s obviously not the result we wanted to fly home with. Our 911 RSR ran well and I had a good feeling in the car. Everyone could see that we didn’t have the pace, especially on the straights. The effect was particularly noticeable on this racetrack.”

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

“Aside from the lack of top speed, the race for us ran without any problems. The team worked well over the entire weekend. What came out in the end, however, is frustrating, but it’s no reason to hang our heads. As a team, we have to pull together again and do better at Laguna Seca.”

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

“That was a difficult weekend. Especially for me because I made mistake in Corner 5 and I ended up in the grass. But even without this setback, we were still simply not fast enough.”

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

“As expected, the race was difficult. As always, we were well prepared. But our pace was not good enough, especially on this racetrack, where our lack of engine power was particularly noticeable. For the time being we have to accept this, but I hope the situation looks better again for the last two races.”

**RS1 Number 1. First Win for Porsche Cayman GT4 Clubsport MR.**

The RS1 racing team gave the Porsche Cayman GT4 Clubsport MR its first IMSA Continental Tire SportsCar Challenge (CTSCC) victory over the weekend at VIRginia International Raceway (VIR). Dillon Machavern (Burlington, Vermont) and Dylan



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Murcott (Ancram, New York) drove the No. 28 entry to their first victory as well as the first win for RS1 in the GS class of the IMSA support series.

The Porsche Cayman GT4 Clubsport MR is a direct descendant of Porsche's Cayman GT4 road car. The Clubsport variant, which shares approximately 80 percent of its parts with the road car, was introduced in 2016 with a focus on club racing but was so popular it was adopted by professional racers as well. Late in 2016, Manthey Racing (MR) and Porsche Motorsport fine-tuned the car to meet the international GT4 specifications. It races in that configuration here in the IMSA Continental Tire SportsCar Challenge and the Pirelli World Challenge GTS and GTS-X.

### **Dillon Machavern, Driver, No. 28 RS1 Porsche Cayman GT4 Clubsport MR.**

"Today was all about getting points. I was just out there trying to run clean, consistent laps. It just so happened the RS1 guys gave us an incredibly fast car and it was super consistent on the Continental tires. It made my job really easy. This one really goes out to the RS1 boys."

### **Landy Doubles. Alex Job Racing Takes Twin Wins at VIR GT3 Cup Challenge USA.**

Sebastian Landy (Great Falls, Virginia) swept the IMSA Porsche GT3 Cup Challenge USA by Yokohama doubleheader at VIRginia International Raceway (VIR) this weekend by winning both races.



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Landy claims the 3.27-mile, 17-turn scenic road course in southwest Virginia as his home track and this weekend that claim led to two overall Platinum Cup victories in the No. 49 entry for Alex Job Racing and Forto Strong Coffee.

Running second in Race 1 on Saturday, August 26, with just two laps remaining, Landy was able to get inside race leader McKay Snow going into the track's signature Oak Tree turn. With a strong exit off one of the slowest turns on the track he was able to hold off Snow and take his first win on the season.

For Sunday's Race 2, the young Landy took the green flag from the second row in fourth-place. By lap two he moved up to third position battling with the No. 24 Porsche. With 24 minutes remaining the leading Porsche of McKay Snow went off in the Oak Tree turn and a few minutes later the leading No. 3 Porsche of Trenton Estep had a puncture. Landy had driven a calculated race, posting consistent lap times as he took the lead and grabbing his second win of the weekend.

The IMSA Porsche GT3 Cup Challenge USA by Yokohama will travel to Sonoma Raceway, September 15-17 to support the IndyCar weekend in northern California.

### **Sebastian Landy, Driver, No. 49 Alex Job Racing Porsche 911 GT3 Cup.**

"It is hard to describe. Coming off of Road America, which were the two best results we have had all year, we just wanted to get better. I am not sure I expected two wins this weekend. This is my home track, but we kind of struggled off of the trailer earlier in the weekend. Even after the last race yesterday the guys were up until mid-night improving on the No. 49 Forto Coffee Porsche. I think the work effort and being in a position to take advantage of every opportunity put us on top of the podium twice this weekend."





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**Alex Job, Owner, Alex Job Racing.**

“Wow, what a weekend. We had very strong runs at Road America and we felt that Sebastian was ready for a win. Coming to his home track we were optimistic. After qualifying we knew we had our work cut out for us and he delivered. We may not have been the fastest car this weekend, but he put us in a position to have success on both days. Going away with two wins is a great weekend of racing.”

**Porsche Entries at Mexico City.**

**FIA World Endurance Championship (WEC).**

Total Car Count: Six (6) Porsche entries are officially entered for the Six Hours of Mexico – Round 5 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)



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

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)

### **Pirelli World Challenge.**

Total Car Count: 18 Porsche Motorsport racecars will be competing in the Pirelli World Challenge of Austin at the Circuit of the Americas. In the Sprint-X series (Rounds 4,9 and 10), five Porsche 911 GT3 Rs will challenge in the GT-X races, three Porsche Cayman GT4 Clubsport MR will race in GTS-X while two Porsche 911 GT3 Cup cars will run the GTC-X class. Seven Porsche Cayman GT4 Clubsport MRs will contend for the GT4/GTS honors of the Sprint Championship (Rounds 15 and 16).

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

No. 58 Wright Motorsports                      Patrick Long (Manhattan Beach, California)/



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No. 77 Calvert Dynamics                      Jörg Bergmeister (Germany)  
Preston Calvert (Potomac, Maryland)/ Alec  
Udell (The Woodlands, Texas)

No. 99 GAINSCO/Bob Stallings Racing      Wolf Henzler (Germany)/Jon Fogarty (Bend,  
Oregon)

GTA-X Class – Two (2) Porsche 911 GT3 R.

No. 14 GMG Racing                              Mathieu Jaminet (France)/ James Sofronas  
(Villa Park, California)

No. 16 Wright Motorsports                      Michael Schein (Glen Cove, New York)/  
Jan Heylen (Tampa, Florida)

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

No. 47 NOLAsport                              Jason Hart (Flower Mound, Texas)/Matt  
Travis (The Woodlands, Texas)

No. 03 TRG                                          Craig Lyons (Newport Beach, California)/  
Kris Wilson (Littleton, Texas)

No. 017 Case-It Racing                              Adam Merzon (Greenwich, Connecticut)/  
Trent Hindman (West Long Branch, New  
Jersey)

No. 018 Case-It Racing                              Cameron Cassels (Canada)/ Philip Bloom  
(New York, New York)

GTC-X – Two (2) Porsche 911 GT3 Cup.

No. 90 Autometrics Motorsports                      Joe Toussaint (Houston, Texas)/ Cory



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No. 95 Tool Racing

Friedman (Charleston, South Carolina)

Andy Lee (Colorado Springs, Colorado)/

Erich Joiner (Manhattan Beach, California)

GT4/GTS Class – Seven (7) Porsche Cayman GT4 Clubsport MR.

No. 3 Flying Lizard Motorsports

Rodrigo Baptista (Brazil)

No. 7 GMG Racing

Carter Yeung (Los Angeles, California)

No. 14 Flying Lizard Motorsports

Nate Stacy (Tulsa, Oklahoma)

No. 47 NOLAsport

Keith Jensen (Dorado, Puerto Rico)

No. 64 GMG Racing

Brett Meredith (Newport Coast, California)

No. 017 Case-It Racing

Adam Merzon (Greenwich, Connecticut)

No. 018 Case-It Racing

Cameron Cassels (Canada)

**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](http://www.FIAWEC.com) .

**FIA World Endurance Championship.**

**Channel/Web Address**

**Race Broadcast. Live**

Sunday, September 3

1:00 p.m.

FS1



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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](http://www.world-challenge.com).

### **Pirelli World Challenge.**

### **Channel/Web Address**

#### **Qualifying Broadcast.**

[www.world-challenge.com](http://www.world-challenge.com)

Saturday, September 2

GT/GTA

12:45 p.m. – 1:20 p.m. ET

GT4/GTS

10:30 a.m. – 10:50 a.m. ET

#### **Race Broadcast. Live.**

[www.world-challenge.com](http://www.world-challenge.com)

Friday, September 1 – CTMP Make-Up Event

8:30 p.m. – 9:30 p.m. ET

Saturday, September 2

GT4/GTS Race 1

2:45 p.m. – 3:35 p.m. ET

GTX Race 1

5:00 p.m. – 6:00 p.m. ET

Sunday, September 2

GT4/GTS Race 2

11:00 a.m. – 11:50 p.m. ET

GTX Race 2

2:30 p.m. ET

#### **Race Broadcast. Television.**

GTX Races

CBS Sports Network

Sunday, September 10



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3:30 p.m. ET

GT4/GTS Races

Wednesday, September 13

7:00 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.

Six Hours of Mexico

#6HrOfMexico

Pirelli World Challenge Texas Grand Prix #TexasGP



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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.**

**Pirelli World Challenge.**

<b>Event:</b>	PWC at Sonoma, Sonoma Raceway
<b>Dateline:</b>	Sonoma Raceway
<b>Date:</b>	Race 1. Saturday, September 16 Race 2. Sunday, September 17
<b>Track Length:</b>	2.385-miles, 12-turn
<b>Race Duration:</b>	Sprint, GT/GTA. Two, 50-minute races Sprint, GT4/GTS. Two, 50-minute races
<b>Class:</b>	GT (Porsche 911 GT3 R) GTC (Porsche 911 GT3 Cup) GTS (Porsche Cayman GT4 Clubsport MR)
<b>Round:</b>	Sprint GT. Rounds 9 and 10 of 10 Sprint GTC. Rounds 9 and 10 of 10 Sprint GT4/GTS. Rounds 17 and 18 of 18



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**Next Round:** Season Finale

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

**Event:** Sonoma Raceway  
**Dateline:** Sonoma, California  
**Date:** Race 1. Saturday, September 16  
Race 2. Sunday, September 17  
**Track Length:** 2.385-miles, 12-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. 13 and 14 of 16  
**Next Round:** Petit Le Mans, Braselton, Georgia, October 4 - 7, 2017

**IMSA WeatherTech SportsCar Championship**

**Event:** Continental Tire Monterey Grand Prix, Mazda Raceway Laguna Seca  
**Dateline:** Monterey, California  
**Date:** Sunday, September 24  
**Track Length:** 2.238-miles, 11-turn  
**Race Duration:** 2-Hours, 40-Minutes  
**Class:** GTLM (Porsche 911 RSR)  
GTD (Porsche 911 GT3 R)  
**Round:** GTLM. 10 of 11





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GTD. 11 of 12

**Next Round:**

Motul Petit Le Mans, Road Atlanta, Braselton,  
Georgia, October 4 - 7, 2017

**IMSA Continental Tire Sports Car Challenge**

**Event:**

Mazda Raceway Laguna Seca 240, Mazda  
Raceway Laguna Seca

**Dateline:**

Monterey, California

**Date:**

Saturday, September 23

**Track Length:**

2.238-miles, 11-turn

**Race Duration:**

4-Hours

**Class:**

GT4/GS (Porsche Cayman GT4 Clubsport MR,  
Porsche Cayman GT4 Clubsport)

**Round:**

GT4/GS. 9 of 10

**Next Round:**

Road Atlanta 120, Road Atlanta, Braselton,  
Georgia, October 4 - 7, 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:**



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

**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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