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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, October 9, 2017

Upcoming Events.

Intercontinental GT Challenge.

Event: Mazda Raceway California 8 Hour, Mazda Raceway Laguna Seca

Dateline: Monterey, California

Date: Sunday, October 15

Track Length: 2.238-miles, 11-turn

Race Duration: 8-Hours

Class: GT3 (Porsche 911 GT3 R)
GT4 (Porsche Cayman GT4 Clubsport MR)

Round: 3 of 4

Next Round: Sepang 12 Hours, December 9 – 10, Sepang, Malaysia

FIA World Endurance Championship (WEC)



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Event: Six Hours of Fuji, Fuji International Speedway
Dateline: Oyama, Japan
Date: Sunday, October 15
Track Length: 2.83-miles, 16-turn
Race Duration: 6-Hours
Class: LMP1-Hybrid (Porsche 919 Hybrid)
LMGTE-Pro (Porsche 911 RSR)
LMGTE-Am (Porsche 911 RSR, MY 2015)
Round: 7 of 9
Next Round: Six Hours of Shanghai, Shanghai, China,
November 3 – 5, 2017

Porsche Profile.

Event Story Lines.

Porsche Intercontinental. Seven Entries, Five Factory Drivers Highlight First IGTC At Monterey.

The Intercontinental GT Challenge (IGTC) will make its North American debut Sunday, October 15 at Mazda Raceway Laguna Seca (MRLS) and Porsche will be heavily represented. While only 20 cars are officially entered, the SRO-sanctioned series boasts one of the highest quality entry lists for GT3-class cars anywhere in the world. Seven Porsche Motorsport-built entries are on the roster, 35 percent of the field. Four Porsche 911 GT3 R teams have entered cars for the Mazda Raceway California Eight-Hour in Monterey, three Porsche Cayman GT4 Clubsport MRs fill-out the German marque's faction.



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In those seven cars are no less than five Porsche factory drivers including the 2017 Pirelli World Challenge (PWC) GT Overall Drivers Champion Patrick Long (Manhattan Beach, California).

Long is joined in the PWC GT Team Championship-winning, No. 58 Wright Motorsports Porsche 911 GT3 R in the GT3 class by SprintX season co-driver Jörg Bergmeister (Germany) and Romain Dumas (France). All three 24 Hours of Le Mans-winners are among the best GT drivers in the world. While Long and Bergmeister are longtime driving partners, this will be only the second-time the trio has raced together. They were first teamed in 2007 at the Rolex 24 At Daytona driving a Porsche-powered Daytona Prototype for Alex Job Racing.

The Wright Motorsports entry is not the only car flush with Porsche factory driving talent. Wolf Henzler (Germany) and Sven Müller (Germany) will join Porsche Young Driver Academy and 2017 PWC GT Hard Charger Award winner Alec Udell (The Woodlands, Texas) in the No. 17 GMG 911 GT3 R that Udell piloted to two GTA class wins and a GT class podium at the Mid-Ohio Sports Car Course.

Two additional Porsche 911 GT3 Rs are entered with stout driver lineups and strong team support. Black Swan Racing was the first Porsche entered in the race with the No. 54 pairing Jeroen Bleekemolen (Netherlands), David Calvert-Jones (Australia) and owner/driver Tim Pappas (Boston, Massachusetts). The fourth 911 GT3 R is PWC regular Calvert Dynamics/GMG with another talented lineup: owner/driver Preston Calvert (Potomac, Maryland), Porsche Young Driver Academy graduate and PWC GT



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race winner Michael Lewis (Laguna Beach, California) and veteran Porsche specialist Andrew Davis (Athens, Georgia).

The GT4 class of the eight-hour race on the 2.238-miles, 11-turn track has three Porsche Cayman GT4 Clubsport MRs on the roster. Carter Yeung (Los Angeles, California), who debuted in the PWC series this year, will bring the No. 8 GMG-prepared Cayman to race with Andy Lee (Gilbert, Arizona), a third to be announced. Rearden Racing is a regular in the Pirelli GT3 Trophy USA series with its pair of Porsche Cayman GT4 Clubsport MRs and will bring both to run in the eight-hour race, which shares its weekend with their regular series. In the No. 26, Jeff Kearn (USA) will share the seat with Sean McAlister (USA) and Jeff Westphal (USA) while the No. 27 will be piloted by Hutton McKenna (USA), Vesko Korzron (USA) and Darren Jorgensen (USA). Kearn is planning to double the weekend in the Porsche. He is also entered for the two Trophy Cup USA races scheduled for Friday and Saturday.

The Mazda Raceway California 8 Hour is scheduled for October 15 with the green flag flying at 9:30 a.m. Pacific Time.

Porsche Endurance Champs. Porsche 911 RSR Earns Endurance Cup

At legendary Road Atlanta, the maiden race season for the Porsche 911 RSR in North America drew to a close with a significant success. Drivers Patrick Pilet (France) and Dirk Werner (Germany) secured the GTLM-class title in the prestigious Tequila Patrón North American Endurance Cup (TPNAEC) with the 510 hp racecar. The long-distance classics of the Rolex 24 At Daytona, Mobil 1 Twelve Hours of Sebring and Six Hours of The Glen as well as Saturday's 20th running of the Petit Le Mans in Braselton, Georgia



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count towards the world's toughest performance and reliability competition in GT racing.

With the 911 RSR, developed from scratch by Porsche Motorsport in Weissach, Germany for the 2017 season, the Porsche GT Team also won the team classification. Finishing in second-place in the manufacturers' classification, just one point off taking home the title, Porsche beat strong competition from Chevrolet, BMW and Ferrari. At the four long-distance races of the TPNAEC, teams and drivers had to underline their consistency and reliability over a total of 52 hours of racing.

Petit Le Mans on the 2.54-mile Road Atlanta circuit also marked the last round of the IMSA WeatherTech SportsCar Championship, North America's premier endurance sports car race series. In the hotly contested ten-hour race, Pilet and Werner joined forces with overall 24 Hours of Le Mans winner Nick Tandy (Great Britain), to bring home sixth-place in the GTLM class after 392 laps. This result was enough for the drivers and the Porsche GT Team, who travelled to the race leading the points standings after the most recent endurance round at Watkins Glen, to win the North American Endurance Cup. After spending long stretches on course for a podium spot, their teammates Laurens Vanthoor (Belgium) and Gianmaria Bruni (Italy) were ultimately took the checkered flag in the No. 912 sister 911 RSR. The third driver in this car was Earl Bamber (New Zealand), another outright Le Mans winner from Porsche's factory squad.

During its maiden race season, the new Porsche 911 RSR had notched-up numerous successes. Its first victory came on July 22 at Lime Rock Park in Connecticut, with four



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podium finishes at Daytona, Long Beach, Road America and Laguna Seca as well as pole position at Canadian Tire Motorsports Park.

Porsche customer teams contesting the Pro-Am style GTD class with support from works drivers. Michael Christensen (Denmark) and his teammates Daniel Morad (Canada) and Michael de Quesada (Tampa, Florida) finished in second-place with the No. 28 Porsche 911 GT3 R campaigned by Alegra Motorsports. Jörg Bergmeister (Germany) finished in third-place with the Patrick Lindsey (Santa Barbara, California) and Matthew McMurry (Phoenix, Arizona). This season, both squads netted a victory each with the 500+hp customer sport racer, which Porsche Motorsport had developed for GT3 series worldwide: Alegra Motorsports won the 24-hour classic at Daytona, with Park Place Motorsports winning Lime Rock. Morad and McMurry are both Porsche Young Driver Academy graduates.

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

“We’ve clinched the first title for the new 911 RSR at this race. By winning the North American Endurance Cup for drivers and teams, we’ve shown that we were always at the front at the right time for the major endurance races and, hence, have underlined the reliability of our car over the season. For a maiden season with a completely new car, this was a good performance. Congratulations to our customer teams for their podium results in the GTD class. With outstanding performances from drivers and teams, they’ve once again shown what our 911 GT3 R can do. I hope that they can repeat these successes next year.”

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



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“Winning the North American Endurance Cup is a great team effort. I’m thrilled to take this trophy home to Weissach as a thank you to everyone who has worked on the new 911 RSR and has supported us this season so brilliantly. This race was very tough for us. We had to fight hard to defend ourselves against the strong opposition. I’m pleased we managed it.”

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

“Our main goal at this race was to win the North American Endurance Cup. We did that and I’m delighted for everyone in our team. It was a difficult season, and this final race, with its many incidents and safety car phases, was anything but easy. That makes this success all the more thrilling.”

Nick Tandy, Driver, No. 911 Porsche GT Team Porsche 911 RSR.

“It was wonderful for me to be a part of this team again on this legendary circuit and to support Patrick and Dirk in their bid to win the North American Endurance Cup. The fact that it’s also the first title for the new 911 RSR makes it even more valuable.”

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

“We didn’t have the pace today to seriously fight for victory. We tried everything, we had a great strategy, but it wasn’t enough. I’m pleased that our teammates have won the North American Endurance Cup. That’s a terrific achievement. Now we’re looking ahead to 2018 and we’re all determined to come back even stronger.”

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



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“What a tough fight. We lost time with the pit stop incident, when our 911 RSR caught fire briefly. However, thanks to a perfect pit stop strategy, we were able to make up those lost laps. The many spirited duels were huge fun.”

Earl Bamber, Driver, No. 912 Porsche GT Team Porsche 911 RSR.

“It was great to drive the new 911 RSR at Road Atlanta. Our long runs were good, we only had problems at the restarts. Still, we fought to the flag. It’s a shame that we weren’t able to reward ourselves with a podium result.”

Michael Christensen, Driver, Alegra Motorsports Porsche 911 GT3 R.

“Victory at the season opener in Daytona, and now second-place at Petit Le Mans – it seems the classic races suit us. I’m thrilled about this hard-won success. This race pushes you to the limit. But when you’re rewarded with a podium result, then all that hard work has paid off.”

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

“To conclude such a tough season with a podium always feels great – especially after starting from twelfth on the grid. It was a grueling race, particularly because we didn’t have a cooling vest or drink bottle. But I enjoy such challenges.”

RS1 Number 1. Porsche Cayman GT4 Clubsport MR Wins IMSA CTSCC Title.

The 2017 Continental Tire SportsCar Challenge (CTSCC) championship came down to two Porsche Cayman-based entries; the No. 28 RS1 Cayman GT4 Clubsport MR and the No. 12 Bodymotion GT4 Clubsport. The two iterations of the Porsche sports car, which shares 80 percent of its parts with the road-going Cayman GT4, split two wins in



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the GA class which balances grandfathered IMSA GS class cars (Cayman GT4 Clubsport) and the GT4-specification car (the GT4 Clubsport MR). With a total of ten race podiums over the season, Porsche was awarded the Manufacturer's Championship over Ford by seven points.

Bodymotion was the veteran team with the German model having won three races in 2016. The New Jersey-based program with drivers Cameron Cassels (Canada) and Trent Hindman (Wayside, New Jersey) would come 13 points short of the GS class newcomers, RS1, in the team chase when the checkered flag flew at Road Atlanta. The drivers of the No. 28, Dillon Machavern (Burlington, Vermont) and Dylan Murcott (Ancram, New York), used their five podium finishes – seven top-five results total in ten races – to score their first CTSCC GS title with Porsche. The No. 28 took its sole victory of the year in the two-hour races at VIRginia International Raceway (VIR).

Porsche Cayman GT4 Clubsport models swept the Top-Four at the season opening race, a four-hour endurance event at Daytona International Speedway, and took the top-three positions in the final GS class standings for the year with the No. 33 CJ Wilson Racing entry, which scored three podium results but no victories in 2017. Drivers Marc Miller (Grand Rapids, Michigan) and Till Bechtolsheimer (New York, New York) had a season-high finish of second-place at Daytona in January in the No. 33.

It was the second season for Porsche Motorsport to officially participate in the road car-based race series and was the first championship for Porsche Motorsport in the IMSA-sanctioned championship. The Porsche Cayman GT4 Clubsport finished second and third in the 2016 championship.



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Title Fight at 186 mph. Porsche 919 Hybrid in Japan.

Porsche faces the seventh of nine rounds of the FIA World Endurance Championship (WEC) with special excitement. The race on the Fuji International Speedway at the foot of Japan's highest mountain could bring an early title decision on October 15. Featuring a 0.932-mile (1.5 kilometer) long straight, the track rightly deserves its last name of "Speedway". Depending on their aerodynamic configuration, Toyota's and/or Porsche's Le Mans prototypes may crack the 186 mph (300 kph) barrier. The tight and twisting remainder of the lap makes set-up work challenging and requires tricky compromises. The weather in the area of Fuji-san's perfectly shaped, 12,388 foot (3,776 meters) high volcano can be a mild late summer climate or unpredictable autumn weather.

Should championship leaders Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) bring home their Porsche 919 Hybrid ahead of the best-placed Toyota drivers, they will become the new drivers' world champions. They have scored 159 championship points and are followed by Kazuki Nakajima (Japan) and Sébastien Buemi (Switzerland) who have 108 points each. The trio of the second Porsche 919 Hybrid, reigning world champion Neel Jani (Switzerland), André Lotterer (Germany) and Nick Tandy (Great Britain), currently rank fourth with a score of 83 points. If Porsche manages this season's fourth one-two victory, the company would win the manufacturers' world championship for the third time in a row. However, it is not Porsche but Toyota who is the odds-on favorite on home soil. After six of nine WEC rounds, Porsche has 242 points, Toyota 168.5 points.

Fritz Enzinger, Vice President LMP1, Porsche LMP Team.



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“Arithmetic doesn’t help anything in a six-hour race. The long straight in Fuji will challenge our engines to the end and lapping traffic in the winding parts of the circuit is a permanent high risk. We are on track to defend both our championship titles again and should keep our head down. So far the Porsche 919 Hybrid has taken the checkered flag 59 times out of 64 possible cases. Getting over the distance always is key.”

Andreas Seidl, Team Principal, Porsche LMP Team.

“In terms of aerodynamics, Fuji Speedway requires contradicting qualities of a racecar. 1.5 of the 4.5-kilometer long lap is simply straight on and asks for minimum drag. But the 16 corners require downforce. The regulations allow for two aero kits per season: One is the low-drag Le Mans package and the other one is the high downforce kit. We have carefully analyzed data and simulations and have decided to go for our high downforce kit. Within the prescribed possibilities, we will tune it towards medium downforce.”

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

“Our first 2017 Asia round will be a very difficult one. Most recently in Austin, Toyota was very strong again, and traditionally they tend to go well in their home race. I think they will be faster than us on the straight. In 2016, lap times were extremely close in qualifying and in the Fuji race. After six hours we had the prototypes of three manufacturers reaching the finish line within 17 seconds. On another topic: To view Mount Fuji from the track is just beautiful.”

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



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“In 2003, I had a life changing experience in Fuji. Back then I did a Formula Nippon test and after that stayed for three years, living in Gotemba. Today, I still race Japanese Super Formula and have a home in Tokyo. I like Japan a lot and so was delighted when Fuji was included in the WEC calendar for 2012. The fans are great and have an absolutely outstanding knowledge. Fuji Speedway is a great track, embedded in a terrific landscape. I especially like the circuit’s fast corners two and three. Unfortunately, I haven’t won a race there yet in a LMP1. It’s now time to get that changed.”

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

“To me the Fuji race track is an iconic circuit and Japan has such a huge motorsport heritage, this round is always a very important event in the world championship. Obviously the fans are also very enthusiastic and come out in big numbers. I also hope we have a lot of support due to having a ‘local hero’ with André in our car.”

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

“I have mixed memories of Fuji. In 2014, I won both Carrera Cup Asia races there but in the 2015 WEC race, I was taken out by an Audi. However, I definitely enjoy racing in Japan and I’m a big fan of the Japanese culture. I think we face a tough weekend with strong competition from Toyota and a lot depends on the balancing act between high and low downforce. My favorite corner of the Fuji International Speedway is the long right hander 100 R in the middle sector.”

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

“The motorsport culture in Japan and the fan’s expertise is amazing. We often get small gifts, which I like. On track it will be a tough fight with Toyota and it will be



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exciting to see which car concept proves to be best there and who manages the better compromise for the track's various requirements. Sectors one and two are really fast. The start-finish-straight is the longest of the season and the downhill part after corner six also goes flat. But in sector three you have a series of narrow corners that are interconnected. This sector is also the crucial one when it comes to tire wear.”

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

“We all love returning to Japan. Toyota won last year and I have the feeling they will again be strong at their home race. We will have to give it everything we have got to take home a fifth win of the season.”

Fuji GT. Porsche 911 RSR in Japan.

The Porsche GT Team fields two Porsche 911 RSR at round seven of the FIA World Endurance Championship (WEC) on the Fuji Speedway in Japan on October 15. The 510 hp racecar was designed from scratch by Porsche Motorsport in Weissach, Germany for the 2017 season and will tackle the LMGTE-Pro class on the storied racetrack at the foot of Mount Fuji against strong opposition from Aston Martin, Ferrari and Ford.

The fight for the world championship in this category – in which Porsche currently ranks second in the drivers' classification with Richard Lietz (Austria) and Frédéric Makowiecki (France), within striking distance of the title – is particularly fierce. In the LMGTE-Pro class, the Balance of Performance regulation aims to achieve a level playing field for the different vehicle concepts to ensure balanced and fair races, making this category particularly competitive. Equally as close is the title fight in the



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LMGTE-Am class where Porsche's customer squads Dempsey Proton Racing and Gulf Racing successfully field two 911 RSR from the 2015 model year.

Sports car racing has enjoyed a long tradition on the Fuji Speedway. Fans in the Land of the Rising Sun are knowledgeable and enthusiastic. This challenging racetrack, which hosted Formula 1 for many years, features 16 corners and lies in the picturesque town of Oyama, with Mount Fuji as the backdrop. In the 1980s, Porsche celebrated major successes with its sports cars at the legendary 1,000-kilometer races held here.

The Porsche GT Team aims to defend its title chances at Fuji with four works drivers. Richard Lietz (Austria) and Frédéric Makowiecki (France) share the cockpit of the No. 91 Porsche 911 RSR. Their team colleagues Michael Christensen (Denmark) and Kévin Estre (France), who scored their top result so far this season recently in Austin with second-place, drive the second new 911 RSR with the starting number 92.

In the LMGTE-Am class, two Porsche customer squads field 2015-spec 911 RSR racers. Dempsey Proton Racing campaigns the No. 77 car with the Porsche Young Professional Matteo Cairoli (Italy) as well as Christian Ried and Marvin Dienst from Germany. Achieving victories at the Nürburgring, Germany and in Mexico City, Mexico they currently rank second in the FIA Endurance Trophy. Ben Barker and Michael Wainwright from Great Britain join forces with Nick Foster from Australia to compete in 911 RSR fielded by Gulf Racing.

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

“After the strong team effort in Austin and second-place after a sensational charge through the field, we’re heading to Fuji full of confidence. In Japan, we aim to build on



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this strong performance and bring home another top result from our new 911 RSR's first outing in Asia. This would put us in an even better position in the gripping fight for the world championship in the lead-up to the final two rounds in Shanghai and Bahrain."

Marco Ujhasi, Director GT Factory Motorsports.

"The important thing in Fuji is to carry plenty of speed onto the long straight after the start and get the tires up to the perfect working temperature before the first corner so that the brakes and tires perform optimally. This scenic racetrack is good for surprises, particularly when it comes to the weather. We have to be ready for anything."

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

"Fuji is one of my favorite races. It's not only because of the racetrack; I also find the country fascinating. I love Japan. In recent years we've experienced many close races at Fuji. After our bad luck at Austin, I hope we can fight again for a podium result."

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

"This race means a great deal to me. I contested the Japanese GT Championship for many years and I still have a lot of friends and fans there. Japan is virtually my second home. The important thing for us is to again bring home as many points as possible in the fight for the world championship. I'm curious to see how we come to terms with this tricky circuit with our new 911 RSR."

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

"I'm looking forward to returning to Japan. It's a fascinating country. Fuji is a very demanding racetrack, and it's great fun competing there. The races there are mostly



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very exciting. After scoring second in Austin, I can hardly wait to climb back into the 911 RSR. I hope we can perform just as well.”

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

“This is my first race in Japan. It’s always an interesting experience to travel to a new country and face an unfamiliar racetrack. Obviously, I know the photos with Mount Fuji in the background, but my teammates have also told me about the challenges of this circuit. We’ll work hard to underline the full potential of our 911 RSR there.”

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

“Fuji is new terrain for me. I only know it from the simulator, but I’m confident that it’ll suit us well. I’m excited about my first race in Japan and I hope that we can achieve a top result and reclaim the lead in the FIA Endurance Trophy after our bad luck in Austin.”

Porsche Entries in Monterey.

Total Car Count: Seven (7) Porsche Motorsport racecars will be competing in the California 8 Hours at Mazda Raceway Laguna Seca in Monterey, California. Four (4) Porsche 911 GT3 Rs will challenge in the GT3 Overall Category. Three (3) Porsche Cayman GT4 Clubsport MRs will contend for the GT4 honors.

GT3 Class – Four (4) Porsche 911 GT3 R.

No. 17 GMG

Wolf Henzler (Germany)/ Sven Müller
(German), Alec Udell (The Woodlands,



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	Texas)
No. 54 Black Swan Racing	Jeroen Bleekemolen (Netherlands)/David Calvert-Jones (Australia)/Tim Pappas (Boston, Massachusetts)
No. 58 Wright Motorsports	Jörg Bergmeister (Germany)/Romain Dumas (France)/Patrick Long (Manhattan Beach, California)
No. 77 Calvert Dynamics/GMG	Preston Calvert (Potomac, Maryland)/Andrew Davis (Athens, Georgia)/Michael Lewis (Laguna Beach, California)
GT4 Class – Three (3) Porsche Cayman GT4 Clubsport MR.	
No. 8 GMG	Carter Yeung (Los Angeles, California)/Andy Lee (Gilbert, Arizona)/TBD
No. 26 Rearden Racing	Jeff Kearn (USA)/Sean McAlister (USA)/Jeff Westphal (USA)
No. 27 Rearden Racing	Hutton McKenna (USA)/Vesko Korzron (USA)/Darren Jorgensen (USA)

Porsche Entries at Fuji.

FIA World Endurance Championship (WEC).

Total Car Count: Six (6) Porsche entries are officially entered for the Six Hours of Fuji – Round 7 of the FIA World Endurance Championship (WEC).

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



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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)

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 GT3 Cup Trophy USA at Monterey.

Total Car Count: 37 Porsche Motorsport-built cars are officially entered for the season
finale of the Pirelli GT3 Cup Trophy USA. 22 Porsche 911 GT3 Cup cars, 15 Porsche



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Cayman GT4 Clubsport MRs will contest the two, 45-minute races for GT3 and GT4 cars.

Where to Watch.

Intercontinental GT Challenge.

Channel/Web Address

Race Broadcast. Live

Sunday, October 15

12:00 p.m. – 2:00 p.m. ET

CBS Sports Network

2:00 p.m. – 7:00 p.m. ET

www.SRO-Motorsports.com

2:30 p.m. ET

MotorTrendOnDemand.com

7:00 p.m. – 8:30 p.m. ET

CBS Sports Network

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, October 15

1:00 a.m.

FS2



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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 Fuji	#6hFuji
California 8 Hours	#Cal8H

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
Intercontinental GT Challenge	@IntercontGTC



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Future Porsche Events.

FIA World Endurance Championship (WEC)

Event: Six Hours of Shanghai, Shanghai International
Circuit

Dateline: Shanghai, China

Date: Sunday, November 5, 2017

Track Length: 3.39-miles, 16-turn

Race Duration: 6-Hours

Class: LMP1-Hybrid (Porsche 919 Hybrid)
LMGTE-Pro (Porsche 911 RSR)
LMGTE-Am (Porsche 911 RSR, MY 2015)

Round: 8 of 9

Next Round: Six Hours of Bahrain, Bahrain, November 16 -
18, 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:



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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.

Contacts.

Dave Engelman

Porsche Cars North America

Spokesperson, Motorsports and Brand Heritage

Office. 770-290-3617

Mobile. 404-386-4665

dave.engelman@porsche.us

Tom Moore

Motorsports Public Relations

Mobile. 615-509-5000

tom@darkhorseautosport.com

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