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Motorsport News

October 30, 2017

No. 78 /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, October 30, 2017**

#### **Upcoming Porsche Motorsport Events.**

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

**Event:** Six Hours of Shanghai, Shanghai International Circuit

**Dateline:** Shanghai, China

**Date:** Sunday, November 5, 2017 (local)

**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



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**Porsche Profile.**

**Event Story Lines.**

**Focus on China. Porsche LMP Team Takes World Title Battle to Shanghai.**

The eighth round of the FIA World Endurance Championship (WEC), November 3 – 5 in Shanghai, China, will be the penultimate race for the Porsche LMP Team and the Porsche 919 Hybrids. However, there's no room for sentiment yet. The team from Weissach, Germany has to defend the championships for both drivers and manufacturers, titles that they have captured the last two seasons on the Chinese Formula One circuit.

The championship leading Porsche drivers Earl Bamber (New Zealand), Timo Bernhard (Germany) and Brendon Hartley (New Zealand) have scored 172 championship points while the best placed Toyota drivers have 133 points. If this Toyota team takes maximum points in China – a race win from pole position is rewarded with 26 points – Bamber/Bernhard/Hartley need to finish the race in at least third-position for them to clinch the drivers' world championship title. 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 98 points. In the manufacturers' standings, Porsche leads with 270 points ahead of Toyota on 211.5 points. To secure the manufacturers' title, Porsche would need to have no less than a 44 points advantage after six hours of racing.

The class 1 Le Mans Prototype (LMP1) racecar develops a system power of around 900 HP (662 kW) that comes from a compact two-liter turbocharged V4-cylinder engine (nearly 500 HP/368 kW) and two different energy recovery systems – brake energy



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from the front axle 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 HP (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.

In 2016, Porsche celebrated its sixth race win of the season and the successful defense of the manufacturers' title. Bernhard, Hartley and Mark Webber (Australia) won the race from pole position (average pole time was one-minute, 44.462-seconds). The trio then sharing the second Porsche 919 Hybrid: Romain Dumas (France), Neel Jani and Marc Lieb (Germany) qualified sixth and finished fourth. Hartley recorded the fastest race lap with a time of 1:45.935 minutes. The race was held in consistently dry conditions with ambient temperatures of around 75 degrees Fahrenheit (23 C).

**Fritz Enzinger, Porsche LMP Team, Vice President LMP1.**

“After three consecutive Le Mans overall wins we also want to get both world championship titles for the third time after 2015 and 2016. This would be the crown of our LMP1 program and this is what we are aiming for. At the most recent six-hour race in Japan, we had our first match point but we didn't succeed. Instead we lost ground to our competitor Toyota. In Shanghai we've got our next chance. To stay fully focused remains our top priority.”

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

“We assume the Shanghai International Circuit's qualities tend so suit our Porsche 919 Hybrid better than the Fuji Speedway. Our aerodynamics should perform well on the five-and-a-half kilometer [3.39-mile]-long Grand Prix track. We will prepare for all sorts of eventualities. We will train extra hard and once more cover off all the scenarios. Our



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team can deal with pressure; this was also the case in stressful conditions in Japan. At the same time, we have experienced there how quickly and surprisingly a six-hour race can turn around. In China every single member of the crew will give everything.”

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

“With the penultimate race, the farewell of the 919 Hybrid comes closer and we still have to battle for both titles. In recent years, we have been good in Shanghai, capturing the manufacturers’ title there in 2015 as well as in 2016. Our new aero package should be well suited. What I also recall as well is that the Shanghai circuit produces lots of marbles. If you leave the clean line for overtaking, it is easy to ruin your soft race tires’ grip with pick-up on them.”

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

“Shanghai is not far from my Tokyo home, so this is quite an easy trip for me. But to be honest, the circuit is not one of my favorites because the layout has a lot of radiuses that feel unnatural to me. At the same time, because of this, it is very technical and challenging to drive. Car set-up and handling of tire wear is not easy. We definitely don’t face an easy race and one which is obviously very important for us.”

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

“My only visit to Shanghai so far was in 2015. It is a challenging and quite a fast track. It demands a lot out of the car. We will again take a high downforce configuration to the track. It is a high grip surface so it should be a great challenge in the 919. I particularly look forward to the first part of the lap with turns one and two. This section is like a very long deceleration zone and quite challenging. The fast middle sector is really fun.”



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

“To me, Shanghai is a very good place to race and close to my home town of Kuala Lumpur as well. I have raced many times in Shanghai. Good memories are closely connected to the Porsche Carrera Cup Asia that will be the support race for the WEC. This is where I started my Porsche career. Winning the championship in 2013 and 2014 helped to get me promoted as a works driver and soon after to LMP1. The Cup is family to me. My 23-year old brother Will is currently doing well in the championship and it will be nice to see him racing. Also this season I have been coaching six junior drivers and it will be good to take them to the LMP1 team and show them what we do. However, for us in Shanghai, the most important thing is to perform a good race and work on the championship title.”

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

“I’ve always enjoyed the Shanghai circuit because of its various elements. For instance, the long back straight and the middle sector with its high demands on driving technique. Also the track suits our Porsche 919 Hybrid. In 2015 and 2016 respectively we won there and took the title for Porsche. These are great memories and now we want to put in another good performance there.”

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

“It’s a busy time for me at the moment and I feel really good and excited. The most important thing is to focus on the very next target. In Shanghai, together with Earl and Timo, we definitely want to secure the drivers’ world championship title with our Porsche 919 Hybrid. The most recent six-hour race in Fuji didn’t bring the results we were aiming for. Shanghai is a circuit that should suit our car and we have to have everything lined up there perfectly.”



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**Facts and Figures. Details of the Porsche 919 Hybrid at Shanghai.**

- The WEC efficiency regulations limit the amount of energy that can be used per lap. On the 3.39-mile (5.45 kilometers) long lap of the Shanghai International Circuit, the Porsche 919 Hybrid can use 4.96 megajoule of electrical power from energy recovery systems and 1.391 kg/1.921 liters of petrol.
- At normal race speed, the 919 Hybrid is due for refueling after 31 laps.
- A lap of the Shanghai International Circuit, used for Formula One Grands Prix since 2004, has 16 corners – nine right-handers and seven left-handers – of which the well known “snail corner” at the beginning of each lap counts as a double right-hander. From a bird’s eye view the track’s layout is reminiscent of the Chinese characters of “shàng” that translates into “upward” or “up” and also is part of the city name of Shanghai.
- The circuit is located about 25-miles (40 kilometers) outside the city center of Shanghai.

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

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

**Shanghai Defense. Porsche Drivers Aim to Defend Title Chance with 911 RSR.**

A gripping fight for the FIA-World Endurance Championship (WEC) title heads into the penultimate round at the Shanghai International Circuit. The Porsche GT Team tackles the six-hour race on November 5 with two 911 RSR in the high-ranking LMGTE-Pro class. At the wheel of the 510 hp 911 RSR, designed from scratch by Porsche



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Motorsport in Weissach, Germany the Porsche pilots Richard Lietz (Austria) and Frédéric Makowiecki (France) aim to earn more critical points towards winning the GT Drivers' World Championship in the Chinese economic metropolis against strong opposition from Aston Martin, Ford and Ferrari. The pair travels to Shanghai in second-place in the series, just five points off the leader. This season also sees a close battle for honors in the LMGTE-Am class, in which Porsche customer teams go head-to-head for the FIA Endurance Trophy with the 2015-spec 911 RSR.

Four works drivers and a Porsche Young Professional compete at the 3.39-miles (5.541-kilometer) Shanghai International Circuit. In the GTE-Pro class, Lietz and Makowiecki, who currently rank second in the Drivers' World Championship, aim to defend their title chances in the cockpit of the No. 91 Porsche 911 RSR. Their team colleagues Michael Christensen (Denmark) and Kévin Estre (France) share the second new 911 RSR with the starting number 92.

As the most promising Porsche customer team in the fight for the FIA Endurance Trophy, Dempsey Proton Racing campaigns the 2015-spec 911 RSR (No. 77) in the GTE-Am class. The Porsche Young Professional Matteo Cairoli (Italy) as well as Christian Ried and Marvin Dienst from Germany share the cockpit. Dempsey Proton Racing currently ranks second in the points, with the drivers leading the classification after achieving victories at the Nürburgring and in Mexico City. Ben Barker (Great Britain), Khaled Al Qubaisi (Abu Dhabi) and Nick Foster (Australia) compete in the No. 86 Porsche 911 RSR fielded by Gulf Racing.

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



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“The title race for the world championship remains gripping. After their strong performance recently at Fuji, our drivers Richard Lietz and Frédéric Makowiecki still have the best chances to secure the crown of GT sport. The main thing for them in Shanghai is to secure another top result to be in the best possible position for the season finale in Bahrain. As a team, we’ll support them to the very best of our ability.”

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

“Shanghai will probably be the second high-temperature race of the season after Austin, Texas. It looks like we’ll have to run the hardest tire compound there to make it over the laps. Only those who get it right with the tires will have a chance to win on this challenging circuit.”

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

“This will definitely be an interesting race. The racetrack puts tires under extreme stress. A key to success here will be to take good care of the rubber without compromising on speed. I’m positive we have a good car for Shanghai. We’ll fight for our chance in the world championship.”

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

“The race in Shanghai is the penultimate race of the season and hence it’s critical in the fight for the title. The track is difficult but it’s also very interesting. We have to find a perfect setup for our 911 RSR and we hope that the weather doesn’t throw a spanner in the works. Every championship point is important for us.”

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





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“I’m looking forward to Shanghai. The races on this circuit were always interesting and fiercely contested. In Fuji recently things didn’t go so well for us. I hope we’re able to match the pace of the front-runners with our new 911 RSR at the second race in Asia this season.”

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

“A new country and a new racetrack for me – it’ll definitely be an interesting experience. I hope I can get to grips quickly with the Shanghai International Circuit during free practice and we manage to find the best possible setup for our new 911 RSR on this tricky circuit with its long straights.”

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

“The race in Fuji was red-flagged before I got a chance to drive. So I’m really looking forward to Shanghai, where my teammates and I want to extend our lead in the FIA Endurance Trophy.”

**Porsche Scholars. Hurley Haywood GT3 Cup Scholarships Being Accepted by IMSA.**

The International Motorsports Association (IMSA) is now accepting applications for the IMSA Hurley Haywood GT3 Cup Scholarship, supported by Porsche and Yokohama.

Aspiring racers between the ages of 16 and 25, with no previous full-time Porsche GT3 Cup Challenge USA by Yokohama experience, are eligible to earn the scholarship. Successful candidates must have a strong desire to compete in the series, outstanding previous race results and proven on-track potential in junior racing categories and the



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ability to build a compelling business plan for securing the remaining funding needed to compete in a full season of the IMSA-sanctioned Single-Make Series.

Last season's scholarship recipient – Jake Eidson (Littleton, Colorado) – made the most of his support by securing the 2017 Porsche GT3 Cup Challenge USA by Yokohama Platinum Cup Championship. Eidson was part of long-standing GT3 Cup championship team, Kelly-Moss Road and Race and wrapped up the title at Sonoma Raceway in September, at the penultimate round of the season.

His dominant run in the series paves the way for new, aspiring talent seeking entry into the GT ranks of sports car racing, made possible by the Hurley Haywood GT3 Cup Scholarship.

The 2018 Scholarship recipient will receive these rewards with a combined value in excess of \$80,000:

- Full-season Premium Entry into the 2018 Porsche GT3 Cup Challenge USA by Yokohama
- Parts credit from Porsche Motorsport North America
- One set of Yokohama tires for each 2018 Porsche GT3 Cup Challenge USA by Yokohama event
- Tool credit from Sonic Tools
- Complete OMP driver suit and other accessories
- Promotional consideration by RACER Magazine



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The scholarship is named after legendary Porsche racecar driver Hurley Haywood (St. Augustine, Florida), one of the most accomplished sports car endurance racers in history. He earned five overall victories at the Rolex 24 At Daytona, three victories at the 24 Hours of Le Mans and two wins at the Mobil 1 Twelve Hours of Sebring – all in Porsches - during his remarkable driving career, which spanned five decades.

Haywood also was a mainstay of the illustrious Brumos Porsche team as a driver and a leader for more than four decades. He currently serves as the chief driving instructor at the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Alabama.

The IMSA Hurley Haywood GT3 Cup Scholarship, which was expanded from a program IMSA, Porsche and Yokohama started in 2014. Previous IMSA Scholarship recipients were Victor Gomez IV (2016), Elliott Skeer (2015) and Michael Lewis (2014), all of whom remain active in North American sports car racing.

Drivers interested in applying for the 2018 Hurley Haywood GT3 Cup Scholarship should visit <https://porscheqt3cupusa.imsa.com/scholarship> as soon as possible for more information and application instructions. Deadline for entries is Nov. 17, 2017. Applications will be reviewed and the recipient will be announced in early December for the 2018 season.

The IMSA-sanctioned Porsche GT3 Cup Challenge USA by Yokohama will enter its 14th season in 2018 as one of Porsche's 20 single-make Cup Challenge series in the world. The series produces intense, exciting competition for semi-professional and aspiring professional drivers in the world's most produced and iconic racecar, the Porsche 911 GT3 Cup.



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Racing is divided into two classes – Platinum Cup, featuring 2017 and 2018 Porsche 911 GT3 Cup car, which is based on the current generation of the street car, and Gold Cup, which is comprised of the previous iteration (model years 2014-2016) of the racecar. A Masters Championship also is conducted in the Platinum class. Each class is awarded with its own podium at the end of every race and individual champion at the end of every season. Points are awarded by finish in class.

For more information about the Porsche GT3 Cup Challenge USA by Yokohama, visit [www.imsa.com](http://www.imsa.com), follow hashtag #GT3USA @IMSA on Twitter or IMSA on Facebook.

**Dr. Daniel Armbruster, president and CEO, Porsche Motorsport North America.**

"The Hurley Haywood Scholarship has proven to be an excellent addition to the opportunities afforded to young, aspiring drivers in the Porsche GT3 Cup Challenge USA by Yokohama series. We were thrilled to have such a strong candidate as Jake Eidson serve as our inaugural candidate for the expanded scholarship and feel that he truly represented the spirit of the award and we hope that this program has provided value to his racing efforts."

**Hurley Haywood, Ambassador, Porsche Cars North America, Lead Driver Instructor, Porsche Sport Driving School.**

"Porsche has a long history of supporting young drivers, and it is something I personally believe in as well. Between our recently completed Porsche Young Driver Academy and this IMSA Scholarship, we are rewarding talented young drivers while helping them move ahead with their careers in motorsport."





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

### FIA World Endurance Championship.

### Channel/Web Address

### Race Broadcast. Live

Saturday, November 5

11:00 p.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 Shanghai	#6hShanghai
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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
Intercontinental GT Challenge	@IntercontGTC

### Future Porsche Events.



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

**Event:** Six Hours of Bahrain, Bahrain International Circuit

**Dateline:** Shanghai, China

**Date:** Sunday, November 5, 2017

**Track Length:** 3.39-miles, 15-turn

**Race Duration:** 6-Hours

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

**Round:** 9 of 9

**Next Round:** Season Finale

### **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](http://porscheusa.com/racing)

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Current news, images and notes relating to Porsche can be found on our press kit.  
Please contact Dave Engelman or Tom Moore for the latest Porsche Motorsports media kit.

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