



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

Dear Journalist:

Early each week, Porsche Cars North America will provide a weekend summary or pre-race event notes package, covering the Porsche Carrera Cup North America, IMSA WeatherTech SportsCar Championship, SRO GT World Challenge America, the FIA World Endurance Championship (WEC), FIA ABB Formula E World Championship 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 Motorsport Public Relations Team

Porsche Motorsport Weekly Event Notes: Tuesday, March 30, 2021

This Week.

- **Page 1.** eFuel Debut. ExxonMobil and Porsche Test Lower-Carbon Fuel in Race Conditions.
- **Page 4.** Gen3 Formula E. Porsche Officially Commits to New Gen3 Formula E Racing Car.
- **Page 6.** Porsche Podcast. "Motorsport is a Freedom We Need to Preserve".
- **Page 8.** Happy Anniversary. Manthey-Racing Celebrates 25-Year Journey from Motorsport Team to Porsche Partner.
- **Page 12.** E-Sports Battle. Californian de Jong Holds Second-Place While Job Loses Valuable Points in Title Fight.

eFuel Debut. ExxonMobil and Porsche Test Lower-Carbon Fuel in Race Conditions.



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

ExxonMobil and Porsche are testing advanced biofuels and renewable, lower-carbon eFuels, as part of a new agreement to find pathways toward potential future consumer adoption. The first iteration of Esso Renewable Racing Fuel is a blend of primarily advanced biofuels and is specially formulated by ExxonMobil's in-house team of scientists and engineers. Analysis indicates the potential to significantly reduce greenhouse gas emissions with a liquid fuel. The fuel will be tested in race conditions with Porsche's high-performance motorsports engines during the 2021 and 2022 seasons of the world's premier one-make race series: Porsche Mobil 1 Supercup.

Porsche and ExxonMobil's collaboration will also focus on eFuels, which are synthetic fuels made from hydrogen and captured carbon dioxide. As early as 2022, the companies plan to test the second iteration of Esso Renewable Racing Fuel, which will contain eFuel components. The eFuel is anticipated to achieve a greenhouse gas emissions reduction of up to 85 percent, when blended to current market fuel standards for today's passenger vehicles.

The eFuel will be sourced from the Haru Oni pilot plant based in Chile that generates hydrogen, which is then combined with captured carbon dioxide drawn from the atmosphere to produce methanol. ExxonMobil is providing a license and support for the proprietary technology to convert the methanol to gasoline, which will result in a lower-carbon fuel. In the pilot phase, around 32,342 gallons (130,000 liters) of eFuels will be produced in 2022. As the fuel's primary user, Porsche will use the eFuels from Chile among others in the Porsche Mobil 1 Supercup starting in the season of 2022.

The first on-track testing of Esso Renewable Racing Fuel is scheduled for March 30, 2021 in Zandvoort, Netherlands – site of the first Porsche Mobil 1 Supercup event of the



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

2021 season – and will continue throughout 2021 and 2022. The collaboration with Porsche builds on ExxonMobil’s continuing efforts to develop and deploy lower-emission energy solutions, including high-efficiency fuels and lubricants, advanced plastics and other products that can enable cars and trucks to use less fuel. For example, the two companies have collaborated on a line of specially formulated lubricants for the electric vehicles market, Mobil EV™ range.

In January, ExxonMobil announced the creation of a new business, ExxonMobil Low Carbon Solutions, to commercialize its extensive low-carbon technology portfolio and plans to invest \$3 billion on lower emission energy solutions through 2025. Last year, ExxonMobil announced plans to distribute renewable diesel within California and potentially other domestic and international markets as soon as 2022.

Over the past two decades, ExxonMobil has invested more than \$10 billion to research, develop and deploy lower-emission energy solutions, resulting in highly efficient operations that have eliminated or avoided approximately 480 million tons of CO₂ emissions – the equivalent of taking more than 100 million passenger vehicles off the road for a year.

Porsche is committed to invest 15 billion euros in electromobility and digitalization by 2025. In 2030 the sports car manufacturer will offer more than 80 percent of its vehicles with electric engines. The company seeks carbon neutrality in its products and operations by 2030, investing around 1 billion euros in sustainable mobility.

Michael Steiner, Member of the Executive Board, Research and Development of Porsche.



PORSCHE

“The electrification of our vehicles is of highest priority to us. eFuels are a good complement to our powertrain strategy. They allow our customers to drive cars with conventional combustion engines as well as plug-in hybrids with significantly lower greenhouse gas emissions. The collaboration with ExxonMobil enables us to test the eFuels under demanding conditions on the racing track. This is a further step towards making eFuels an affordable and lower greenhouse gas emission substitute to conventional fuels.”

Andy Madden, vice president of strategy and planning for ExxonMobil Fuels & Lubricants.

“Over the past quarter century, we have worked together with Porsche to develop high-performance products that support Porsche’s vehicle performance on the racetrack and on the road. Our continued collaboration on renewable and eFuels is a critical step in assessing the technical capability and commercial viability of fuels that can significantly reduce emissions.”

Gen3 Formula E. Porsche Officially Commits to New Gen3 Formula E Racing Car.

Porsche believes in the future of Formula E. The German sports car manufacturer has officially extended its commitment to the ABB FIA Formula E World Championship. As the world’s top electric vehicle form of motorsport begins the 2022/2023 season, it will be showcasing a new era with the further evolved racing cars known as Gen3. With its official registration, Porsche underlines its commitment to Formula E and its philosophy to lay the foundation for future mobility solutions through the development of electrically-powered racing vehicles.



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

The Gen3 racing cars are a technical milestone in the evolution of the ABB FIA Formula E World Championship. They bring advantages in terms of performance and effectiveness as well as better overall cost control. The performance has also significantly increased compared to this season's Gen2 cars. In qualifying mode, 350 kW are available instead of the previous 250 kW. In normal racing mode, it is 300 kW (previously 200 kW). The cars feature an electric all-wheel-drive braking system, with which energy can be recuperated even more efficiently – up to 600 kW on all wheels.

Formula E sets new standards in motorsport with ultra-fast-charging pit stops, where the Gen3 vehicles are recharged with up to 600 kW. This innovation not only makes races even more gripping. Beyond sport, the reduction of charging times is an important argument for the acceptance of electric cars for everyday use and thus contributes significantly to advances in electric mobility.

Porsche was involved in the discussions about the Gen3 regulations right from the start.

Fritz Enzinger, Vice President Porsche Motorsport and Senior Vice President Group Motorsport Volkswagen AG.

“The new racing car generation Gen3 opens the next chapter in the success story of Formula E. And we want to be part of it. With our entry in 2019, we made a clear commitment to Formula E. From our point of view, it offers the most competitive environment to advance the development of high-performance vehicles with a focus on eco-friendliness, energy efficiency and sustainability. The previous season confirmed this, despite the raft of pandemic-related restrictions. The successes in our debut season with two podiums and a pole position are just the beginning.



PORSCHE

“It was important for us that the DNA of Formula E, which has made the championship so successful, was preserved. That’s happened. At the same time, we see potential to take Formula E to the next level from a sporting and technological point of view. So we regard it as an interesting challenge to actively shape the successful future of the ABB FIA Formula E World Championship and thereby to give electric mobility another boost on a global level. We look forward to the new Formula E era.”

Jean Todt, President of the FIA.

"Ahead of another important technical milestone for the ABB FIA Formula E World Championship, I’m glad that Porsche has committed to the next era. Being lighter, more powerful, with faster charging, the Gen3 race car will further establish the discipline as the pinnacle of electric racing. It’s also the confirmation that Formula E is the right platform to promote manufacturers expertise in electrification and demonstrate our shared commitment to more sustainable mobility solutions.”

Jamie Reigle, CEO of Formula E.

“We are delighted that Porsche is committed to a long-term partnership with Formula E. Porsche’s presence within Formula E is immense and they’ve demonstrated they will be a driving force in our development. We’re looking forward to collaborating on Gen3, with the ABB FIA Formula E World Championship remaining a proving ground for their next generation of race-to-road electric vehicle technology.”

Porsche Podcast. “Motorsport is a Freedom We Need to Preserve”.

In the current episode of the popular Porsche podcast “Inside E”, FIA President Jean Todt talks about racing in pandemic times, the Formula E success story and the social



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

responsibility of the FIA and motorsport. Todt started out as a rally co-driver and notched up major successes in the world's most important racing series as a team principal. Since 2009, he has been the President of the FIA.

“For me it’s important that motorsport is not only seen as sport and entertainment but also as a development laboratory to make motoring safer.” According to Jean Todt, innovative solutions have not only improved safety in racing cars in recent years – but many of these developments have also contributed significantly to traffic safety in road cars. “All of the progress we’ve made in this area has clearly saved lives in motor racing and contributed to saving lives on the road.”

Jean Todt feels that one of the main challenges of our time – alongside Covid-19, climate change, health and diversity of society – is to achieve equality for women. As far back as 2009, the FIA established the “Women in Motorsport Commission” to support women on their chosen paths. The face behind this initiative was the successful rally driver Michèle Mouton. “We want more women in motorsport. Not only in the cockpit but also in management positions within the FIA, in administration and as marshals at the tracks,” says Todt. The all-women team at the 24 Hours of Le Mans last year was a milestone in this endeavor. “There’s still a long way to go for women, in motorsport, too. But they’re motivated and want success – and we’re there to support them.”

Right now, however, it is motorsport in pandemic times that is taking all of his attention. “We are respectful of the situation,” says the FIA President. “We’ve been very creative, also with the organization of the calendars, and we were able to restart important championships.” This is a tribute to the immense commitment and excellent cooperation



PORSCHE

of all involved. “When working together as a team, we’ve demonstrated that it is possible to face difficult situations with success.”

He regards Formula E as a success story. The concept, which was born on the back of a napkin in a Paris restaurant in 2011 with Todt at the table, came to fruition faster than expected. This world championship not only brings attractive motorsport to major cities but also dispels the still widespread reservations about electric cars. “Formula E offers innovative cars and exciting races. In this way, it raises public awareness about the important role of electric cars in future mobility.”

Jean Todt’s passion for motorsport started in his childhood. He is also optimistic about its future. “Progress in recent years, especially in terms of safety and sustainability, has been absolutely sensational,” he says. “Motorsport is a dream for many and a freedom we need to preserve.”

The Porsche Formula E podcast is published in English and can be downloaded from the Porsche Newsroom. “Inside E” is also available on other platforms such as Apple Podcasts, Spotify and Google Podcasts.

Happy Anniversary. Manthey-Racing Celebrates 25-Year Journey from Motorsport Team to Porsche Partner.

Porsche congratulates Manthey-Racing on its 25th anniversary. The company with its headquarters in Meuspath, Germany – near the legendary Nürburgring-Nordschleife – was founded in 1996 by the racing driver Olaf Manthey and has enjoyed closed ties with the Germany sports car manufacturer ever since. In 2013, Manthey merged his company



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

with Raeder Automotive GmbH. That same year, Porsche AG consolidated the successful collaboration with a 51 percent majority stake and has since been systematically expanding the cooperation. Under the management of co-owners Nicolas and Martin Raeder, Manthey-Racing GmbH now employs approximately 200 people. Among other activities, they have been responsible for running the Porsche 911 RSR of the factory race team in the FIA World Endurance Championship (WEC) as well as the 911 GT3 R “Grello” in the Nürburgring Endurance Series (NLS) and at the 24-hour races on the storied circuit in Germany’s Eifel region.

Even before Olaf Manthey established his team, the Manthey name enjoyed a very positive reputation in motor racing. Aside from his characteristic handlebar moustache, the racing driver was known most notably for his fearless, often spectacular sideways racing style in touring car races. In 1990, at the ripe age of 35, the accomplished technician took the wheel of a 911 racer for the first time. His love for the challenging rear-engine sports car blossomed. In that same season, he became the first champion in the history of the Porsche Carrera Cup. It was the first and only title in the active racing career of the two-time DTM championship runner-up.

In 1996, after winning 22 races in the long-distance championship at the Nürburgring, Manthey fulfilled a long-held dream and tackled the Porsche Supercup with his newly founded racing squad. In his very first year, the fledgling team scored fourth-place in the team classification at the championship run as support to Formula 1 events. 1997 heralded the start of a winning streak – one that has no parallel in the one-make cup series to this day. Manthey and the Dutchman Patrick Huisman won the driver and team classifications in the Supercup four times in a row. This marked the beginning of a remarkable success story.



PORSCHE

In 1999, Manthey-Racing made its debut at the 24 Hours of Le Mans with a generation-996 Porsche 911 GT3 R and promptly won the GT class. A year later, the squad moved from Rheinbreitbach to Meuspath near the Nürburgring. It didn't take long for the sports car manufacturer and the racing outfit to pull even closer together. In 2006, Porsche Motorsport handed the operations of the UPS Porsche Junior Team to Manthey-Racing. In the same season, the Eifel squad fielded the new Porsche 911 GT3 RSR for the first time with Porsche Motorsport. The stronger combination was an immediate success winning its class at the 24-hour race in Spa-Francorchamps (Belgium).

Manthey had set the goal of winning the 24-hour race on home turf: the 24 Hours of Nürburgring. They narrowly missed out three times, but the breakthrough came in 2006 with a yellow and green painted 911 GT3-MR. And again in 2007, 2008 and 2009 with "der Dicke" 911 GT3 RSR. In 2010, they came close to causing another sensation. The 911 GT3 R Hybrid, campaigned by Manthey for Porsche Motorsport, led the 24-hour race over a long stretch only to retire shortly before the flag with a broken valve spring. In 2011, Manthey-Racing again remained unbeaten at the Nordschleife classic. For all five victories, the former Porsche Junior and today's brand ambassador, Timo Bernhard (Germany), was part of the driving crew, four times with Marcel Tiemann (Germany) as well as the eventual Le Mans winners Marc Lieb (Germany) and Romain Dumas (France) sharing driving duties. In 2018, victory number six went to a bright yellow 911 GT3 R, which fans fondly dubbed "Grello". To date, no other team has been more successful at this race.

Manthey-Racing has supported the GT factory efforts for Porsche in the World Endurance Championship (WEC) since 2013 and secured another class win at Le Mans



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

in the debut year of the 911 RSR. In 2015, the partnership won all world championship titles in the LMGTE-Pro category – as well as in the 2018/2019 “super season”, including a third Le Mans victory as part of a one-two result.

Today, Manthey-Racing is a booming company with four fields of business. The spectrum ranges from motorsport campaigns for Porsche in the WEC and at the Nürburgring-Nordschleife to events for the Porsche Racing Experience by Manthey-Racing and the Porsche Service Centre in Meuspath through to providing worldwide support to customer teams. Moreover, the company has its own projects such as the Cayman GT4 Trophy by Manthey-Racing in the Nürburgring Endurance Series (NLS) as well as the development of “MR” packages for Porsche GT racing and series production models. The 700 HP Porsche 911 GT2 RS is one of the most spectacular road-legal sports cars for which Manthey-Racing has created a special performance kit. With test driver Lars Kern (Germany) at the wheel, in October 2018, the MR version lapped the Nordschleife in a time of six-minutes, 40-seconds. Manthey-Racing now offers the MR package for many of Porsche’s GT models in a number of global markets.

Fritz Enzinger, Vice President Porsche Motorsport.

“Manthey-Racing has been an important partner for Porsche since the racing outfit was founded in 1996. We’ve achieved a great deal in motorsport together, we’ve won many races and titles. The enthusiasm and professionalism of the Meuspath crew provided the basis for this. The two companies have been closely affiliated since 2013 and have expanded their cooperation to include many other areas of business. For this, I’d like to express my gratitude and congratulate the Manthey firm on its 25th anniversary!”

Olaf Manthey, Founder, Manthey-Racing.

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11 of 16



PORSCHE

“When I founded Manthey-Racing in 1996, I couldn’t envision how the company would grow. Thanks to the huge commitment of everyone involved and their dedication to precision, which is what counts in motor racing, we managed to convince Porsche of our competence. Today, the sports car manufacturer even owns the majority share of Manthey-Racing and that makes me proud. The decision to put the business in the hands of Nicki and Martin Raeder in 2013 also turned out to be the right one. They will continue to run the company in the same way as I intended – professional yet down-to-earth and with heart and soul. I look forward to being able to actively support the development of Manthey-Racing from the sidelines in the future as well.”

Nicolas Raeder, Managing Director and Co-Owner, Manthey-Racing.

“We gladly continued Olaf Manthey’s philosophy after our two company’s merged because it matched our thinking at Raeder Motorsport. With Porsche as a partner and shareholder, our company has evolved at an exciting pace. And we want to continue growing in the future and build on the know-how that we’ve achieved in motorsport – by providing services for private drivers, at events or in the development of racing and road-going sports cars. With our dedicated employees, we can hardly wait to tackle the next 25 years in the gripping story of Manthey-Racing.”

E-Sports Battle. Californian de Jong Holds Second-Place While Job Loses Valuable Points in Title Fight.

At the eighth of ten rounds of the Porsche TAG Heuer Esports Supercup (PESC) on the virtual Nürburgring, Joshua Rogers (Australia) took another important step in his bid for the title. Scoring a third-place finish in the sprint race and victory in the main event, the Australian expanded his series advantage in the overall standings to 127 points of



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

Mitchell deJong (Temecula, California). deJong – the topped ranked North American in the simulated racing series and a Porsche Young Driver Academy graduate – finished in second-place in the Sprint race and sixth-place in the main event later the same day. The series' defending champion Sebastian Job (United Kingdom) won the sprint, only to lose valuable points in the fight for the driver's crown with a retirement from the main race. The global Esports championship is run on the iRacing simulation platform.

In the overall classification, Rogers further extends his lead. With 515 points to his credit, he now holds a 127-point advantage over his teammate deJong. Job ranks third with 367 points.

In two weeks, the Porsche TAG Heuer Esports Supercup turns onto the finish straight of the season. On April 10, the Circuit de la Sarthe in Le Mans, France hosts the ninth and penultimate round of the season. On a simulated version of the revered track, the battle for the championship crown could be decided. The 8.47-mile (13.63-kilometer) racetrack with its long straights and challenging corner combinations offers the best conditions for gripping slipstream duels and overtaking maneuvers.

Joshua Rogers, Virtual Racing School, Virtual Porsche 911 GT3 Cup.

“I knew that on the final straight the draft was very strong. Even when you have a massive pace advantage, you normally can't break away. It's all about putting yourself into the best position for the last lap. In the sprint, my strategy didn't work as planned. My only option was to try and lose as few positions as possible. In the main race, it was a risky move to stay in front. It wasn't planned in the beginning but I went for it. I'm ecstatic right now.”



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

Photography.

https://press.porsche.com/prod/presse_pag/PressResources.nsf/WebResources?OpenView&level1id=4&hl=pcna-images-motorsport&level1tab=4&formtab=2

Porsche Cars North America Newsroom.

https://newsroom.porsche.com/en_US.html

Porsche Cars North America Motorsport Site.

<https://motorsports.porsche.com/usa/en/category/alltopics>

Porsche Carrera Cup North America.

<https://porschecarreracup.us/>

Porsche Motorsports Media Information.

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

About Porsche Cars North America, Inc.

One Porsche Drive, Atlanta, GA 30354 USA

Established in 1984, Porsche Cars North America, Inc. (PCNA) is the exclusive U.S. importer of the Porsche 911, 718 Boxster, 718 Cayman, Macan, Cayenne, Panamera and Taycan. Headquartered in Atlanta, Georgia, since 1998, PCNA is also home to the first Porsche Experience Center in North America featuring a module-based 1.6 mile



PORSCHE

Motorsport News

March 30, 2021

No. 31/21

driver development track, business center, and fine dining restaurant, 356. The company operates a second Porsche Experience Center near Los Angeles. That 53-acre complex features a driver development track with eight educational modules totaling 4.1 miles, a business center, and Restaurant 917. PCNA supports 192 independently owned and operated Porsche dealerships in the U.S., including supplying parts, service, marketing, and training. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the Porsche brand's 70-year history of leadership in the advancement of vehicle performance, safety, and efficiency. PCNA is an indirect wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany. At the core of this success is Porsche's proud racing heritage that boasts some 30,000-plus motorsport wins to date.

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PORSCHE

Motorsport News

March 30, 2021

No. 31/21

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