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Motorsport News

August 3, 2020

No. 54/20

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, SRO Blancpain GT World Challenge America, 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 Motorsport Public Relations Team

Porsche Motorsport Weekly Event Notes: Monday, August 3, 2020

This Week.

- Sonoma Six Pack. GMG Enters Six Porsche Race Cars to Represent Brand in SRO.
- Rain Race. Weather Mayhem Robs Porsche of Hopes to Claim First IMSA Win of Season.
- Michelin Pilot Challenge. Archangel Top-Ten Leads Way for Porsche GT4 Contender.
- Cup Debut. Porsche GT3 Cup Challenge USA Starts 2020 with One-Two Punch.
- Porsche Podcast. Reigle: "The DNA of the Company is all About Success".
- Points and Podiums. Porsche Sets sights on Top Finishes at Formula E Finale.

Porsche Profile.

Event Story Lines.

Sonoma Six Pack. GMG Enters Six Porsche Race Cars to Represent Brand in SRO.



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Motorsport is well known for long hours and hard work. While everyone associated with the SRO Motorsports America weekend at Sonoma Raceway, August 6 – 9, will be giving their all from early in the morning until deep at night, GMG Racing has decided to put the “challenge” in World Challenge. The Santa Ana, California-based race and road prep company will enter six different Porsche Motorsport-built race cars in the weekend’s eight races. The storied track in Sonoma, California plays host to two SRO GT World Challenge America races for GT3-spec race machines (90-minutes), two GT Sports Club (GTSC) events, 40-minutes each for the GT2-based racers and three each of GT4 America Sprint (50-minute) and SprintX (60-minute) using GT4-spec, road-based race cars.

GMG, owned by James Sofronas (Villa Park, California), is a longtime privateer entrant of Porsche race cars. The familiar blue and white machines have been a staple in the SRO-based championships in particular, often with Sofronas himself behind the wheel of Porsche 911-based race cars. However, this weekend’s Sonoma “Six-Pack” promises to be a major undertaking even for veteran drivers and crews. Sofronas will be in one of two Porsche 911 GT3 R race cars in the feature events of the weekend – a pair of 90-minute SRO GT World Challenge America races on Saturday and Sunday. The SRO Champion will race in his familiar ride, the No. 14, with veteran Jeroen Bleekemolen (Netherlands) in the Pro-Am class both days. Wright Motorsports’ No. 20 of Fred Poordad (San Antonio, Texas) and Max Root (San Diego, California), in the Am class, makes up the other entry for the German brand.

Among those piloting GMG-prepped Porsche race cars on the 2.52-mile road course in California’s wine country, is Jason Bell (Tampa, Florida). Bell will be behind the wheel of three different Porsche competition machines in eight different races. He will drive the



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No. 2 Porsche 911 GT2 RS Clubsport in the two, 40-minute GTSC races. GMG teammates will be in the Nos. 32 (Kyle Washington) and 57 (Stu Frederick). 311RS Motorsport will attempt to keep its win-streak alive at Sonoma. The new team won the first two rounds of the class at VIRginia International Raceway in July with Ryan Gates driving the No. 311.

Bell's weekend is not through with the road car-based Porsche 911 GT2 RS Clubsport... nor is GMG's. Bell will also fly solo in the three SRO GT4 America Sprint championship races. A pair of 50-minute races will be for the championship rounds at Sonoma Raceway while a third will be a make-up event for St. Petersburg. Bell's Porsche for each will be the No. 2 GMG Racing Porsche 718 Cayman GT4 Clubsport. He will face-off against Porsche stalwart Spencer Pumpelly (Atlanta, Georgia) in the TRG-readied No. 66 Porsche 718 Cayman GT4 Clubsport for each round.

Three more races remain for GMG, Bell and Porsche at Sonoma, all in the GT4-spec machines. Two of the races have been scheduled for the Sonoma weekend while the third is a make-up race for the canceled Lime Rock Park event. However, unlike the Sprint rounds, the 60-minute SprintX races will bring a co-driver to the car. Bell will share the No. 2 Porsche 718 Cayman GT4 Clubsport with Porsche regular Andrew Davis (Athens, Georgia) in each race. They will be on track with five other Porsche entries. NOLASPORT comes prepared with three cars under its success race banner out of New Orleans, Louisiana. The No. 7 will be raced by Sean Gibbons and Zac Anderson who have already proven themselves a winning combination in the Am category, the No. 46 of David Walker and Russell Walker – also in Am – and the No. 47 of Matt Travis and Jason Hart who have stood on the top-step of the Pro-Am category already. TRG also brings an entry to the GT4 SprintX races with James Rappaport and Derek DeBoer



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campaigning the No. 17. RS1 attacks the GT4 SprintX ranks with the No. 37 for Charlie Belluardo and Jan Heylen.

Rain Race. Weather Mayhem Robs Porsche of Hopes to Claim First IMSA Win of Season.

A lap record in qualifying, pole position and a commanding lead in the race: despite this, the dream of claiming the maiden victory for the latest generation of the Porsche 911 RSR in the IMSA WeatherTech SportsCar Championship at round four of this year's North American series remains unfulfilled. After a strong performance from the No. 912 racer driven by Laurens Vanthoor (Belgium) and Earl Bamber (New Zealand), which culminated in a 20-second lead, torrential rain threw a wrench in the works about 50-minutes before the end of the two-hour, 40-minute event. Bamber spun and slid from the track. At the wheel of the No. 911 Porsche GT Team entry, Frédéric Makowiecki (France) and Nick Tandy (Great Britain) at one point advanced to first-place in the chaotic weather conditions, however, when the race restarted behind the safety car the No. 911 had to pit. In a last-ditch effort to fight for class victory from third-place under difficult conditions, Tandy, with no visibility, slid from the track in the rain. He and Makowiecki finished in fourth-place, with the sister car in fifth-place.

In the GTD class for vehicles complying with the international GT3 regulations, starting driver Ryan Hardwick (Atlanta, Georgia) and factory pilot Patrick Long (Manhattan Beach, California) made the most of the wild weather. Putting in a double stint, Long worked his way up the order from tenth to seventh-place. In the mayhem, Long had stayed cool and maneuvered his way up to fourth-place at the wheel of the 500+hp



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Porsche 911 GT3 R race car fielded by the Wright Motorsport customer team. Ultimately, the Ohio-based entry finished in fifth-place in the GTD class.

Porsche travels to VIRginia International Raceway, round five of the season, on August 23 ranked third in the manufacturers' classification just nine points from the top. Reigning champions Bamber and Vanthoor retain their second-place spot in the drivers' standings with 120 points. Their brand colleagues Makowiecki and Tandy occupy fifth-place with 113 points.

Steffen Höllwarth, Head of Operations IMSA Championship.

“The result is very disappointing. We managed to set fast lap times over the distance, so the long runs in the practice sessions paid off. We were very well positioned and were able to steadily work our way forward in the race. The number 912 car was leading when the sky opened up. Rain, hail, lightning; we got the lot. We decided to pit a little late. When 912 came in, all chances of winning were scuttled. After the race interruption, the 911 had to pit briefly one more time to refuel and switch to wet tires. In the last ten minutes, the race turned into a real thriller. Nick Tandy pulled out all stops. With two laps to the flag, he slid off the track in the extreme conditions and hit the barriers. Fortunately, nothing serious happened to him.”

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

“Our starting position for the race could have been better, but we managed to work our way up the order little by little. In the dry, we were in a position to fight for a podium spot. The rain made things incredibly difficult for everyone. Our focus is now on the next race in Virginia.”



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

“We had another race where, with a bit more luck, we could have had a good result. In the end the conditions were too bad to keep racing. You see this when multiple cars have no chance to even control themselves on the straights. We lost all grip and aquaplaned off the road at high speed. Luckily, I'm okay and I'm very thankful to the team at Porsche Motorsport for building such strong cars.”

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

“The number 3 Corvette got a better start and was faster on the straights. I cleverly tucked in behind and conserved my tires, because the car in front of me had attacked too hard – so I could pass it, take the lead during my stint and build a gap. What followed was a catastrophe. Earl didn't get the radio message to come into the pits. He kept going on the dry track, got caught in the first downpour and lost the car.”

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

“We had two great cars today. With the 912 we opted for the right tires to win, but the message about the rain didn't reach me. I made a mistake and flew off the track. Now we have to look ahead and earn as many points as possible at the next race.”

Patrick Long, Driver, No. 16 Wright Motorsports Porsche 911 GT3 R.

“Another eventful IMSA race. Road America always has some treats towards the end. The strategy, pit stops and execution of the race by Wright Motorsports was spot-on today. We made positions where we could and ended-up with a top-five. It was a pretty clean race for us. The Wright Porsche is unscathed and, compared to some, that's a great way to push forward to the next round. Decent points day. As a group, we are continuing to grow and that is what it is all about.”



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Ryan Hardwick, Driver, No. 16 Wright Motorsports Porsche 911 GT3 R.

“This result happened because of two things: Bobby’s call on the pit stand to stay out one additional lap to see if the rain would come, and also to Pat’s masterful driving in the final two stints. The team really dug us out of the hole I created in the first stint. Solid points day for sure.”

Michelin Pilot Challenge. Archangel Top-Ten Leads Way for Porsche GT4 Contender.

The IMSA Michelin Pilot Challenge for GT4-spec class cars was on-site at Road America with a pair of Porsche Cayman 718 GT4 Clubsport racers entered in the two-hour support race. The No. 7 Archangel Motorsports entry continued to set the pace for Porsche customer efforts with 2019 Porsche Cup recipient Alan Brynjolfsson (Tampa, Florida) and Porsche Young Driver Academy North America graduate Trent Hindman (Wayside, New Jersey) finishing in sixth-place. The No. 38 BGB Motorsports entry shared by Porsche veteran Jan Heylen (Dunedin, Florida) and Thomas Collingwood (Canada) took fifteenth-place in the GS class at the Elkhart Lake, Wisconsin track.

The Michelin Pilot Challenge will next race at VIRginia International Raceway on August 23.

Cup Debut. Porsche GT3 Cup Challenge USA Starts 2020 with One-Two Punch.

After having had the season-opening St. Petersburg, Florida round in March canceled while teams were on-site, the IMSA Porsche GT3 Cup Challenge USA by Yokohama



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had a successful 2020-debut at Road America over the August 1 – 2 weekend. The opening weekend of North America’s premier one-make championship came down to a battle between Riley Dickinson (New Braunfels, Texas) and Jeff Kingsley (Canada) – both Porsche Young Driver Academy North America graduates. It was Kingsley, driving for Madison, Wisconsin entrant Kelly-Moss Road & Race, who earned the first race victory of the year on Saturday, August 1. The win gave Kelly-Moss it’s record 60th class win in the championship that exclusively runs the Porsche 911 GT3 Cup race car. 2020 IMSA Hurley Haywood Scholarship winner Dickinson finished in second-place in the first of the two 45-minute races. The positions swapped on Sunday morning, August 2, with Dickinson – who just graduated from high school in June – earning the win in Race 2. Kingsley came home in second-place.

The IMSA Porsche GT3 Cup Challenge USA by Yokohama will next race at VIRginia International Raceway on August 22 and 23.

Jeff Kingsley, Driver, No. 16 Kelly-Moss Road & Race Porsche 911 GT3 Cup.

About Saturday.

“Riley gave it his all today, he was tough to keep back there. We had a really good start and I think that was the key to our success for the first little bit. It was about making laps and staying out front, staying clean and keeping the tires safe. I’m super happy, super proud and ready to do it again tomorrow.”

Riley Dickinson Driver, No. 53 Moorespeed Porsche 911 GT3 Cup.

“Overall the Moorespeed team and I had a great weekend. Being back at the track and seeing everyone again was definitely one of the highlights as well as seeing all the fans around the facility! After the race on Saturday, the Moorespeed crew stayed up late



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working on my Porsche 911 GT3 Cup car, making sure everything was squared-away for the second race on Sunday morning. I can't thank all my guys enough for everything this past weekend, they were a huge part of our result today. We are looking ahead to VIR. I can't wait to jump back out on track in the IMSA Porsche GT3 Cup Challenge USA by Yokohama!"

Porsche Podcast. Reigle: "The DNA of the Company is all About Success".

Since the introduction of the ABB FIA Formula E Championship in 2014, the first electric street racing series has become one of the most competitive environments from a sporting and technical perspective. In the 11th episode of the "Inside E" podcast, Jamie Reigle, Chief Executive Officer of Formula E, talks about the development of the series, the importance of Porsche for the championship and elaborates on the challenging times during the coronavirus pandemic and its effects. From a personal point of view he gives insights on his background in sports and his journey in Formula E so far. Reigle also shares his thoughts on the season finale in Berlin.

The series is about to return to the racetrack in Berlin for the season finale, and again sets new standards: nine days, six races, three tracks, one champion. A race format that no one would have anticipated without the current unusual situation. One reason for having the season finale in Berlin is due to the top priority of the safety and health concept. At the same time Formula E also wanted to commit on its original concept of having races in urban areas. Although there won't be any fans on site, Reigle promises digital engagement, such as having virtual hospitality opportunities, so that fans can get behind the scenes through their own devices. Besides that, "a drive-in concept" in Berlin



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will allow fans to watch races inside their own cars in a safe and socially distanced environment.

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

Jamie Reigle, Chief Executive Officer of Formula E.

“Porsche is a very premium brand with a track record in motorsport. The DNA of the company is all about racing and all about success and having really high standards, and that’s fantastic for us as a championship as what it does it raises the bar, raises the standards for everyone.”

Points and Podiums. Porsche Sets sights on Top Finishes at Formula E Finale.

The long-awaited finale of the 2019/2020 ABB FIA Formula E Championship is just a few days away. After five months without racing, the TAG Heuer Porsche Formula E Team is highly motivated ahead of its trip to Berlin-Tempelhof (Germany), where six races between August 5 and 13 will decide the outcome of the Team and Driver Championships. There are still plenty of points up for grabs for André Lotterer (Germany) and Neel Jani (Switzerland).

As a result of the enforced break in racing, due to the coronavirus pandemic, the current Formula E season was suspended for five months. To conclude Season 6, a total of six races will take place, divided into three double-headers (August 5 – 6, August 8 – 9 and August 12 – 13). A short shakedown is scheduled for August 4, on the eve of race 6. The



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first race day includes two free practice sessions. The first practice lasts 45-minutes, the second 30-minutes. In qualifying, the drivers will be divided into four groups. In their respective groups, they then have six-minutes to set their fastest lap time. The top-six from all the groups qualify for the 20-minute Super Pole, which determines who will start the race from the front, second and third rows of the grid. The race lasts 45-minutes plus one lap. The itinerary for race 7, on August 6, is virtually identical, but with just one 45-minute practice session. The program for the two following double-headers (August 8 - 9 and 12 - 13) is identical to that for the first double-header.

The six Formula E races at Berlin-Tempelhof will take place on three different layouts:

Races 6 & 7: opposite direction to last year's race

Races 8 & 9: regular layout from last season

Races 10 & 11: new layout

Amiel Lindesay, Head of Operations Formula E.

What is your assessment of the three layouts?

“The three different configurations will make the finale even more exciting than it was already set to be. The characteristic changes completely between the standard and reverse layout. The third, completely new layout, looks impressive. Respect to the planning and organization that Formula E and the FIA have done to make a track like this possible! The different characteristics of the circuits have given us plenty of work to do in our preparations. However, we are in good spirits and are totally on track.”

What are the goals for the conclusion to the rookie season?

“The whole team has prepared meticulously for the season finale over the past few months. As such, we are optimistic ahead of the trip to Berlin. We can hardly wait to be



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back at the racetrack and focusing on motorsport – even if it is in special conditions. We have proved in previous races that we can challenge for victory in our rookie season. For this reason, the goal is a clear one: the podium. The unique situation means that more than half of the races in this Formula E season will take place in Berlin. That means that anything is possible in the Driver and Team competitions. We will do everything we can to end our first season with a big points haul.”

Neel Jani, Driver, No. 18 TAG Heuer Porsche Formula E Team Porsche 99X Electric.

How high is the anticipation ahead of the next six Formula E races?

“This is the longest break from racing I have ever had in my motorsport career so far so it is all the nicer to finally be able to focus on our sport again. In Berlin, we have the opportunity to gain more experience and to convert it into results within the very short amount of time we have between races. I am really looking forward to the challenge ahead and can hardly wait to get back in the car.”

What are your expectations of the season finale?

“The season finale is virtually a championship in its own right. This is presumably the first time anyone has ever experienced six races in nine days [at this level of the sport]. That may provide unique opportunities. The championship is still wide open, which obviously makes it all extremely exciting. With just five races to this point, our rookie season has been very short so far. With that in mind, my goals for Berlin are to gain more experience and finish in the points in all the remaining races.”

André Lotterer Driver, No. 36 TAG Heuer Porsche Formula E Team Porsche 99X Electric.



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What do the six home races at Berlin-Tempelhof mean to you?

“I am very much looking forward to finally going racing again after such a long break. The fact that we immediately have six home races at Berlin-Tempelhof is great. Like all the other teams, we have some challenging days ahead of us. We are well prepared and have spent a lot of time in the simulator. The three different layouts, in particular, will make the finale special. It is obviously a shame that there cannot be any fans at the circuit in Berlin, but we will do our best to put on an exciting finale.”

What are your goals for the season finale?

“As a team, we obviously want to finish our rookie season as strongly as possible. We have shown, with our second-place in the opening race and pole position in Mexico, that the Porsche 99X Electric has the performance to compete at the very front of the field. During the break, we have been able to analyze the data gathered in even greater detail, in order to forge ahead with developments and make systematic improvements. My batteries are recharged, so I can hardly wait to get back in the car. It is about time we returned to the racetrack and showed how much we love motorsport.”

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Model Hashtags.

Porsche 99X Electric.	#99XElectric
Porsche 911 RSR.	#911RSR
Porsche 911 GT3 R.	#911GT3R
Porsche 911 GT3 Cup.	#911Cup
Porsche 718 Cayman GT4 Clubsport.	#GT4Clubsport
Porsche 935.	#Porsche935
Porsche 911 GT2 RS Clubsport.	#GT2RSClubsport

Series Hashtags and Handles.

GT3 Cup Challenge USA.	#GT3USA
GT3 Cup Challenge Canada.	#GT3Canada
Porsche Sprint Trophy USA West.	@PorscheSprintTrophyUSAWest (Instagram)
IMSA	@IMSA
SRO America	@SROAmerica
SRO GT4 America	#GT4America
FIA World Endurance Championship.	@FIAWEC



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Intercontinental GT Challenge. @IntercontGTC
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https://press.porsche.com/prod/presse_pag/PressBasicData.nsf/press/PCNAenWelcome0?OpenDocument

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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 and 718 Cayman; Macan and Cayenne;



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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 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 193 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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