



PORSCHE

Motorsport News

April 6, 2020

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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, 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 Motorsports Public Relations Team

Porsche Motorsport Weekly Event Notes: Monday, April 6, 2020

This Week.

- Supercup Virtual. Porsche Mobil 1 Supercup Virtual Edition Debuts in Barcelona.
- Porsche Legend. Attwood Celebrates 80th Birthday and Le Mans Win Anniversary.
- PYDA Reflections. Riley Dickinson, Class of 2019.

Porsche Profile.

Event Story Lines.

Supercup Virtual. Porsche Mobil 1 Supercup Virtual Edition Debuts in Barcelona.

At the action-packed opening event of the Porsche Mobil 1 Supercup Virtual Edition, Larry ten Voorde (The Netherlands) – driving the No. 26 Team GP Elite Porsche 911 GT3 Cup race car – and Porsche Junior Ayhancan Güven (Turkey) – driver of the No. 22 Martinet by Alméras Porsche 911 GT3 Cup – celebrated victories in the first two rounds of the one-make sim championship. Ten Voorde won the first of two races on the Circuit de Barcelona-Catalunya in Spain, with Güven claiming round two. A total of 31 drivers took up the virtual event in their 485 hp Porsche 911 GT3 Cup race cars. Joining



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the registered drivers for the real Porsche Mobil 1 Supercup on the grid were Porsche factory drivers and well-known professional pilots.

The Porsche Mobil 1 Supercup Virtual Edition is a full-race sim race series. The cars are digitally simulated versions of the Porsche 911 GT3 Cup race car, the basis of Porsche one-make championships around the world including the Porsche Mobil 1 Supercup and IMSA Porsche GT3 Cup Challenge USA by Yokohama.

While the race cars and circuit were simulated through the iRacing platform, the many overtaking maneuvers led to accidents that resulted in a high number of retirements. Of the guest drivers entered in the race, only Sven Müller (Germany/ No. 83 Agility Management AG Porsche 911 GT3 Cup), Simona de Silvestro (Switzerland/ No. 89 ABB) and Nick Tandy (Great Britain/ No. 81 ExxonMobil Oil Corporation) were able to contend for victory against the seasoned Supercup specialists at the wheel of their virtual 911 GT3 Cup race vehicles.

The start of race one proved key. Starting the race from the second grid spot, ten Voorde managed to squeeze past pole-sitter Güven. An enthralling duel unfolded between the pair. In the final phase, the 22-year-old Güven made a last attempt to overtake the Dutchman in the final corner – however, ten Voorde fended him off to cross the finish line first.

Dylan Pereira (Luxemburg/ No. 2 BWT Lechner Racing) secured third-place in both races. Porsche Junior Jaxon Evans (New Zealand) driving the Orlando, Florida-based Momo Megatron Lechner Racing Porsche 911 GT3 Cup racer and Jesse van Kuijk (The Netherlands/ No. 26 Team GP Elite) rounded out the top-five.



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In the rookie category, American Jaden Conwright (Newark, California) piloted the No. 11 Dinamic Motorsport Porsche to the class victory in race one. Marc Cini (Australia/ No. 27 Team Australia) clinched the ProAm classification.

Race two also turned into a gripping battle for victory between ten Voorde and Güven – this time the Turkish Porsche Junior prevailed. Güven passed the Team GP Elite driver on lap one and took the checkered flag after 14 laps, two-seconds ahead of ten Voorde. Third-place again went to Pereira, with van Kuijk and Joey Mawson (Australia/ No. 7 Fach Auto Tech) finishing in fourth and fifth-place respectively.

Leon Köhler (Germany/ No. 8 Lechner Racing Middle East) won the rookie class in race two, with the Austrian Philipp Sager (Dinamic Motorsport) winning the ProAm category. Porsche Junior Evans experienced bad luck during race two, with the New Zealander spinning off the race track on the first lap, finishing in 20th-place.

After the season-opening event, Güven and ten Voorde are tied at the lead of the championship with 45 points each. Pereira ranks third with 34 points. Conwright finished in third-place of the rookie standings in race two giving the young Californian the lead in the season-long rookie championship leaving the first race weekend.

The next double-header round of the Porsche Mobil 1 Supercup Virtual Edition is scheduled for April 18, when the drivers will pit themselves against each other on the virtual Silverstone Circuit in Great Britain.

Oliver Schwab, Project Manager, Porsche Mobil 1 Supercup.



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“Now that was sensational racing, especially at the front of the field. Our virtual opening double-header event on the iRacing platform showed just how well our Porsche Mobil 1 Supercup drivers can perform at the limit – no matter whether it’s virtual or real motor racing,”

Larry ten Voorde, Driver, No. 26 Team GP Elite Porsche 911 GT3 Cup.

“That was so much fun. I’m thrilled to win the very first virtual Supercup race. Unfortunately, I made a couple of mistakes in the second race, which Ayhancan Güven used to his advantage.”

Ayhancan Güven, Driver, No. 22 Marinet by ALMERAS Porsche 911 GT3 Cup.

“That was a tough but fair fight with Larry ten Voorde. We’ve demonstrated just how exciting motorsport can be on a simulator. To kick off the championship with a win is fantastic.”

Jaxon Evans, Driver, No. 4 Momo Megatron Lechner Racing Porsche 911 GT3 Cup.

“My start in race two was really good and I was fighting for third-place. I spun, unfortunately. Still, it was great fun and I’m looking forward to the next races.”

Jaden Conwright, Driver, No. 11 Dinamic Motorsport Porsche 911 GT3 Cup.

“I thought the Porsche Mobil 1 Supercup Virtual Edition was a great event for Porsche to host during this time where we can’t race in real life. All of us have been itching to get back into the competition, so this was the perfect event for us while we’re all stuck at home.”



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Porsche Legend. Attwood Celebrates 80th Birthday and Le Mans Win Anniversary.

Richard Attwood, one of the most successful “works” racing drivers in Porsche AG, motorsport history celebrated his 80th birthday on April 4. 50 years ago, the British racing driver achieved the first overall victory for Porsche at the 24 Hours of Le Mans together with Hans Herrmann (Germany) in the iconic 917 race car.

Inspired by the car dealership run by his parents, Attwood developed a passion for motorsports at an early age. After racing in formula sport with Triumph and BRM, he first came into contact with the Porsche brand in 1967. Together with William Bradley, he finished in second-place at the Zeltweg Airfield Circuit in Austria driving a privately-owned Porsche 906 Carrera 6. Porsche hired Attwood for the World Sportscar Championship two years later in 1969. From that point, he was retained under contract as a factory, or “works”, driver. He raced in the World Championship for Makes in a Porsche 908/02, and was runner-up at both Brands Hatch and Watkins Glen together with Vic Elford. In the season finale in Zeltweg, he finished in third-place with Brian Redman in the Porsche 917. Together with Hans Herrmann, he took part in the Nürburgring 1,000 km endurance event driving a Porsche 908/03 in 1970 – finishing in second-place.

The first overall victory for Porsche at Le Mans is considered to be one of the greatest racing successes for the sports car manufacturer from Zuffenhausen, Germany. On June 14, 1970, Porsche achieved the first of its current record-setting 19 overall victories at the 24-hour classic. After 2,863-miles (4,607.811 kilometers), or 343 laps, Attwood and Herrmann crossed the finish line first in the legendary No. 23 Porsche 917 KH entered by Porsche Salzburg. “Unlike what many people may think, I never did any testing in the 917. I drove a 917 for the first time in a qualifying race in 1969,” says Attwood looking



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back. “In 1970 I did not believe for a minute that we had even the slightest hope of winning.”

In 1971, he achieved another victory in the 1,000-kilometer race at the Österreichring. Attwood retired from active motor racing at the end of the season at the age of just 31. His last podium finish was in 1971, driving with Derek Bell in the 917 KH at the season finale of the World Sportscar Championship in Watkins Glen (third-place). However, the now 80-year-old was not quite ready to fully enjoy his retirement. In 1984, he finished 15th in Daytona in a Porsche 928.

Today, Attwood still accompanies the Porsche Museum to its driving events at renowned classic car meets all over the world. Among other things, he can be seen at the Festival of Speed in Goodwood, the Sound Night as well as at various historic motorsports events. He was an honored guest of Porsche Cars North America at the Rennsport Reunion VI in 2018.

Richard Atwood’s Most Important Porsche Racing Successes.

1967.

Second-place – 500 km Zeltweg, Porsche 906 Carrera 6

1969.

Seventh-place – 12 Hours of Sebring, Porsche 908/02

Second-place – Six Hours of Brands Hatch, Porsche 908/02

Fourth-place – 1,000 km Spa, Porsche 908 LH

Fourth-place – 1,000 km Nürburgring, Porsche 908/02

Second-place – Six Hours of Watkins Glen, Porsche 908/02

Third-place – 1,000 km Österreichring, Porsche 917



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Victory – Nine Hours of Kyalami, Porsche 908/02

1970.

Third-place – 1,000 km Brands Hatch, Porsche 917 KH

Fifth-place – Targa Florio, Porsche 908/03

Ninth-place – 1,000 km Spa, Porsche 908/02

Sixth-place – 1,000 km Spa, Porsche 917 KH

Second-place – 1,000 km Nürburgring, Porsche 908/03

Victory – 24 Hours of Le Mans, Porsche 917

Third-place – CanAm Watkins Glen, Porsche 917 KH

Fourth-place – 1,000 km Österreichring, Porsche 917 KH

1971.

Second-place – 24 Hours of Le Mans, Porsche 917 KH

Victory – 1,000 km Österreichring, Porsche 917 KH

Third-place – Six Hours of Watkins Glen, Porsche 917 KH

PYDA Reflections. Riley Dickinson, Class of 2019.

One of the first manufacturers to create not only a “factory driver” group but also a “Junior” program, Porsche continues its efforts to assist young racing talent beyond its “works” team. Since 2012, Porsche Cars North America, Inc. (PCNA) and Porsche Motorsport North America (PMNA) have provided aspiring race car drivers from the United States and Canada an opportunity to develop their professional skills at the North American Porsche Young Driver Academy (PYDA). While tweaked each year, the PYDA syllabus is founded on the principles and practices of the marque’s European Junior selection process. The Academy puts four drivers through intensive classroom activities with the objective to broaden and sharpen talents not only behind the wheel but also out



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of the cockpit. While education has always been the hallmark of the two-day invitation-only event held each fall, the “Academy” is also a determining factor for the IMSA Hurley Haywood Scholarship. The annual honor provides the selected driver with a package of tangible assets to present to teams in the IMSA Porsche GT3 Cup Challenge USA by Yokohama for the upcoming season.

Each week we will spotlight one of the 33 drivers who have taken part in the PYDA. Since 2012, graduates have gone on to win races and championships in series around the world, both in Porsche race cars and not. To date, drivers have won five IMSA WeatherTech SportsCar Championships, 11 IMSA GT3 Cup Challenge championships, three SRO-sanctioned championships, the Indy Lights Championship, the Rolex 24 at Daytona, Petit Le Mans as well as races in NASCAR, Trans Am, Rallycross and more. This week, we look at Riley Dickinson (New Braunfels, Texas).

Riley Dickinson Highlights.

- PYDA Class: 2019
- 2020 IMSA Hurley Haywood Scholarship-recipient
- 2020 Season: IMSA Porsche GT3 Cup Challenge USA by Yokohama
- Driver, No. 53 Moorespeed Porsche 911 GT3 Cup
- 2019 Finished in third-place in the IMSA Porsche GT3 Cup Challenge USA by Yokohama championship with one victory (Michelin Raceway Road Atlanta)

Riley Dickinson is somewhat of a household name when it comes to karting in the state of Texas. Starting at seven years old, the New Braunfels native began racing karts at his local track and at the beginning of 2013 he began traveling the country. Climbing the ranks and earning success on the karting tour, including a national championship along



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the way, Dickinson decided in 2018 to make the jump to cars. A test in August at VIRginia International Raceway (VIR) resulted in securing a drive in the 2019 IMSA Porsche GT3 Cup Challenge USA by Yokohama.

“I got a Miata to train for the jump. Late in August we got connected with Moorespeed and did the test. I performed well enough that we made a deal after that and we got to work,” offered Riley looking back.

Only 16 at the time, Dickinson was quite young even by rookie standards running in GT3 Cup Challenge. That wouldn’t deter the Texan from finishing third-overall in the championship, topped with victory at one of the final two races of the season in the Motul Petit Le Mans at Michelin Raceway Road Atlanta. The early success did not go unnoticed in the paddock.

“I still remember it clear as day,” enthused Riley. “I was in school, in calculus class, and I got a message on Instagram from Patrick Long,” recalls Dickinson. “He had said he wanted to talk about some things. Honestly, I thought I was in trouble or did something wrong. Then he called me that evening and told me they wanted me to come to PYDA. I started shaking if I’m being honest.”

The Texan had been chosen as one of the participants to attend the 2019 North American Porsche Young Driver Academy (PYDA). Held at Barber Motorsports Park in Birmingham, Alabama, the Academy is the sports car manufacturer’s North American opportunity to evaluate young driving talent. Based off the program provided through the Porsche European Junior driver selection process, this event gives the likes of Dickinson and others the chance to see how Porsche vets young talent. With many industry



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specialists in attendance, the operation is run under the watchful eye of the co-creator, North America's only Porsche factory driver, Patrick Long.

"I was grateful to be there and to see how Porsche is investing in young drivers like me, it really made PYDA that much more special. No corners were cut to make it a high-level, professional program. With all who were there, it made it that much more special to be a part of," said Dickinson.

Porsche brings together multiple professionals within motorsport for the two-day event where the focus is on more than just what the drivers can do in the car. Emphasis on personality profiles, media training and technical knowledge are some of the key areas the broad PYDA brushstroke covers. It's an effort on the German marque's part to not just see how the young participants handle the cars, but to set them up for their careers going forward.

"The whole Sunday was eye-opening to me," reviewed Dickinson. "I had never had that before in my career. From the evaluation of my social media to being critiqued on what to do in a professional interview, it was stuff I hadn't really thought about. I took a lot from that day off-track."

For the first time, one of the four drivers of the 2019 class was selected as the recipient of the IMSA Hurley Haywood Scholarship. As the "winner" of the Academy, the chosen driver receives a package of assets that can be taken to teams interested in running the Porsche GT3 Cup Challenge USA by Yokohama the following season. Even at just 17 years of age, Dickinson exemplified what a scholarship winner should embody at the



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PYDA, even impressing driving legend Hurley Haywood who attended and co-facilitated PYDA for multiple years.

“It was incredible that Hurley was there,” said Dickinson. “Probably the coolest part of the whole weekend was doing the first few laps behind him. One of the things he said really resonated with me, ‘it’s better to be the one listening than the one that’s talking.’ I just watched how he acted and what he was saying and took in that knowledge.”

The importance of PYDA is for Porsche to invest in young driving talent and pay it forward. Just like Haywood, every driver has to start from somewhere and the opportunities that open up for the participants after they leave Barber Motorsports Park is what makes it all worth it.

In 2020, Dickinson will look to do better than a third-place finish in the Porsche GT3 Cup Challenge USA by Yokohama championship. The Texan drives for the Austin-based Moorespeed team and plans to hit the ground running when the season gets under way.

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Porsche Motorsport – GT Cars.	@PorscheRaces
Porsche Racing.	@Porsche_Team
Porsche Motorsport North America.	@PorscheMotorsportNorthAmerica (Instagram)



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Porsche Formula E.	@PorscheFormulaE (Twitter)
	@porsche.formulae (Instagram)
Porsche Newsroom.	@PorscheNewsroom (Twitter)
	@porsche_newsroom (Instagram)

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.	@PirelliTrophyWestUSA (Instagram)
IMSA	@IMSA
SRO America	@SROAmerica
SRO GT4 America	#GT4America
FIA World Endurance Championship.	@FIAWEC
Intercontinental GT Challenge.	@IntercontGTC
FIA ABB Formula E Championship.	@FIAFormulaE



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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; 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-



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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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