



Porsche Cars North America

# Rennsport Reunion 7

Press Kit

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## Cars of Rennsport Reunion 7

### Poster Cars

#### About the posters

At its core, Porsche Rennsport Reunion is a celebration of the spirit of the people behind the great Porsche race cars of the past, present and future. A longstanding institution of Rennsport Reunion is the event's highly collectible poster. Like Rennsport Reunion itself, the unique artwork is an opportunity to recognize the iconic moments in Porsche motorsport history, an artistic acknowledgment of the world's largest gathering of Porsche enthusiasts. To capture the spirit of the event, is to capture the spirit of Porsche.

From the outset, the poster has marked Porsche Rennsport Reunion through the machines that have brought the German sports car manufacturer over 30,000 worldwide race victories. In 2023, Porsche Rennsport Reunion 7 celebrates three true icons of Porsche: the Porsche 550 Spyder, Porsche 917/30 and Porsche 963. The three poster cars, which will be spotlighted on their own stage at the event as well as on the highly sought after collectible poster, recognize three eras of innovative prototype race cars.

The silver silhouettes of the 550 Spyder with its small displacement, mid-engine layout framed by flowing silver aluminum bodywork streaked along the Circuit de la Sarthe in the 1954 24 Hours of Le Mans forever changing the perception of what a sports car could be. Almost 20 years later, another Porsche icon, the 917, wrapped its tenure as the target of its time by taking the mid-engine concept to new heights with a flat-twelve turbocharged engine generating over 1500 hp. The Porsche 917/30 was so dominate for its age – winning six of eight races – it ended the Can-Am championship as it was known. The Porsche 963 is the German marque's most recent entry in the highest levels of motorsports. With its 4.6-liter twin-turbocharged engine enjoying hybrid performance, the endurance racer recognizes the past in the present and builds towards the future.

On the track, in the paddock or on the poster, these icons are the spirit of Porsche.

## The Run Groups and track activities

Rennsport Reunion dates back to when Brian Redman arranged the Porsche 50th Anniversary Reunion held at Watkins Glen International in 1999. That event was enough of a success that Redman and Bob Carlson, who was the head of PCNA public relations at the time, declared an official event would take place in 2001. From there, the event would continue to grow and evolve.

As that process continued, the core principle remained intact: as the name suggests, this is a reunion of Porsche racing history dating back to the earliest instances of the famed Stuttgart sports car maker competing for victory.

One of the most exciting aspects of this event is the fact that the cars actually race. Fans have an opportunity to watch race cars from eras ranging from the earliest days of the brand all the way to modern motorsport machines. You will see cars from many decades of racing go flying by, making passes and navigating the famous Corkscrew.

These cars are separated into several run groups that have varied over the course of Rennsport Reunions in the past. There have always been run groups, but they have been refined to a certain degree over the course of the past six Rennsport Reunions.

“The groups are based on era of car, type of car and performance of car,” explains Porsche Legend Jeff Zwart, who is part of the committee helping to organize RR7. “The attempt is to have each group be as competitive as possible so that there are not cars that are too slow or too fast for all the other cars in the group. Also we want the cars in the group to look like they would have raced with each other in the day.”

Heading into its seventh running, Rennsport Reunion still promises a stunning event. More than 200 entries are slated to compete across seven run groups.

None of that will be new to Rennsport Reunion veterans, but this event offers something that none of its predecessors have: Porsche Deluxe Carrera Cup North America will run two rounds (13 and 14 of 16 total) of regular season competition. The premiere one-make series, now in its third season in North America, will join Rennsport Reunion 7 as competitors in the Pro, Pro-Am and Amateur classis will vie for victory.

## **Paddock Garage Display Cars**

Much like the poster cars of each Rennsport Reunion, those housed in the paddock garage area serve as a living monument to the chronology of the Porsche brand both in motorsport competition and on the road. This is a special group of cars that have more stories individually than this document can summarize. These models represent times in Porsche history where engineering, determination and sheer grit propelled us to greatness. Both on the road, and in the arena of competition, these cars represent some of the greatest achievements in automotive history.

### **Display Cars**

#### Porsche 550 Spyder

One of the most iconic machines in the history of Porsche, the 550 Spyder was the first car the German marque built with the intention of racing. In fact, it was designed with the solitary focus of carrying the brand to Le Mans, to challenge for a class victory in the 1953 edition of the classic French endurance race. That first year, the elegant lines of the mid-engine car were accented with a hard roof creating a coupe, which was mandated by the rules of the time. The classic Spyder shape would have to wait until 1954 when open cockpit cars were allowed to race at la Sarthe. When they did, they would leave a distinct mark on Le Mans history that would grow with each ensuing year.

The small, sleek, mid-engine marvel was readily recognized by its silver aluminum skin at major motorsport events around the globe. While still a relatively small player in the post war era, Porsche approached bespoke race car production with its founding principle of form follows function. Without high horsepower engines – the car ran a small 1.5-liter flat-four powerplant – the focus was on the circuit's corners and fuel efficiency more than terminal velocity on the Mulsanne Straight. The approach paid off with one class win and one second place at the 24 Hours of Le Mans. 1953 also added a class victory at the prestigious Carrera Panamericana. The quintessential mid-engine sports car would be the foundational design of Porsche prototype race cars through today's 963.

## **Display Cars**

### Porsche 356 Speedster

Speedster variants have been part of the Porsche company history since 1952. They combine open-top driving pleasure with outstanding driving dynamics. The forefather of all these models is the 356 America Roadster. Its aluminum body was manufactured by hand at Erich Heuer Karosseriefabrik in Ullersricht near Weiden in Upper Palatinate, Germany. Thanks to its expensive lightweight body, it weighed 160 kilograms less than the 356 Coupé and its top speed of 180 km/h from its 70 PS four-cylinder boxer engine was impressive at the time. The exclusive sports car, developed for the US market and built only 16 times, already featured key elements of the Speedster design with slot-in windows for the doors, a folding rain-cover top and lightweight bucket seats.

It was Max Hoffmann, the original importer of Porsche to the U.S., who convinced the company that there was a market for their cars in America. He requested an inexpensive Porsche with reduced furnishings costing less than \$3,000. In autumn 1954, Porsche produced a significantly less expensive version than the 356 America Roadster, which included 'Speedster' in the model name for the first time and quickly caused a sensation in the world of motorsport. It combined the sheet steel body of the cabriolet with a raked windscreen, reduced interior equipment and a rain top. In the USA, the 356 1500 Speedster cost just \$2,995 USD and became an instant hit in sunny coastal states. Hollywood icon James Dean was also an enthusiastic racing driver and chose this purist model, which was dedicated solely to the sheer pleasure of driving. Further generations of the 356 Speedster followed. The model reached its peak in 1957 with the 356 A 1500 GS Carrera GT Speedster: Its 1.5-liter vertical shaft engine produced 110 PS. This was the first production model from Porsche that reached a top track speed of 124 mph.

## **Display Cars**

### Porsche 904 Carrera GTS

With its small frontal area of a minimal 15 square feet, the 904 is the first Porsche with a fiberglass-reinforced plastic body. It was created in collaboration with Heinkel Flugzeugbau, an aircraft manufacturing company.

Ferdinand Alexander “Butzi” Porsche, who had been responsible for the 911’s design, drew the 904. The “original” GTS, with its striking headlights and fiberglass-reinforced plastic bodywork, is impressive not only for its design, but also its success in competition. In 1964 the race car, endowed with the usual road approval, took the international endurance racing scene by storm.

Its career began with a class win in Sebring, continued at Le Mans, and—as a highlight—the 904 GTS even managed a double victory at the Targa Florio, the infamous endurance race in Sicily.

Three engine configurations were used. In addition to 106 units with four-cylinder engines, works cars with 210-PS, six-cylinder engine, three 904 with eight-cylinder powertrains were also created. Edgar Barth and Umberto Maglioli won the prototype class at the Targa Florio in 1964 in one of the eight-cylinder cars.

### **Display Cars**

#### 1964 Porsche 911

A legend was born at the International Motor Show (IAA) in Frankfurt. It is September 12, 1963: Porsche presented the long-awaited successor to the 356. The new sports car, initially called the 901, inherited a great legacy. It reflected the ambition of the brand, because with the new model, Porsche was in a higher league: a six-cylinder instead of four-cylinder engine, air-cooled in the best company tradition and with a boxer cylinder configuration, but with 130 hp from the outset. When the new model came onto the market in 1964, it was already called 911 – the result of a naming rights discussion with the French automobile manufacturer Peugeot. The 911 was quickly accepted as a "real" Porsche because the performance of the new sports car exceeded all expectations. The course has been set for an unprecedented global career.

In the first generation alone, many icons that are still relevant today would be born. Among them, the 911 Targa, whose roll over bar was conceived to address concerns in the U.S.

about the safety of cabriolet models. Today, this unmistakable design is still being used and acts as a stylistic link to early 911 lineage.

Similarly, the 1973 911 Carrera RS 2.7 marks milestones in both technological development as well as creating the spiritual basis of the modern day 911 GT3. In both cases, the purpose was clear: to create an especially capable sports car that took advantage of motorsport technology and advanced aerodynamics. In the early days, this led to the birth of the now-iconic “ducktail” spoiler that – counterintuitively – improved the drag coefficient compared to the 911 of that time without that design element. These are just a couple of the practically endless stories the 911 would foster over decades of production continuing to the present day.

### **Display Cars**

#### Porsche 917/10

Following the runaway success of the 917 in the 1970 and 1971 World Sportscar Championships, Porsche took on a new challenge: the motorsport department developed an open-top version of the 917 – the 917/10 – for the Can-Am series in the U.S. and Canada. Porsche pioneers the development of flat-12 race engines with exhaust gas turbochargers in response to the high-volume V8 engines of its American competitors, long before turbocharger technology appears in Formula One in 1977.

Fitted with a turbo engine generating 1,000 PS, the 917/10 starts its first race on June 11, 1972 at then-named Mosport Park in Canada. On July 9 the car takes its first victory at Road Atlanta. With its 5.0-liter turbocharged engine, the Porsche 917/10 beat its competitors to victory in six races out of nine during the 1972 season. Porsche defended its world title superbly in the following year too, with the 917/10 and its successor 917/30, the latter of which is equipped with a larger 5.4-liter turbocharged engine making 1,150 PS. The 917/10 also competed in the European Interserie racing series in 1972 and 1973, winning the championship in both years with Finnish driver Leo Kinnunen. On July 13, 1972, the vehicle with chassis number 917/10-005 is delivered to the Penske racing team



without a chassis, engine or body – only a frame with the full electrical kit and fire extinguishing system.

### **Display Cars**

#### Porsche 930 Turbo

In model year 1975, thanks to turbocharging technology developed in motorsport, a particularly powerful version of the Porsche 911 – the 911 Turbo – came onto the market.

Since its market launch in MY 1975, the 911 Turbo (initially named internally as the 930) has been the top-of-the-range model in the 911 model line. The 930 featured flared rear fenders, which widened it by 4.7 inches. Black stone guard film was applied in front of the rear wheel arches. The rear decklid featured a distinctive rear wing with a wide, black, hard-rubber border. Until MY 1977, the rear lid was made of fiberglass-reinforced plastic. At that time, the car used a 3.0-liter flat-six generating 260 PS. As of MY 1978, the decklid was made from sheet steel and the fixed plastic rear wing for mounting the charge-air cooler was made much larger. Engine displacement grew to 3.3 liters and power increased to 300 PS. The 911 Turbo was also given an exhaust system with twin tailpipes. Exhaust gases only escaped through the left pipe when the boost-pressure control valve of the turbocharger was open. As of the 1987 model year, the Turbo model was also available in the Targa and Cabriolet variants. For MY 1989, the four-speed manual transmission was replaced with a five-speed version.

### **Display Cars**

#### Porsche 962

The Porsche 962 is the evolution of the 956 and the spiritual predecessor to the current Porsche prototype race car competing in IMSA GTP: the 963.

Porsche originally introduced the 962 in late 1984 as a successor to the 956 to meet IMSA safety and competition regulations. It would enter full season competition in 1985, and went through several iterations between its debut and conclusion of production in 1991.

The legendary model from the GTP/Group C era achieved something unprecedented in 1986 and 1987: in both seasons, the cars clinched overall victory at Le Mans, Sebring and Daytona.

According to the regulations in the early days of the 962, only engines based on those of series production cars were eligible for use in the IMSA GTP series. Thus, the 962 could not use water-cooled cylinders and cylinder heads for IMSA competition because Porsche did not yet have a series production car with a corresponding engine in its range. Based on the engine of the 911 (930) Turbo, an air-cooled engine with a single turbocharger was created, a unit that was closely related to the engine of the Porsche 934. This Type 962/70 engine had a displacement of 2,869 cc and was the power source of the Porsche 962 for IMSA GTP races in 1984. Boosted by a KKK Type K36 turbocharger, the engine produced 680 PS at 8,200 rpm, with a maximum torque of 486 lb.-ft. Fuel injection was handled by the Bosch Motronic MS2.

While this engine proved efficient in racing applications, it was not sufficiently powerful for the future. However, since IMSA GTP regulations did not specify a fuel consumption limit as in Group C – and also permitted a fuel tank with a capacity of 120 instead of 100 liters – Porsche increased the engine's displacement to 3,164 cc. With 720 PS at 7,300 rpm and 830 Nm of torque, the Type 962/71 engine used between 1985 and 1987 proved to be significantly more powerful.

When IMSA limited the displacement for turbo engines in the GTP class to three liters in 1987 and also stipulated a restrictor, Porsche responded with the Type 962/72 engine, which had a displacement of 2,994 cc. Equipped with a KKK Type K32 turbocharger, the engine developed a maximum output of 695 PS at 8,200 rpm and a maximum torque of 710 Nm. As well as increased basic compression, the smaller turbocharger improved throttle response and made the car easier to drive.

At the end of the 1980s, the 962 faced massive competition in the form of new cars from other manufacturers. However, the series regulations evolved to allow the 962 to use a water-cooled engine and the final development stage of the Group C engine emerged in the form of the Type 935/86 engine. This powerplant was used from 1989 to 1994. Equipped with the Bosch Motronic 1.7, the engine was fully water-cooled, had two overhead camshafts for each cylinder bank and a displacement of 3164 cc. Fed by two KKK Type K26 turbochargers, it delivered 740 PS at 8,200 rpm and 715 Nm of torque.

### **Display Cars**

#### Porsche 959

For many car connoisseurs, the 959 is one of the most fascinating sports cars of the last century. In 1983, Porsche presented the 'Group B' study, designed to meet the regulations for this spectacular rally class, at the IAA. In the 1986 Paris Dakar Rally, all three 959s finished the race, taking first, second and sixth place. The modified 961 track version also finished seventh in the 1986 24 Hours of Le Mans and took the class victory in the IMSA/GTX class.

The production model made its debut at the IAA in 1985. Its innovations included speed-sensitive and adjustable shock absorbers, self-levelling suspension, electronically controlled variable all-wheel drive with driving program selection and ABS, a tire pressure monitoring system and an aerodynamically optimized body ( $C_d$  0.31). The body design incorporated technology from race car and aircraft design: the outer skin was made of Kevlar and fiberglass-reinforced epoxy resin in a hybrid construction, while the front spoiler was made from polyurethane integral foam. The doors and hood were made from a special aluminum alloy.

The 959 was the first production car to have a biturbo boxer engine with sequential turbocharging: these two turbos operating in sequence helped to reduce turbo lag. Titanium connecting rods reduced oscillating mass on the crankshaft. The cylinders were air-cooled, as was customary for Porsche at the time, but the four-valve heads were

water-cooled. For better heat dissipation, the exhaust valves had a sodium filling. Only 292 examples of the Porsche 959 were built in series production from 1987 to 1988.

The Sport version is even rarer: only 29 units were sold. This variant had larger turbochargers that operated with higher boost pressure. It boasted 515 PS compared to 450 PS in the base model. The 959 S had no self-levelling suspension. The automatic air conditioning, central locking system, electric windows, right-hand side mirror and rear seats were also omitted to help save weight.

### **Display Cars**

#### Porsche GT1

The 911 GT1, developed by Porsche for works and customer use in GT motorsport, made its racing debut in 1996. It was the first mid-engine Porsche race car with a totally water cooled engine. The placement of the engine ensured a balanced axle-load distribution. In 1998, Porsche launched an overhauled version of the 911 GT1, featuring the first carbon fiber chassis to be used by Porsche. A rolling race lab and a one-two winner at Le Mans in 1998 – this was the 911 GT1 '98.

After Porsche had raced the first mid-engine cars based on the 911 in 1996 and 1997 at the French endurance classic, the 911 GT1 '98 marked the pinnacle of the development of the iconic 911 racing sports car. The front axle – always a critical point for its predecessors 911 GT1 and GT1 Evo – had been altered. For the first time Porsche ran carbon-fiber brake discs in one of their racers.

The 380mm discs featured eight-piston calipers at the front and six-piston units at the rear axle. The 911 GT1 '98 had a full carbon-fiber monocoque and carbon-fiber plastic body. Ready to race, the Porsche weighed just 970 kilograms. For the homologation of the race car, Porsche had to build a road-legal version which would also feature the full carbon-fiber chassis – and which would have to pass all the official crash tests. The road-legal 911 GT1 '98 managed this with flying colors and Porsche built a small series of 21 units for motorsport enthusiasts.

## **Display Cars**

### Porsche 911 GT3 (Type 996)

With the 911 GT3, Porsche laid the foundation for a living legend in the summer of 1999. The enthusiastically received road-going sports car followed in the footsteps of the iconic Carrera RS models and represented the interface between production and race cars: it was based directly on the 911 GT3 Cup, which had celebrated its debut the previous season as the new car for the Porsche. Its type designation, GT3, went back to a new class introduced in motorsport in 1994, which is still considered to be a successful concept in the GT scene up to the present day. The spartan 911 GT3 of the 996 model series and its successors contributed significantly to its international breakthrough.

Both the race and road versions benefited from its unique genes and components that reflected Porsche's immense motorsport experience. The engine is a good example: the naturally aspirated 3.6-liter boxer six-cylinder powerplant originated from the water-cooled turbo engine of the 911 GT1, and whose crankcase still incorporated the DNA of the Porsche 962 from the GTP era. In the production model, water-cooled cylinder liners and heads ensured fast heat dissipation, while lightweight forged pistons and titanium connecting rods reduced the weight of the moving parts in the engine. The crankshaft was supplemented by a dual-mass flywheel and a racing clutch.

The result was extremely emotive and as if created for passionate 911 drivers who enjoy letting their sports car off the leash on race tracks: the 360 PS four-valve engine impressed with a specific power output of 100 PS/liter and delighted with its rich sound and pronounced revving ability. The top five gears of the precise six-speed manual transmission could be easily replaced in order to match the transmission ratio to different race circuits. The anti-roll bars could also be adapted. The reinforced chassis lowered by 30 millimeters had an extended adjustment range for the wheel camber so that the 911 GT3 could exploit the potential of race tires. The rear wing also had six different positions to permit adjustment of the aerodynamic downforce on the rear axle.

The 911 GT3 with a top speed of 187 mph (302 km/h) received its ultimate accolade in the hands of Walter Röhrl on the Nürburgring Nordschleife: it became the first road-legal production car to lap the circuit in the Eifel region in less than eight minutes (7:56.3).

The new sports model repeated the success of the 911 Carrera RS 2.7 from 1973: the demand significantly exceeded expectations. Instead of the initially planned 1,350 units, a total of 1,868 cars were delivered to happy owners. The 911 GT3 reduced to the essentials had come to stay. Porsche presented the Type 996.2 version with additional enhancements in 2003. This was characterized mainly by new headlights, a modified rear wing and an increase in power output to 381 PS. This allowed the 911 GT3 to accelerate to 62 mph (100 km/h) in 4.5 instead of 4.8 seconds, and the top speed increased to 190 mph (306 km/h). The PCCB ceramic brake was also optionally available for the first time. This reduced the unsprung masses by 18 kg. This was also the first instance of the 911 GT3 being sold in the U.S.

### **Display Cars**

#### Porsche RS Spyder

Powered by a newly-developed 3.4-liter, 90-degree V8 racing engine, the RS Spyder made its debut at Laguna Seca at the end of the 2005 season. The car represented a return

overall victories against the Audi R10, which was built to the higher performance LMP1 regulations. There were also eleven victories in the most heavily occupied and hardest-fought class, LMP2. The four RS Spyderys entered by Penske Racing and Dyson Racing took the top four places in the championship. With these successes, Porsche was able to confidently defend all four championship titles won in the previous year with the sports prototype developed and built in Weissach.

In 2008, Porsche was again the most successful manufacturer in the American Le Mans Series. At the season finale at the Laguna Seca to prototype racing for Porsche after a seven-year hiatus. Built to contest the American Le Mans Series LMP2 category, the

visually striking car in yellow and red livery was campaigned by Penske Motorsports, and would go on to win the ALMS LMP2 Championship in 2006, 2007 and 2008.

In 2006, during its first full ALMS season, it was total triumph for the Porsche RS Spyder. With the prototype sports car developed in Weissach, Porsche won the manufacturers' classification for chassis and engine in the LMP2 class in 2006, Penske Motorsports won the team classification for itself and Sascha Maassen (Belgium) and Lucas Luhr (Monaco) won the drivers' title together.

The success continued in 2007. The RS Spyder set new standards in the racing series and won no fewer than eight Raceway in Monterey/California, Porsche secured the manufacturers' championship in the LMP2 sports prototype class and also in the GT2 sports car category, winning all possible titles.

### **Display Cars**

#### **Porsche Carrera GT**

Equipped with a high-revving, and extremely responsive 5.7-liter V10 engine that produces more than 600 horsepower, the Porsche Carrera GT brings undiluted qualities of a race car to the road.

Still revered today as an example of a pure, analog driving experience. Its recipe called for extensive use of lightweight materials including a carbon fiber reinforced plastic (CRFP) monocoque, as well as engine and transmission mounts made of CRFP. Power is routed to the rear wheels exclusively through a six-speed manual transmission. The driver has the pleasure of shifting gears using a lever with a ball shaped knob made of stratified birch/ash wood reminiscent of the balsa wood shift knob in the 1970 Le Mans winning 917.

The Carrera GT was the first car to feature the Porsche Ceramic Composite Clutch (PCCC®), which is extremely compact and contributes to the car's low center of gravity. The PCCC's low mass also has a positive effect on engine dynamics.

The Porsche Carrera GT chassis and suspension is based on the architecture of the Porsche GT1, the car that won the 24 Hours of Le Mans race in 1998. Like a race car, it uses pushrod suspension with double-track control arms at all four corners giving the Carrera GT its refined response and behavior, feeding forces smoothly and efficiently into the car's chassis.

Today, the Carrera GT enjoys a rarified place in Porsche history as the middle child of the three supercars from the storied sports car manufacturer, coming after the 959 and serving as a predecessor to the 918 Spyder.

### **Display Cars**

#### 911 GT3 R Hybrid

The Porsche 911 GT3 R made its debut during the 2010 Geneva Motor Show, opening a new chapter in the history of the brand.

The innovative hybrid technology featured in the car was developed especially for racing, standing out significantly in its configuration and components from conventional hybrid systems. In this case, electrical front axle drive with two electric motors developing 81 PS (60 kW) each supplements the 480-PS four-liter flat-six at the rear of the 911 GT3 R Hybrid. A further significant point is that instead of the usual batteries in a hybrid road car, an electrical flywheel power generator fitted in the interior next to the driver delivers energy to the electric motors.

The flywheel generator itself is an electric motor with its rotor spinning at speeds of up to 40,000 rpm, storing energy mechanically as rotation energy. The flywheel generator is charged whenever the driver applies the brakes, with the two electric motors reversing their function on the front axle and acting themselves as generators. Then, whenever necessary, that is when accelerating out of a corner or when overtaking, the driver is able to summon extra energy from the charged flywheel generator, the flywheel being slowed down electromagnetically in the generator mode and thus supplying up to 162 PS (120



kW) to the two electric motors at the front from its kinetic energy. This additional power is available to the driver after each charge process for approximately six to eight seconds.

Energy formerly converted – and thus wasted – into heat upon every application of the brakes, is now highly efficiently converted into additional drive power.

Depending on racing conditions, hybrid drive is used in this case not only for extra power, but also to save fuel. This again increases the efficiency and, accordingly, the performance of the 911 GT3 R Hybrid, for example by reducing the weight of the tank or making pitstops less frequent.

### **Display Cars**

#### Porsche 919 Hybrid

The Porsche 919 Hybrid is a prototype race car developed to contest the LMP1 prototype class at the 24 Hours of Le Mans. As is often the case with Porsche, motorsport serves as a testbed for future technologies, and the 919 Hybrid is a perfect example. Not only did it achieve overall victory at Le Mans and the WEC Championship in 2015, 2016 and 2017, but it also served as a means of developing the 800-volt technology that is used today in the Porsche Taycan. Following its departure from the LMP1 class, the decision was made to answer an interesting question: what could this car do if the restrictions of its race series were lifted? The 919 Hybrid Evo was the answer.

The Evo version of the 919 Hybrid is based on the Le Mans winning race car but is free from rule restrictions. Its hybrid powertrain produces a system power of 1160 PS. The Evo weighs a mere 849 kilograms and its modified, now active, aerodynamics generate over 50 percent more downforce than the competition model. These changes, and a daring effort by factory driver Timo Bernhard, led to a mind bending 5:19.55 lap time at the Nürburgring Nordschleife, setting a new all-time record. Top speed during its record-breaking outing at Nürburgring-Nordschleife was 229.5 mph (369.4 km/h).

## **Display Cars**

### Porsche 918 Spyder

The 918 Spyder embodies the essence of the Porsche: it combines pedigree motor racing technology with excellent everyday utility, and maximum performance with minimum consumption. The task faced by the development team was to create the super sports car for the next decade with a highly efficient and powerful hybrid powertrain. Developing the car from scratch allowed the team to create a no-compromise concept. The entire car was designed around the hybrid concept and demonstrated the potential of hybrid technology to a degree never seen before. The parallel improvement of both efficiency and performance without one being at the cost of the other was the result. This is the idea that has made the Porsche 911 the most successful sports car in the world for 60 years. In short, the 918 Spyder has acted as the gene pool for the Porsche sports cars of the future.

The main source of propulsion is the 4.6-liter, eight cylinder engine that produces 608 hp. The engine is derived directly from the power unit of the successful RS Spyder race car, which explains why it can deliver engine speeds of up to 9,150 rpm.

A key message of the 918 Spyder is that the hybrid drive from Porsche is a plus for no-compromise driving dynamics. Drivers can experience this thanks to the unique all-wheel drive concept with a combination of combustion engine and electric motor on the rear axle and the second electric motor on the front axle.

The entire load-bearing structure is made of carbon fiber reinforced polymer (CFRP) for extreme torsional rigidity. Additional aluminum crash elements at the front and rear absorb and reduce the energy of a collision. The car's unladen weight of approximately 3,692 lbs. (3,602 lbs. with "Weissach" package), an excellent low weight for a hybrid vehicle of this performance class, is largely attributable to this concept.

The Porsche 918 Spyder shaved 14seconds off the then previous track record for street-legal automobiles at the North Loop of the Nürburgring for a time of 6:57 minutes. The 918 Spyder prototype was therefore approximately 37 seconds quicker than the Porsche Carrera GT.

## **Display Cars**

### Porsche 963

The Porsche 963 banks on powerful DNA from RS Spyder and 918 Spyder.

On December 16, 2020, Porsche announced its commitment to developing an LMDh prototype for racing beginning in January 2023. The prospect of fielding a vehicle in both the FIA World Endurance Championship (WEC) and the IMSA WeatherTech SportsCar Championship proved to be the deciding factor for the Executive Board's decision at Porsche AG. Less than five months later, Porsche divulged its close partnership with Team Penske. The new Porsche Penske Motorsport team for international racing was born. The squad operates out of two locations: The IMSA headquarters is in the American team's home of Mooresville, North Carolina, with the WEC operations run from Mannheim, Germany.

The type designation alone makes the path clear that the Stuttgart sports car manufacturer is pursuing with the Porsche 963. The new car for the top classes Hypercar (FIA WEC) and GTP (IMSA) puts out approximately 500 kW (680 PS) in race mode and seeks to continue the successful legacy of the Porsche 962 also on display at Rennsport Reunion 7. More detailed information about the 963 is available in a later chapter of this document.

## **Display Cars**

### Porsche GT3 RS

The 911 GT3 RS is unapologetically focused on lap times. With staggering aerodynamics, a naturally aspirated, 4.0-liter engine generating 518 hp, and a level of on-the-fly chassis customization never before seen in a Porsche road car, the 2023 911 GT3 RS is a true track weapon. The completely revised aerodynamic design is possible due to the use of a large central radiator under the hood where there is normally a storage compartment on most 911 models. By concentrating the cooling system in the center of the car, there

is space to accommodate active aerodynamic elements in the front to left and right of the radiator.

Two continuously-adjustable wing elements in the front and on the two-part rear wing, in combination with a number of other aerodynamic measures, provide more than 900 lbs. of downforce at approximately 124 mph, twice that of the 991.2-generation predecessor and three times as much as a current 911 GT3. At 177 mph, total downforce is 1,895 lbs.

Suffice it to say, this is the most hardcore 911 of its day. It is only fitting that such a model pay tribute to the 1973 911 Carrera RS 2.7, the car that adopted similar principles to the Type-992 911 GT3 RS. Thus, the car on display was conceived as a special tribute package available as a compliment to its forefather.

Five decades ago, the 911 Carrera RS 2.7 was the top performing 911 of its day and was available from the factory with wheels and graphics in Viper Green. The new Tribute to Carrera RS Package comes with white paint offset by accents in Python Green and uses the 911 GT3 RS equipped with the Weissach Package, and a leather and Race-Tex interior as its starting point. Specially colored Exclusive Manufaktur elements include magnesium wheels painted in Python Green, brake calipers in High Gloss Black, as well as Python Green mirror caps, GT3 RS side graphics, a special RS logo on the wing end plates featuring the American flag, PORSCHE script on the underside of the wing and a GT3 RS graphic on the rear bumper

## **Display Cars**

### Mission X

Revealed on June 8, 2023 to the public only a few months prior to Rennsport Reunion 7, the Mission X concept offers a glimpse into our vision for an all-electric hypercar, should we take our concept car into series production.

Still unconfirmed for production intent, the Mission X would have the ambitious goal of being the fastest road-legal car on the Nürburgring Nordschleife with a power-to-weight ratio of only about 2.2 lbs. per hp (1 PS per kilogram) with significantly more downforce

than the current 911 GT3 RS and charging roughly twice as quick as the Taycan Turbo S.

Measuring approximately 177 inches long and 78.7 inches wide, the Mission X concept study is a relatively compact hypercar. With a wheelbase of 107.4 inches, it has the dimensions of the Carrera GT and 918 Spyder. For aerodynamic purposes, the concept car has staggered tires, with 20-inch wheels at the front and 21-inch wheels at the rear.

The Mission X represents the pinnacle of performance and modern luxury. Its sculpted form and muscular lines demonstrate that hypercars do not have to look aggressive. The low-slung body, which is less than 47.2 inches tall, is finished in Rocket Metallic – an elegant paint color specially designed for the concept study. Design elements in a carbon fiber are found below the beltline. These components have a satin finish and are therefore slightly colored, but their material structure remains recognizable.

The wheels of the concept study feature elaborate details: the rear axle is fitted with almost transparent aero blades, which are designed like turbines for better cooling of the brakes.

A lightweight glass dome with an exoskeleton made of carbon fiber reinforced plastic (CFRP) extends over both occupants. Le Mans-style doors are attached to the A-pillar and the roof; they open forward and upward. This type of door was previously used on the legendary Porsche 917 racing car. Another eye-catcher is the light signature: for the Mission X, the designers have reinterpreted the characteristic Porsche four-point graphic. The vertical base form of the headlights was inspired by historic racing cars such as the Porsche 906 and 908 and drawn well down towards the road. A high-tech support structure frames the LED light modules and presents the exposed narrow elements of daytime running lights and indicators. When activated, the light opens like an eye blinking. Fully illuminated, the headlights make a confident statement.

## Display Cars

### Volkswagen ID Buzz “Renndienst”

Although Porsche never built a bus or van itself, Volkswagen's dark red Porsche Renndienst buses from the 1950s, 1960s and 1970s are inextricably linked to the history of the sports-car brand and racing. Taking this tradition into the present day, two electric Volkswagen ID. Buzzes in the well-known colors of Porsche Renndienst will be seen in the paddock at Rennsport Reunion 7. The ID. Buzz links the past to the present in a playful way, in the year Porsche celebrates its 75th anniversary.

The Porsche 904, 908, 910 and 917 may be the great racing legends from Zuffenhausen, but another vehicle – the VW Transporter operated by the Porsche factory race team – also contributed to the success of Porsche in that period. The Bus was popular because of its large loading space, reliability and familiarity. It was a workhorse that could be relied on and was therefore an indispensable part of the team. If a gearbox or an engine needed to be replaced quickly the night before an important race, the technicians would find the necessary spare parts in the large cargo area. In addition, the VW Transporter also served as a makeshift bed for the night for members of the racing team from time to time.

The Porsche Renndienst van was first used by the Porsche factory team during the Mille Miglia race in 1954. Porsche did not have a suitable transport vehicle for its racers, so the idea was born to convert a T1 to transport the Porsches. The Renndienst bus variants were not only functional, but also looked great with their dark red paint. These mobile race team tool boxes had the characteristic Porsche liveries of those years with a Porsche logo and white lettering on the sides.

Whether it was the Mille Miglia, the Marathon de la Route, the legendary Targa Florio races in Sicily or the 24 Hours of Le Mans, Porsche's Burgundy red service cars indirectly contributed to the many victories that the brand achieved. They were reliable and efficient thanks to their proven, air-cooled four-cylinder boxer engines, properties that are crucial in a sport where every second counts. In addition, they were highly recognizable vehicles that appealed to Porsche fans and the public. Many original Porsche Renndienst buses have survived the hundreds of thousands of miles they covered and are now in the hands

of museums and private collections in Europe and the United States. The Porsche Renndienst Bus is a cult vehicle and it's no coincidence that many converted T1s and T2s have been recreated as Renndienst Transporters down to the last detail.

This cult status is now underlined by the Dutch Porsche organization, which prepared the vehicles you see at Rennsport Reunion 7.

### **Display Cars**

#### 718 Cayman GT4 e-Performance

The 718 Cayman GT4 e-Performance is a concept study based on the chassis of the 718 Cayman GT4 RS Clubsport. It offers a look into what a potential future Porsche race car intended for one-make racing might look like using high performance battery electric vehicle technology. More information about this car can be found in a later chapter of this document.

## **People of RR7**

### **Legend Drivers**

A car without a driver is simply an object. And a driver without a team is simply an enthusiast. Combined, they can achieve remarkable things that might seem impossible. For this reason, Porsche refers to those who made a mark on the history of the brand as “Legends.” Rennsport Reunion is unique because it is a chance for the incredible combination of people and machines to reunite. Each of the Legends listed below is in attendance at Rennsport Reunion 7. Each made an indelible mark on the brand, and Porsche is honored by their presence.

#### **Dick Barbour**

1980 IMSA GT Champion Dick Barbour made his mark as a driver with the Porsche 935 – three consecutive Le Mans class wins and 12 Hours of Sebring overall wins in 1978-1980. As team owner, he secured the 2000 ALMS GT Championship, the Porsche 911 GT3 R dominating the field.

#### **Derek Bell**

Derek Bell first raced as a Porsche works driver at the 1971 24 Hours of Le Mans. His record at the iconic race is truly staggering: five overall wins, four of which were with Porsche. He also won the 1985 and 1986 World Sportscar Championship with the brand.

#### **Jon Bennett**

Jon Bennett founded CORE Autosport in 2010. After winning the IMSA Lites Championship in their debut season, they went on to achieve championship success in the Prototype Challenge, GTLM and LMP3 categories – as well as races wins in the top-level Prototype class.

#### **Timo Bernhard**

Timo Bernhard has won championships at every level of sports car racing in the Porsche pyramid: he’s won in the Porsche Carrera Cup Germany, ALMS GT, ALMS



LMP2, WEC. He's also won all the major endurance races and set the Nordschleife lap record in a Porsche 919 Hybrid Evo.

### **Thierry Boutsen**

Belgian driver Thierry Boutsen is a Formula 1 race winner and veteran of endurance racing with multiple major race wins for Porsche – five of his 10 Le Mans starts were with the brand. A class win in the 911 GT1 in 1996 marked a fourth consecutive podium finish for Boutsen.

### **Kevin Buckler**

Kevin Buckler is a Porsche Cup winner and founder of The Racer's Group. With Porsche factory backing, TRG won in class at Le Mans in 2002 and overall at the 2003 24 Hours of Daytona. With many championship titles, TRG is the winningest team in Grand-Am Rolex Series history.

### **Jörg Bergmeister**

Former Porsche works driver and current brand ambassador and development driver, Bergmeister is one of the most successful sports car drivers of recent times. He's recorded wins at all the major endurance races and has won the ALMS championship a record total of five times.

### **Jim Busby**

A Le Mans class winner (on street tires) and a highly respected member of many communities in the motor sport world, Busby founded the renowned Jim Busby Racing and proved to be a capable driver and brilliant engineer with a supreme talent for building unbeatable race cars.

### **Andrew Davis**

Andrew Davis is a race car driver and Porsche Track Experience instructor. He started racing sports cars in the early 2000s, achieving many wins and podiums. In 2011, in the #59 Brumos Racing Porsche 911, he claimed the Grand-Am GT Series Championship title.

### **David Donohue**

Le Mans class winner, Daytona overall winner and Porsche brand ambassador David

Donohue has enjoyed a long, varied career in motor sport, with success in touring cars, NASCAR, prototypes and GT. He has also earned five class podiums from six entries at Pikes Peak.

### **Romain Dumas**

In the words of Romain Dumas: “Endurance races are my profession; hillclimbs and rallies are my hobbies. All of it combined is my passion.” He’s a two-time Le Mans winner and ALMS LMP2 champion, and record breaker at both Pikes Peak and Goodwood Festival of Speed with the VW ID.R.

### **Rob Dyson**

In 1974, Rob Dyson entered a race at Watkins Glen, and won it. By 1985, Dyson Racing moved up to endurance racing, with plenty of success in the 80s, 90s and 2000s. Running two Porsche RS Spyders, Dyson Racing helped Porsche win the ALMS Manufacturers’ title in 2007 and 2008.

### **Chris Dyson**

Chris Dyson is a Grand-Am National Series race car driver, running under his own CD Racing banner, and defended back-to-back championships in 2021 and 2022. Prior to this, Dyson experienced great success driving for Dyson Racing, the team founded by his father, Rob Dyson.

### **John Fitzpatrick**

John Fitzpatrick is regarded as one of the best Porsche racers of his era. At the wheel of the Kremer 911 S, he won five of the nine races of the first European GT Championship. And in 1980 he won a class victory at Le Mans and clinched the IMSA GT Championship in a 935 K3.

### **Elliot Forbes-Robinson**

Elliot Forbes-Robinson started winning races in the late 60s. More than 40 years later he was still at it. His first was in 1969 with a 911 and by the late 70s he was in Can-Am, coming second in 1979. He won the 24 Hours of Daytona in 97 and 99, and secured a class win in 2000.

**Hurley Haywood**

Hurley Haywood is a Porsche legend and one of the greatest endurance sports car racers of all time. His tally of 10 race victories at major endurance events is staggering: Five 24 Hours of Daytona (1973, 75, 77, 79, 91), three 24 Hours of Le Mans (77, 83, 94) and twice at the 12 Hours of Sebring (73 and 81).

**Wolf Henzler**

Despite an early career in open-wheelers, in 2000 Wolf Henzler moved to the Porsche Supercup, becoming champion in 2004. He became a Porsche works driver in 2008, taking the ALMS GT title. In 2010 he took a GT2 class win at Le Mans, and an overall win at the 24 Hours of Spa.

**David Hobbs**

David Hobbs is a British former race car driver and motorsports commentator. During a driving career that lasted more than three decades, Hobbs raced in a huge variety of categories: sports cars, touring cars, F1, Formula 5000, IndyCar, IMSA, Trans-Am, Can-Am and NASCAR.

**Kevin Jeanette**

Kevin Jeannette, founder and owner of Gunnar Racing, has a long involvement with Porsche. He began working with teams running 934s and 935s and moving on 962s. In 1990, Gunnar Racing built the first open-topped prototype to run in IMSA GTP—the Gunnar Porsche 966 Spyder.

**Stefan Johansson**

Stefan Johansson raced in F1 from 1983 through 1991, scoring 12 podium finishes. After F1, he moved into CART Championship Car. He first raced Porsche sports cars in the early 1980s. Johansson raced at Le Mans 15 times, taking overall victory in 1997 in the Joest Racing TWR Porsche WSC-95.

**Willi Kauhsen**

Willi Kauhsen became a Porsche works driver in 1968, winning the Marathon de la Route and 24 Hours of Spa in a factory 911. He came second at Le Mans in the 917

'Hippie car' just two years later and competed in Interserie with the 917/10, recording four wins and 13 podiums.

### **Leh Keen**

Leh Keen has twice won the Rolex GT championship and entered Le Mans three times with Porsche. In 2020, he set the Guinness World Record for the fastest speed achieved by a vehicle indoors – driving a Taycan Turbo S at 106.2 mph inside the New Orleans Convention Centre.

### **G rard Larrousse**

G rard Larrousse won the Tour de Corse for Porsche in 1969. Two years later he took overall victory at the Sebring 12 Hours and N rburgring 1000km in the 917 K and 908/03. Larrousse twice came second at Le Mans for Porsche, finally winning the 24 Hours with Matra in 1971.

### **Rudi Lins**

European hillclimb champion at just 24, Rudi Lins became a Porsche works driver for the International Championship of Makes in 1970. His best result was a podium finish at Le Mans in 1970, sharing a 908 Langheck with Helmut Marko against the far more powerful 917s.

### **Patrick Long**

Luftgek hlt founder Pat Long is also a Porsche Brand Ambassador and competition advisor for Porsche Motorsport. Initially recruited as a Porsche Junior, Long has taken class wins at the big four endurance classics and won the Blancpain GT World Challenge America.

### **Arie Luyendyk**

Arie Luyendyk found fame in single seater racing in the 1990s. "The Flying Dutchman" won the Super Vee Championship in his debut year and was Champ Car Rookie of the Year in 1985. Luyendyk won the Indy 500 for the first time in 1990 with a record average speed of 185.9 mph.

**Sascha Maassen**

Sascha Maassen finished fourth in his first season of Porsche Supercup and won his class at Petit Le Mans in 1999, a feat he would repeat in 2000 as a Porsche factory driver. Maassen entered Le Mans seven times with Porsche, taking two class wins and three more podiums.

**Jochen Mass**

Jochen Mass juggled 1970s Formula 1 with Touring and Sportscar championships, first driving for Porsche at Daytona in 1977. He helped the factory dominate Group C throughout the 1980s, taking his last win for Porsche aboard the 962 at the 500km of Kyalami in November 1987.

**David Murry**

David Murry drove Porsche's LMP1-98 at Le Mans and won the World Challenge Championship in a 911 Turbo. He was also a regular for Porsche in ALMS and the Rolex GT Championship and recorded five podiums at the 12 Hours of Sebring and six at the 24 Hours of Daytona.

**Jackie Oliver**

In his single season with Porsche in 1971, London-born Jackie Oliver dominated the World Sportscar Championship, taking overall victories in the John Wyer 917 at Buenos Aires, Daytona, Monza, Spa and Zeltweg – all with fellow works driver Pedro Rodriguez.

**David Piper**

David Piper was one of the very first privateers to drive the 917, finishing second in class at the Nürburgring 1000km in May 1969. He won the Kyalami 9 Hours aboard his own example, chassis 010, and was instrumental in the creation of the Steve McQueen movie "Le Mans".

**Brian Redman**

Brian Redman drove the 908 prototype to five wins in his first season with Porsche in 1969. Following a stint with Ferrari, he returned to privately entered 935s, winning the 12 Hours of Sebring and 24 Hours of Daytona in a racing career that stretched all the way to 2004.

**Chip Robinson**

Sharing a 962 with Al Holbert, Chip Robinson won the IMSA Camel GT Championship in 1987, enjoying overall victory at the 24 Hours of Daytona in the process. Robinson has also competed at Le Mans on several occasions, including with Joest Racing aboard a privateer 962 C.

**Valentin Schaeffer**

Valentin Schaeffer joined Porsche in 1955 as a mechanic. The Hungarian was soon involved in engine development – including the unit that would deliver Porsche's single F1 win. In 1971, he was responsible for turbocharging the 917's flat-twelve, which dominated Can-Am racing.

**Manfred Schurti**

Motorcycle mechanic Manfred Schurti won his first race in Formula Vee in 1969, becoming World Champion in 1970. He became a Porsche factory driver in 1973 and was a works racer until 1981 – including nine Le Mans starts – driving the Carrera RSR, RSR Turbo, 935 and 924 GTP.

**Vern Schuppan**

Australian Vern Schuppan reached a career high with Porsche in sports cars, winning Le Mans with the works team in a Group C 956 in 1983. Schuppan would go on to notch up many more wins and podiums in sports car racing with the 956 and 962, competing right into the 1990s.

**Gerd Schmid**

Starting in 1952, Gerd Schmid was with Porsche for 50 years. In the Werk 1 repair shop, he fixed rally-prepared 911s. But by 1974, Schmid was assisting Porsche in the US IROC Championship. The twilight of his career oversaw Porsche's presence in Japanese endurance racing.

**Norbert Singer**

Joining Porsche as a graduate in 1970, Singer worked on the then-new 917. He later created the 935, Porsche's most successful bespoke customer race car. But he is best

known for designing the 956, a car that would take seven Le Mans victories and three World Championships.

### **Alwin Springer**

From 1969, Springer oversaw the preparation of customer racing cars, including the 911, 904 and 908. He also worked on the 917's dominant Can-Am campaign. In 1975 he opened Porsche performance specialist ANDIAL. In 1997, he became president of Porsche Motorsport North America.

### **Hans-Joachim Stuck**

Despite his 6ft-4-inch frame, Stuck made 81 F1 starts and twice made the GP podium, but enjoyed more success in touring cars and sports cars. Dominant in the European Touring Car Championships in the early 1970s, he was later a two-time winner at Le Mans, driving a 962.

### **Danny Sullivan**

Kentucky-born Danny Sullivan honed his skills in European single-seater racing before returning to the US and Indy Car. In 1988, he won the championship with four wins. Sullivan raced four times at Le Mans, finishing third overall in 1994 with the Porsche-entered Dauer 962.

### **Gijs van Leenep**

Born near Circuit Zandvoort in the Netherlands, Gijs van Leenep was always drawn to racing. In 1971, he won Le Mans in commanding fashion, driving the Martini Racing 917 K with Helmut Marko and covering more than 5,000 km (3,107 miles), a record that stood for 39 years.

### **Mark Webber**

Mark Webber became a household name during more than a decade in F1 and won nine Grands Prix with Red Bull. Leaving F1 in 2013, Webber became part of Porsche's LMP1 program, developing and racing the 919 Hybrid in three consecutive years of the World Endurance Championship.

**Marc Lieb**

Lieb's talent was spotted by Carrera Cup commentator Burkhard Bechtel, who persuaded Porsche to take a look at the Stuttgart local. In 2013, Lieb drove a 911 RSR to LMGTE-Pro victory at Le Mans, but his career high would be an overall Le Mans win in 2016 with the 919 Hybrid.

**Jacky Ickx**

Ickx entered his first Grand Prix in 1966 and twice finished runner up in the World Championship. But more success came in sports cars. A six-time winner of the 24 Hours of Le Mans, Ickx took his first win in 1969 and his last in 1982, earning him the epithet Monsieur Le Mans.

**Jeff Zwart**

A racer, rally driver, film-maker and photographer, Jeff Zwart famously learned to drive in his dad's 901. A keen amateur racer, Zwart soon moved onto rallying, and the Pikes Peak International Hill Climb. Zwart won the Open class there in 1994, the first of eight titles.



## **Co-Grand Marshals.**

Icons of Porsche is not just the theme for Rennsport Reunion 7, but represents the talented people who have pushed the limits, taken risks and bravely driven Porsche to success over the past 75 years as a sports car marque. Porsche Cars North America (PCNA) is proud to have two icons whose passion and determination positively influenced the brand both on the track and the road as Grand Marshals of Rennsport 7. Alwin Springer, a leader in U.S. Porsche racing as well as very first CEO of Porsche Motorsport North America is joined by an 18-year veteran driver of the Porsche works team, Patrick Long

## **Porsche Penske Motorsport Factory Racing Team**

Rekindling the highly successful relationship between Porsche and Penske that saw three consecutive ALMS championships from 2006 to 2008, Porsche Penske Motorsport is the factory-supported effort contesting the newly established LMDh class. The team is competing in both IMSA and WEC series using the new 963 hybrid prototype race car, which is described in greater detail in a later chapter. A total of 10 drivers (four in IMSA, six in WEC) are piloting the car between those two series.

### **Nick Tandy (IMSA, UK)**

Nick Tandy returned to Porsche in 2023 and the accomplished racer is driving the No. 6 Porsche Penske Motorsport LMDh entry in the IMSA WeatherTech SportsCar Championship, alongside co-driver Mathieu Jaminet. With 19 sports car victories in the U.S. since 2012, Tandy has consistently proven he knows his way to Victory Lane.

Tandy began his partnership with Porsche in 2011 when he claimed the Porsche Carrera Cup title in Germany. In 2012, he won the prestigious Porsche Cup as the most successful driver worldwide competing in a 911.

In 2013, Tandy joined the circle of Porsche works drivers. He began to produce immediate success in long-distance events as he won Petit Le Mans that season in a 911 GT3 RSR. Tandy then posted a class victory in a 911 RSR in 2014 at the Rolex 24 at Daytona.

When Porsche provided the opportunity for some of its GT drivers to test the 919 race car, Tandy turned in a convincing performance. He helped Porsche earn the overall victory in the 2015 24 Hours of Le Mans racing the 919 hybrid. Following the impressive performance in France, Tandy produced another significant endurance victory. In adverse weather conditions and up against stronger prototypes, he scored the first overall victory for Porsche at the 2015 Petit Le Mans in the 911 RSR.

After winning the IMSA WeatherTech SportsCar Championship race at Long Beach in 2016, Tandy enjoyed several more successful endurance wins in 2018 with victories at Sebring, the Nürburgring and Road Atlanta. He added a third career win at the 12 Hours of Sebring in 2020 and at the 20 Hours of Spa later that season.

In 2021, Tandy posted four IMSA WeatherTech SportsCar Championship wins and in 2022, he finished sixth in the WEC LMGTE Pro standings, highlighted by a win in the 6 Hours of Monza.

With a full-season effort in the IMSA WeatherTech SportsCar Championship this season as he joins Porsche Penske Motorsport, Tandy will look to add to career accomplishments in 2023.

### **Mathieu Jaminet (IMSA, France)**

Mathieu Jaminet joined the Penske Porsche Motorsport (PPM) program in 2023 driving the No. 6 LMDh Porsche 963 in the IMSA WeatherTech SportsCar Championship, alongside experienced racer and co-driver Nick Tandy.

After consistently solid performances in the junior formulas in Europe, Jaminet was named a Porsche Works driver in 2017. Over the last five years, Jaminet has been competing with the 911 GT3 R, most notably in the IMSA WeatherTech SportsCar Championship and the ADAC GT Masters Series.

In 2018, Jaminet joined forces with Porsche works drivers Earl Bamber and Laurens Vanthoor to contest Petit Le Mans at Road Atlanta. For the 2019 season, the trio remained together to compete in the North American Endurance Cup (NAEC) for the IMSA races at Daytona, Sebring, Watkins Glen and Road Atlanta. Following a class podium finish in the Rolex 24 at Daytona and his debut in the 24 Hours of Le Mans in 2019, Jaminet and current PPM teammate Nick Tandy teamed up to produce an Intercontinental GT Challenge victory at the nine-hour race at Kyalami in South Africa in a Porsche 911 GT3 R.

In 2021, the Frenchman won the GTLM class at the IMSA endurance classics in Sebring and at Road Atlanta. Last season, in addition to his four IMSA WeatherTech SportsCar Championship

wins, Jaminet also helped secure three pole positions on his way to a runner-up championship effort in the GTLM class.

### **Matt Campbell (IMSA, Australia)**

Matt Campbell is competing for Porsche Penske Motorsport in 2023, driving the No. 7 LMDh Prototype in the IMSA WeatherTech SportsCar Championship, alongside co-driver Felipe Nasr.

In his first full season competing in the IMSA WeatherTech SportsCar Championship in 2022, the Australian-born Campbell produced four class victories on his way to claiming the GTD Pro (GTDP) class championship while racing a Porsche 911 GT3 R for Pfaff Motorsports. Paired with current Porsche Penske Motorsport teammate Mathieu Jaminet last season, Campbell scored class victories at the Rolex 24, Laguna Seca, Canadian Tire Motorsports Park and Lime Rock en route to the GTDP title. The performance earned Campbell the opportunity to compete in the No. 7 Porsche 963, with Nasr, in 2023.

Campbell competed in seven races during the 2021 IMSA WeatherTech

SportsCar Championship season. He produced three GT Le Mans (GTLM) class victories in his seven starts, racing a Porsche 911 RSR-19 for WeatherTech Racing.

In 2020, Campbell raced in the IMSA season-opening Rolex 24 at Daytona and the Petit Le Mans season finale at Road Atlanta. He was part of the GTLM pole-winning effort at the Rolex 24 and the class-winning finish at Petit Le Mans to close out the season.

Campbell made his debut in the IMSA WeatherTech SportsCar Championship during the 2019 season. Driving a Porsche 911 GT3 R, Campbell competed in the Rolex 24 at Daytona, along with series races at Lime Rock and Road America. He earned his first IMSA class victory with a GTD win at Road America.

Beginning in 2018, Campbell contested three FIA WEC seasons for Dempsey Proton Racing. The team won the GTE-Am class of the Le Mans 24-hour race in 2019. Following a WEC GTE-Am class victory at 12 Hours of Sebring in 2019, Campbell was named a Porsche works driver

Campbell contested his debut season in the Porsche Mobil 1 Supercup in 2017. It marked Campbell's first year competing in European motorsport.

Before 2017, Campbell, a native of Warwick (Queensland), Australia, raced single-seaters and also contested the national Porsche one-make cups in his homeland.

**Felipe Nasr (IMSA, Brazil)**

With an impressive resume spanning the globe, Brazilian driver Felipe Nasr began his second season with Team Penske in 2023 racing the No. 7 LMDh for Porsche Penske Motorsport (PPM) in the IMSA WeatherTech SportsCar Championship. The 30-year-old native of Brasilia, Brazil brings a wealth of success and experience to the Porsche 963 hybrid Prototype, driving alongside Matt Campbell in the No. 7 entry.

With two IMSA WeatherTech SportsCar Championship Prototype class titles under his belt (2018 and 2021), Nasr has already established himself as a consistent winner and champion. He joined Team Penske in 2022, competing with experienced and winning drivers Dane Cameron and Emmanuel Collard in the World Endurance Championship (WEC), as the trio raced in the LMP2 class in three events - at the 1000 Miles of Sebring, at Spa-Francorchamps and at 24 Hours of Le Mans.

Driving an ORECA 07-Gibson in the WEC LMP2 class, Nasr, Cameron and Collard earned an eighth-place result for Team Penske at Sebring. The team then produced top-five class finishes at Spa (fourth) and at Le Mans (fifth) before focusing on the 2023 season and the PPM program making its debut in the new Grand Touring Prototype (GTP) class this season.

Prior to becoming one of the world's elite sports car drivers, Nasr honed his skills in open-wheel racing and advanced through some of the top European development series on his way to competing in Formula One.

At just 16 years of age, Nasr won the Formula BMW Europe championship, as he produced five wins, six poles and 14 podium finishes in 16 races on his way to the 2009 title. Nasr followed that performance with a title-winning season in the 2011 British Formula 3 Championship, as he generated seven wins and 15 podium results over 30 races.

Nasr transitioned to racing in the ultra-competitive GP2 Series from 2012-2014. He enjoyed his breakout season in 2014 as he scored four wins and 10 podium finishes to claim third place in the season standings.

The Brazilian racer also earned an opportunity as a reserve driver for the Williams Martini Racing F1 team in 2014, which paved the way for a move to the Sauber F1 team. Competing for Sauber for the full 2015 and 2016 F1 seasons, Nasr recorded seven top-10 results while racing against the top teams and drivers in the sport.

With the introduction of the high-downforce, high-power Daytona Prototype International class (DPi), Nasr turned his attention to racing full-time in the United States with the IMSA WeatherTech SportsCar Championship. Maximizing his skills in high-downforce open-wheel cars to his advantage, Nasr teamed up with Eric Curran at Action Express Racing, as the duo won their first series race at Detroit's Belle Isle in 2018.

In his first full season of IMSA competition, Nasr captured the 2018 Driver's championship with Action Express Racing. In 2019, Nasr teamed up with Curran and Pipo Deran to win both the 12 Hours of Sebring and the 10-hour season-ending Petit Le Mans event. Nasr and Action Express finished second in the 2019 DPi championship to the Team Penske duo of Juan Pablo Montoya and the driver that would eventually become his Porsche Penske Motorsport teammate – Dane Cameron.

After a season that was disrupted by the global COVID-19 pandemic in 2020, Nasr returned to championship form in 2021. He and Derani won four of the 11 series races while producing eight podium results to claim the DPi title in what would become Nasr's final season with Action Express.

Away from the track, Nasr enjoys fishing, cycling and riding motorcycles and he continues to live in his native Brazil during the offseason.

### **Dane Cameron (WEC, USA)**

A champion sports car racer that has competed with Team Penske over the course of four seasons, Dane Cameron will help lead the Porsche Penske Motorsport effort in its debut season in 2023.

Cameron, three-time IMSA WeatherTech SportsCar champion, will drive the No. 5 Porsche 963 LMDh in the World Endurance Championship (WEC) this season, sharing driving duties with veteran sports car racers Michael Christensen and Frederic Makowiecki. Cameron will also support the endurance race efforts of the No. 6 PPM team competing in the 2023 IMSA WeatherTech SportsCar Championship, as third driver alongside the full-season duo of Nick Tandy and Mathieu Jaminet.

One of the most consistent and productive champs in North American sports car racing, Cameron returned to Team Penske in 2022 to contest a limited schedule in WEC with another former IMSA WeatherTech SportsCar champion and current PPM teammate, Felipe Nasr, as well as Emmanuel Collard.

Cameron, who earned four victories, five poles, 17 podium finishes and the 2019 IMSA Daytona Prototype international (DPi) championship, alongside teammate Juan Pablo Montoya, during his three seasons racing for Team Penske in IMSA competition. Cameron joined the Team Penske DPi program in 2017 after three successful seasons with Action Express Racing, which included winning the 2016 IMSA Prototype Championship. Cameron also captured the 2014 IMSA GT Daytona class title.

A native of Glen Ellen, Calif., Cameron has always felt at home at a racetrack as his father, Rick Cameron, is a race engineer with over 40 years of experience in motorsports. For several years, the two competed against each other in the IMSA Prototype class, with the elder Cameron serving as the lead engineer for other series teams. Growing up with a race-winning engineer as a father, Cameron has always brought a unique knowledge of car setups and how to maximize performance to his skill set as one of the world's top sports car drivers.

Cameron's racing career began in karting and advanced to cars in 2005 when he produced six race victories and won the Formula Russell Series championship as a rookie. In 2006, he finished as runner-up in the F2000 National Championship and earned a Team USA Scholarship to participate in the Formula Palmer Audi Autumn Trophy in Europe, which he won.

In 2007 Cameron competed in the Star Mazda series and captured the title with three race wins. He also made his sports car racing debut, driving for Chip Ganassi Racing in a Daytona Prototype. He graduated to the Champ Car Formula Atlantic open wheel series in 2008 – as he scored a second-place finish from the pole in his debut race. Cameron switched his full-time focus to sports cars in 2009, competing in the Rolex Series GT class while driving the Racers Edge team. He scored six top-10 finishes while racing with 10 different co-drivers.

By 2011, Cameron began to make his mark – earning the pole, fastest race lap, most laps led and a race victory for Genoa Racing in the LMPC class at Sebring. He also finished seventh in the GT point standings for Dempsey Racing. In 2012, Cameron scored his first Grand-Am Rolex Series GT win on his way to finishing sixth in the GT standings for Team Sahlens. Cameron also made two American Le Mans (ALMS) starts with Dempsey Racing in LMP2 and recorded the fastest LMPC lap at Sebring.

For 2013, Cameron graduated to a full-season Daytona Prototype class opportunity with Team Sahlens. Cameron's speed was impressive as he won the pole and dominated the race at Road America before suffering a driveshaft failure. He also earned the pole and led laps in the final prototype race at Lime Rock Park. Cameron joined the PR1 Mathiesen Motorsports team for the

final four races of the ALMS season to co-drive with Mike Guasch. Cameron made his presence felt immediately as he captured three poles and produced superb race stints to help clinch the LMPC class championship.

In 2014, Cameron dominated the GTD class championship in the newly-formed IMSA WeatherTech SportsCar Championship and he quickly ascended back to the Prototype level, where he produced as one of the sport's top competitors for seven consecutive seasons.

Cameron's hobbies include cycling and turning laps at the Go-Pro Motorplex in Mooresville, NC. He and his wife Sarah reside in Charlotte, NC with their two sons.

### **Michael Christensen (WEC, Denmark)**

In 2023, Michael Christensen joins the Porsche Penske Motorsport program, contesting the full World Endurance Championship season behind the wheel of the No. 5 LMDh Porsche 963. Christensen will be paired with Dane Cameron and Frederic Makowiecki for the No. 5 driver lineup.

Working with current PPM teammate Kevin Estre, Christensen finished second in the WEC GTE Pro class last season. Christensen and Estre secured class wins from the pole at both the 1000 Miles of Sebring and the Six Hours of Fuji in 2023. The performance paved the way for Danish Porsche works driver to join PPM in its maiden WEC season, racing the hybrid Prototype Hypercar.

One of the early defining moments of Christensen's career happened in the fall of 2011. Going up against many other talented young drivers from around the world, he shined during a grueling selection process and was accepted into the Porsche Junior youth development program. Christensen continued to excel as he joined the Porsche Carrera Cup Deutschland in 2012. With consistently good performances and a win at Hockenheim, he grabbed his chance and climbed the ladder into the Porsche Mobil 1 Supercup.

In 2013 he promptly won the rookie classification and he claimed a race victory at Nurburgring. The strong Supercup results earned Christensen an opportunity as a Porsche works driver, beginning in 2014. In his rookie season as a works racer, Christensen promptly won the 12 Hours of Sebring.

In his first WEC season, Christensen posted three GTE Pro class victories in 2015. He continued to race in both Europe, as well as the U.S. in 2017 and the following year he broke out with a GTD class victory in IMSA's Rolex 24 at Daytona before earning a class runner-up result in the Petit Le Mans season finale at Road Atlanta.

The 2018 season brought more success for Christensen as he won the GTE Pro class at the 24 Hours of Le Mans. Returning to WEC competition in 2019, Christensen was part of the winning class effort at the 24 Hours of Spa. Christensen tied for third in the 2020 GTE Pro class championship behind a pair of victories and in 2021 he won the 24-Hour race at Nurburgring in WEC and finished second in class at Petit Le Mans.

In addition to racing the Porsche 963 in WEC this season, Christensen will also compete in the IMSA WeatherTech SportsCar Championship endurance races, joining Felipe Nasr and Matt Campbell on the No. 7 Porsche.

### **Frederic Makowiecki (WEC, France)**

In his first season competing for Porsche Penske Motorsport, Frederic Makowiecki will race the No. 5 Porsche 963 LMDh in the World Endurance Championship (WEC) in 2023. Makowiecki will join co-drivers Dane Cameron and Michael Christensen on the No. 5 team.

This past season, Makowiecki triumphed at 24 Hours of Le Mans as he teamed up with fellow Porsche works drivers Gianmaria Bruni and Richard Lietz to claim the GTE Pro victory. The win marked the fulfillment of a dream for Makowiecki, a native of Arras, France - winning the biggest sportscar race in the world, in his homeland, while racing a Porsche.

When Makowiecki became a Porsche works driver in 2014, it marked a return to his roots. The Frenchman has always had a passion for Porsche.

He underlined this with his ambition and patience in his campaign to win the Porsche Carrera Cup France. Twice he had to settle for runner-up and once he finished third before finally taking home the coveted title in 2010. Even then, his reputation as one of the world's fastest GT pilots preceded him.

He demonstrated his prowess at top-class championships such as the FIA GT1 World Championship as well as the Sports Car World Endurance Championship WEC. But ultimately his dream was to become a Porsche works driver.



In 2018, the Frenchman won the 12 Hours of Sebring, the Nürburgring 24-hour race and Petit Le Mans at Road Atlanta. In 2019 and 2020, Makowiecki again captured a GTLM class victory at Sebring. He also claimed his second career win at Petit Le Mans in 2020.

### **Kevin Estre (WEC, France)**

Kevin Estre joins Porsche Penske Motorsport in 2023. The Porsche works driver will drive the No. 6 Porsche 963 in the World Endurance Championship (WEC) this season, alongside co-drivers Andre Lotterer and Laurens Vanthoor.

Competing in the WEC GTE Pro class last season, Estre produced two victories, at the 1000 Miles of Sebring and at the Six Hours of Fuji, on his way to finishing second in points for his class.

Contesting his first season as a Porsche works driver in 2016, Estre came full circle. The Frenchman honed his craft as a racing driver in the Porsche one-make series in France and Germany. After netting two junior classification titles, he finally took home the Carrera Cup France trophy in 2011 – with an impressive track record: 10 wins, 10 podiums and 10 fastest race laps.

After switching to the Carrera Cup Deutschland the following year, he immediately scored a victory and ultimately clinched “Rookie of the Year” honors.

A year later he was ready for overall victory. With nine race wins he eclipsed the opposition. Estre won the World Endurance Championship title in the 2018-2019 season, clinching victory at the 24 Hours of Le Mans on the way. Moreover, the experienced Frenchman also enjoyed overall success at the 2019 Spa-Francorchamps 24-hour race. In 2021, Estre performed impressively clinching five pole positions at six FIA WEC races.

### **Andre Lotterer (WEC, Germany)**

In his debut season racing for Porsche Penske Motorsport in the World Endurance Championship, Andre Lotterer will drive the No. 6 Porsche 963 LMDh Hypercar. Lotterer, three-time winner at the 24 Hours of Le Mans, will be paired with Kevin Estre and Laurens Vanthoor behind the wheel of the No. 6 PPM 963.

In 2017, Lotterer joined the Porsche family and he has been racing Porsches in Formula E over the last six years. He has produced eight Formula E podium finishes and will also race in the series in 2023, in addition to competing in WEC with PPM.

Lotterer has more than one place he calls home: In Germany, the town of Renningen is his first port of call, just a stone's throw from Weissach - where his mother's side of the family calls home. Alongside the family outposts and his testing and racing commitments, Lotterer commutes between his homes in Monaco and Belgium. After a year as a Formula 1 test driver in 2002, his life centred around Japan, where he drove in Formula Nippon (today Super Formula) and Super GT. He also made on start in CART/INDYCAR competition, racing at Mexico City in 2002.

In 2009, Lotterer returned to Europe, where he secured overall victory at the Le Mans 24 Hours three times. Lotterer claimed the 2012 WEC Championship behind three race victories. The Duisburg-born racer also continued to compete in single-seaters in Japan.

In 2014, Lotterer made a brief excursion into Formula 1, racing in the Belgian Grand Prix.

### **Laurens Vanthoor (WEC, Germany)**

In 2023, Laurens Vanthoor joins Porsche Penske Motorsport for its debut season in the World Endurance Championship. Vanthoor will drive the No. 6 Porsche 963 LMDh entry, racing alongside drivers Kevin Estre and Andre Lotterer.

For the 2017 season, two dreams came true for Laurens Vanthoor – he became a Porsche works driver and he drove the 911 RSR in the IMSA WeatherTech SportsCar Championship.

The Belgian already turned heads in the 2016 season: He scored a spectacular win in the FIA GT World Cup in Macau. In the Intercontinental GT Challenge, too, he secured overall victory and also won the Dubai 24 Hours and the Sepang 12-hour race. In 2014, he demonstrated that he not only shines at individual races. That year he won the Spa 24 Hours and clinched overall victory in the Blancpain Endurance Championship and the Blancpain GT Series.

In 2018, Vanthoor added another impressive achievement to his CV: victory at the 24 Hours of Le Mans. The Belgian notched up his greatest triumph in 2019: with Earl Bamber, he secured the IMSA WeatherTech SportCar Championship title.

In 2020, the pair claimed the first class victory for the Porsche 911 RSR at the Laguna Seca racetrack in the USA. Vanthoor was also part of the winning trio at the Spa-Francorchamps 24-hour race.

In 2021, the Belgian clinched the GTD-class title in the IMSA WeatherTech SportsCar Championship.

## **Porsche Deluxe Carrera Cup North America**

For the first time in its history, Porsche Rennsport Reunion will host a current racing series for a championship event. Appropriately, it is Porsche's own premier one-make series on the continent, the Porsche Deluxe Carrera Cup North America. Rounds 13 and 14 of the 16 race all Porsche 911 GT3 Cup car championship will be held on Sunday, October 1.

The 992 generation 911 GT3 Cup car made its world competition debut in Porsche Deluxe Carrera Cup North America series premiere at Sebring International Raceway in 2021. The spectacularly styled Cup car is the first racing version based on the current 992 generation road car and the first one-make cup racer of the German sports car manufacturer to feature a wide turbo spec body. Producing approximately 510 HP, the 911 GT3 Cup Type 992 exceeds the output of its immediate predecessor by 25 horsepower.

The overall increase in performance was immediately apparent in the championship with lap times nearly as quick as that year's 911 GT3 R race cars in the IMSA WeatherTech SportsCar Championship. The development also showed itself in the Porsche Mobil1 Supercup rounds in 2021, where lap times were slashed by up to three seconds at most European circuits.

This was due to not only the increase in power, but increased traction and downforce. The life of individual components was also extended compared to the previous generation – offering lower running costs and reliability for all.

The final one-make step on the Porsche Motorsport Pyramid North America, Carrera Cup offers drivers a bridge between club racing and full professional racing in IMSA GTD or SRO GT3 series while remaining in Porsche Motorsport products. Competing on major motorsport weekends with IMSA, IndyCar, NASCAR and Formula 1, Carrera Cup provides an ideal platform to showcase a driver's skill at the top venues. Overall champions, who are awarded the Al Holbert Cup, have graduated to the IMSA

WeatherTech SportsCar Championship GTD class, FIA World Endurance Championship (WEC) LMGTE-Am class. Other graduates have moved into the SRO GT3 and GT4 championships.

With a capacity field, breathtaking racing cars, and some of the world's best Pro, Pro-Am, and Am sports car drivers, 2023 will again raise the bar for this incredible championship. Follow the @porschemotorsportnorthamerica social channels on Instagram, Facebook, and YouTube for all the latest news, videos, and racing action.

## **Porsche Motorsport North America**

From its inception in 1985, Porsche Motorsport North America (PMNA) has been the sole importer of Porsche race cars and parts in the United States and Canada. In more than three decades of service, Porsche Motorsport has been a driving force for innovation at Porsche, spurred both street and race car development, and achieved more than 550 championships world wide.

PMNA is dedicated to supporting numerous customer-racing platforms from the IMSA WeatherTech SportsCar Championship to PCA Club Racing, by helping customers find the race car of their childhood fantasies, and live out their racing dreams. In addition, PMNA has produced one of the most comprehensive customer support programs in the industry to help our customers at the track. PMNA customers no longer race a Porsche – they race with Porsche.

Located south of Los Angeles in the Porsche Experience Center, Los Angeles, the PMNA workshop provides further customer racing assistance, parts, and service to customers of both current and historic Porsche race cars. The shared facility at the PECLA offers customers and visitors the opportunity to view the PMNA workshop where historic cars are restored, track vehicles are maintained, and history continues to be made daily.

## **Porsche 963**

The technology of the new Porsche 963 hypercar/GTP prototype in detail

The Porsche 963 made its official race debut at the 24 Hours of Daytona in January, 2023. The new car for the top classes Hypercar (FIA WEC) and GTP (IMSA) generates approximately 670 hp (500 kW). As its name suggests, it is intended to act as a spiritual successor to the Group C era Porsche 962.

### **Chassis: LMP2 basis from Multimatic with the iconic Porsche brand identity**

The regulations stipulate that all new vehicles for the LMDh category must be based on an LMP2 chassis. Four potential partners are available for such a project: Multimatic, Oreca, Dallara and Ligier. After an in-depth evaluation, Porsche made the early call to work with Multimatic. As the largest of the four LMP2 manufacturers, the automobile technology company based in Toronto, Canada also contributes components for the Porsche 911 RSR, the Porsche 911 GT3 R and Porsche 911 GT3 Cup.

In addition to the existing business relationship, the enormous production capacities also spoke in favor of Multimatic – a critical factor given that the Porsche 963 is also being campaigned by customer teams on both sides of the Atlantic in its first year of competition.

The new racing prototype is easily recognizable as a Porsche. Its design combines modern elements with historic roots. The front section is reminiscent of the soft shapes of the legendary 956 and 962, while the continuous illuminated strip is a salute to the characteristic hallmark of the current 992-generation nine-eleven model series.

### **V8 turbo engine: Modern unit based on the Porsche RS Spyder**

While the regulations specify that the hybrid components and the gearbox must be cost-efficient standardized components, it allows great leeway in choosing the combustion engine. In principle, the following applies: Power output is capped at 520 kW (696 hp) with the minimum weight set at 180 kilograms including the periphery. In late 2020, Stefan

Moser, as the head engineer responsible for the Porsche 963 powertrain, and his 18-strong team opted for the 4.6-liter engine from the Porsche 918 Spyder.

Powering the Porsche 918 Spyder is a highly efficient naturally aspirated engine without turbocharging. In the LMDh prototype, the power unit runs in conjunction with two turbochargers, which increases the ambient pressure by just 0.3 bar. The charger units are mounted on the 'hot side', in the 90-degree opening of the V-geometry. Converting the production engine to feature turbo technology was easy: around 80 percent of all components come from the 918. Some components required additional reinforcement to make the 963 engine a supporting element. Another advantage of a 4.6-liter engine: in the 918 Spyder, Porsche had already designed the V8 to work with a hybrid system.

The standardized components of the electric boost system are supplied by Bosch (motor generator unit, electronics and software) and Williams Advanced Engineering (high-voltage battery). The motor generator unit (MGU), which is responsible for the power output and recuperation under braking at the rear axle, works directly with the standard gearbox from Xtrac. The MGU sits in the bell housing between the combustion engine and the gearbox.

The hybrid electrical system produces up to 800 volts. The uniform battery has an energy capacity of 1.35 kWh, which can be mobilized at any time under acceleration. An output of 30 to 50 kW (approximately 40 to 67 hp) is available in short bursts but does not change the overall output of the powertrain. When the thrust of the MGU kicks in, the power of the combustion engine, which can reach over 8,000 rpm (depending on BoP), automatically decreases. The regulations stipulate the power output precisely.

The lineage of the 4.6-liter twin-turbo V8 sporting the Porsche internal designation 9RD can be traced back to the RS Spyder. In the hands of the former Porsche customer team Penske, the racing vehicle won all titles in the ALMS LMP2 class between 2006 and 2008.

At the time, the engine in the distinctive yellow and red prototype had a displacement of 3.4 liters.

## **Porsche GT3 R**

The current 911 GT3 R is based on the latest 992-generation 911. Compared to its predecessor, the new 911 GT3 R features a larger engine than its predecessor, producing up to 416 kW (approximately 557 hp), while also offering improved aerodynamics and vehicle balance.

### **Engine based on the 911 generation 992**

At the core of the new racing car is the near-standard engine based on the 992-generation 911 powerplant employed in the 911 GT3. Like in the previous model, it is a water-cooled flat-six engine with four-valve technology and direct fuel injection. The primary new development is the displacement: like the 911 RSR, the capacity of the new 911 GT3 R has increased from 3,997 cc to 4,194 cc. This increases peak output to approximately 416 kW (557 hp). First and foremost, however, Porsche has optimized the torque and power curve across the entire rev range.

The high-revving six-cylinder is naturally aspirated, and sits in the classic rear position, thus enhancing traction and braking. However, it has been tilted forward by 5.5 degrees, creating more leeway for the underbody diffuser. Auxiliary units such as the alternator and the air conditioning compressor were moved forward approximately 39 inches and placed further down into a space in front of the engine and gearbox, which has a positive effect on the weight balance of the 911 GT3 R. The sequential six-speed contest-mesh gearbox is derived from the current 911 GT3 Cup. Shift paddles control an electronic shift drum actuator that enables particularly rapid and precise gear changes.

### **Suspension modified in many details**

The new 911 GT3 R's suspension – many details of which have been modified – supports drivability, allows more precise steering, reduces rear tire wear and aims to reduce time spent on set-up changes. For this, numerous components and technical solutions were taken from the 911 RSR. At the front axle, a state-of-the-art double wishbone layout controls the wheels. The rear axle sports a multilink design. The KW shock absorbers were further improved and offer five adjustment settings. Set-up modifications are done with shims. These plates enable precision adjustments without the need for the time-consuming re-alignment of the suspension afterwards.

The optimized positioning of the central pivot points at the front axle frees up space for the aerodynamic “race underfloor” concept. Like in the 911 RSR, this elevated underbody allows for a clean flow of air to the rear diffuser and reduces the pitch sensitivity of the racing car – i.e. a high rake under braking. The rear wheels have moved a little further back, which extends the wheelbase from 2,459 to 2,507 millimeters. This also reduces the load on the rear tires and improves the consistency of tire performance over longer stints.

### **Racing brake calipers by the specialist AP**

In addition to the aluminum monobloc racing brake calipers, the brake discs on the new 911 GT3 R are now also supplied by the specialist company AP. The internally vented and slotted front steel discs measure 390 mm in diameter with six-piston calipers. Four-piston calipers at the rear squeeze 370-millimeter brake discs. A sophisticated software application for the fifth-generation racing ABS reduces wear on the tires and brakes. Porsche's traction control system also received a further development.

The new 911 GT3 R is the second race car from Porsche Motorsport to be based on the current

992-generation 911. The first was the 911 GT3 Cup. Its lightweight body with an intelligent aluminum-steel composite design draws on the production model, albeit with major



modifications for use in the 911 GT3 R. Almost all of the body components are made of carbon fiber.

**Lightweight body with an aluminum-steel composite design** Aerodynamics also play a key role in the new model. An elevated underbody ahead of the front axle, for the first time in conjunction with a smooth underbody, and a rear diffuser improve downforce without a significant increase in drag. The rear wing now features swan-neck mounts, ensuring clean airflow under the wing to improve the aerodynamic efficiency of the component.

The high-performance LED headlights on the 911 GT3 R use collimator technology, which Porsche developed for the new LMDh 963 prototype, among others. This device works like a magnifying glass, only in reverse. It illuminates a particularly large area of the racetrack and is a

significant improvement on the predecessor model, which was previously regarded as the class leader.

## **Porsche 718 Cayman GT4 e-Performance**

Meant to offer a glimpse of what an all-electric race car developed for competition in a possible future Porsche one-make race series could look like, the 718 Cayman GT4 e-Performance is a test vehicle for the all-electric future of customer racing.

This all-wheel-drive racer is built around the chassis of the well-known 718 Cayman GT4 Clubsport model. The electric motor and battery technology is from the IAA concept study Mission R, and is undergoing extensive practical tests at national and international events.

In qualification mode, the electric drivetrain produces a maximum output of more than 735 kW (approximately 984 hp). In simulated racing, a steady 450 kW (612 PS) is available for up to 30 minutes, which is enough for a sprint race in the Porsche one-make

cups. Using 900-volt technology, it is possible to recharge the batteries from five percent to 80 percent in approximately 15 minutes.

The direct oil cooling system built into the e-motors and battery pack, developed by Porsche, counteracts thermally induced derating of the electric drive system. This means that the power output in racing mode remains constant for half an hour. Intelligent technology also generates electrical energy in racing mode and feeds it to the battery (recuperation), for example during braking.

## **History of Rennsport**

Like Porsche itself, Rennsport Reunion was founded to bring reality to a dream. Rennsport, which translates to “Race Sport” in German, is a celebration of Porsche motorsport past, present and future. In six previous iterations, the world’s largest gathering of Porsche enthusiasts has grown in popularity and stature from humble beginnings predating the inaugural event to Rennsport Reunion 7 in 2023. This event is a living history of Porsche that includes race and road car models on location dating from the first road registration of a Porsche sports car 75 years ago through the modern day with hints of what might come in the future. The event itself is a steward of the history of the brand, a competition museum that refuses to stand still.

Every legend needs a proper origin story. Porsche Rennsport Reunion is no exception. The seed was planted three years before the first official “Rennsport” when motorsport legend Brian Redman organized the Porsche 50th Anniversary Reunion held at Watkins Glen International in 1999. The gathering was so well received that Bob Carlson, then head of Public Relations of Porsche Cars North America (PCNA), and Redman announced a fully Porsche supported reunion would take place in 2001.

The RSVP list was an impressive collection of Porsche royalty. Roger Penske, Hurley Haywood, George Follmer, Derek Bell, Vic Elford, Paul Newman, Chip Robinson, Rob Dyson, Joe Buzetta, Tony Adamowicz, Davy Jones, Jacky Ickx and Redman were on hand. The petrol-powered legends were museum caliber as well. Porsche RSK, 935s, 956/962s, 908 and 917s all were on display. Penske himself strapped into the 1000 hp 917/30 to lap Lime Rock with veteran Motorsport journalist Chris Econmaki hanging on beside him.

The pairing worked to bring Porsche race cars and race drivers from all over the world to the small, but historic Lime Rock Park race course in Connecticut. Entering the July 27-29, 2001 weekend, no one knew if the Porsche Rennsport Reunion was going to be one-and-done or the first of many. With over 15,000 spectators streaming through the gates of the small road course and legends from behind the wheel of legendary

machines reveling in the moment, Porsche recognized a celebration of the competition heart of the brand was something everyone wanted. By the end of the weekend, then PCNA president and CEO Fred Schwab announced that this would be only the first of many Rennsport Reunions to come.

The venue needed to grow along with demand for the second Porsche Rennsport Reunion, and expand it did. Announced in December of 2003, Rennsport Reunion II would be held at one of the world's most famous – and largest – motorsport venues, Daytona International Speedway. As the record holder for Rolex 24 Hours of Daytona overall (22) and class (80) victories, Porsche is no stranger to the high banks and twisting infield road course of the Florida track. As fans began to pour through the gates, the April 23–25 event upheld the promise of three years before and would start the cadence of future gatherings.

With the golden anniversaries of the Porsche 356 and Porsche 550 Spyder to celebrate in addition to the 40th Anniversary of the iconic Porsche 911, there was much to observe in the Florida spring. Described as “overwhelming” by media of the time, the second gathering drew an even larger number of Porsche race cars. In fact, it was one of the largest fields of Porsche's most successful prototype race cars, the 962, to date with 50 of the Porsche monocoque racer and its sibling, the 956, on hand. The cars which found so much success at Daytona in the 1980s were joined by a growing selection of the anniversary celebrants on display and on the track in Porsche Club of America (PCA) race groups. A total of more than 600 Porsche cars were on location. Not to be outshone by their four wheeled rides, the Porsche legends lined up for the fans as well. Vic Elford was celebrated for his part in the first Porsche overall 24-hour win (at Daytona in 1968) while Bell, Haywood, Ickx and Redman were back joined by Bill Adam, John Andretti, Kevin Buckler, Doc Bundy, David Donohue, Reinhold Joest, John Paul Jr., Milt Minter, Bobby Rahal, Elliott Forbes-Robinson and so many more of the great names from Porsche history. Rennsport II was dedicated to the memory of Bob Akin. The driver/owner, so familiar to Porsche fans for his Coca-Cola backed race machines, had passed away in May of 2002.

The Florida sunshine would draw Rennsport back to the coastal community a second time. Announced during Porsche's annual Night of Champions in December of 2006, Porsche Rennsport Reunion III would return to Daytona at the end of 2007 to celebrate the Porsche 917 and the 25th Anniversary of the racing debut of the Porsche 956/962.

At the time, then PCNA president and CEO Peter Schwarzenbauer offered this reason for returning: "Given the tremendous response to our last event there, Daytona International Speedway is the logical choice as the site for Porsche Rennsport Reunion III. It is filled with Porsche racing history and is one of the few tracks in America capable of conducting an event of this magnitude."

Co-Grand Marshals Schwarzenbauer and then Porsche Panorama Editor, Betty Jo Turner, were announced to lead the November 2 – 4 happening. A Concours d'Sport was held on Saturday afternoon judged by Amelia Island Concours d'Elegance Founder Bill Warner on Daytona's pit lane. It was the first time a concours had been held exclusively for race cars. Impressive by any measurement, on display were Porsche 917s, 956/962s, 550 Spyders, RS61s, 904s, 910s and everything in between as well as production-based race cars. The driver lineup also continued to build with the legends adding to a growing roster of newer drivers including Jörg Bergmeister and future Rennsport Reunion 7 co-grand marshal, Patrick Long.

A unique addition near and dear to co-founder Carlson's heart, a model car contest for a variety of scales and categories, was also included on the schedule. It was an appropriate send-off to Carlson. The veteran Porsche Cars North America PR legend would pass away after long battle with cancer in December 2008.

The 2007 iteration was destined to become a classic gathering. But it would be the last scheduled in Daytona.

In an effort to widen the reach of Rennsport, Porsche Cars North America announced a seismic shift to the west coast for Rennsport Reunion IV in 2011. Ultimately, each meeting since has also taken place at WeatherTech Raceway Laguna Seca in Monterey, California. The move was immediately impactful with over 300 Porsche race

cars on track and dozens of more in the paddock display area. The October 14 – 16 weekend and its west coast vibe were a huge success with the usual impressive cast of drivers, VIPs and Porsche race cars on display. Much like the upcoming Rennsport Reunion 7, the weekend was highlighted with on-track competition with the Porsche 911 GT3 Cup cars of the time. An announced attendance of 35,000 guests also supported the value in the move to the Monterey Peninsula.

Perhaps the greatest impression of Rennsport Reunion IV was the U.S. introduction of the Type 991 Porsche 911 to the fans. Like the move to California, the move to wider, longer and more aggressive 991 was a familiar but clearly new direction for the German marque.

In 2015, Rennsport Reunion was officially recognized as the single largest gathering of Porsche race cars, drivers and fans in the world. The fifth edition of the tradition was again held at Laguna Seca in the fall, September 25 – 27. The count of cars and drivers grew, drawing over 320 of Germany's best race cars and 75 Legends graced the event. Among those in attendance were several familiar faces and several new ones. Richard Attwood, the first driver to win Le Mans overall in a Porsche, Vic Elford, George Follmer, Jurgen Barth, Jim Busby, Porsche pioneer Hans Hermann, Jochen Mass and James Weaver were present mingling Alwin Springer and Patrick Long as well as engineering wiz Norbert Singer. These were but a few to attend alongside factory drivers such as Nick Tandy and Patrick Pilet. Proving the popularity of Porsche race cars, Rennsport Reunion V drew nearly double (60,000) the fans than Rennsport V! It even sparked the creation of a special model, the 911 Carrera GTS Rennsport Reunion Edition. Based on the 430 hp 911 Carrera GTS of the time, the limited-production version painted in Fashion Grey and sporting a seven-speed manual transmission was limited to 25 units and exclusive to the North American market.

Rennsport Reunion VI would set a new standard for automotive enthusiast events. Unrivaled by any international pilgrimage to celebrate a single car brand, the 2018 experience shattered attendance expectations by drawing over 80,000 people to Laguna Seca. Those in attendance were not disappointed. With the introduction of a

new track-only tribute to the Porsche 935 and a string of iconic and rare Porsche race cars owned by privateers and Porsche itself, North America was again the epicenter for Porsche eyes. From the sleek 1939 Porsche Type 64 – a car that predates the company's official founding in 1948 – to the first-ever 356 (the aluminum bodied 356/1) to its race-prepared Porsche 356 and 550 brethren into the prototype era of the 910 (1967) and 908 (1969), editions of the 917 ranging from the K to the 917/10 and 917/30 and the most iconic of Porsche road and race machines, the 911 through multiple decades of success. Included were the popular Porsche 911 GT1-98 and the most recent racer, the Porsche 911 RSR-19. Those attending were staggered to see the elegantly brutal speed of the Porsche 919 Hybrid Evo lapping the sand-swept asphalt of Laguna Seca as well. Even the first Porsche all-wheel drive racer, the Dakar Rally 953, shared track time with the last Porsche Indy car, the 90P. But, amidst the massive crowd and storm of legendary figures, was also the introduction of the first Porsche Tractor race. An event that became an immediate cult classic.

From the tapping of the keg on September 27 by then PCNA CEO Klaus Zellmer through to the closing checkered flag on September 30, the sixth Rennsport Reunion set a new standard for the brand. That is, until Porsche Rennsport Reunion 7.