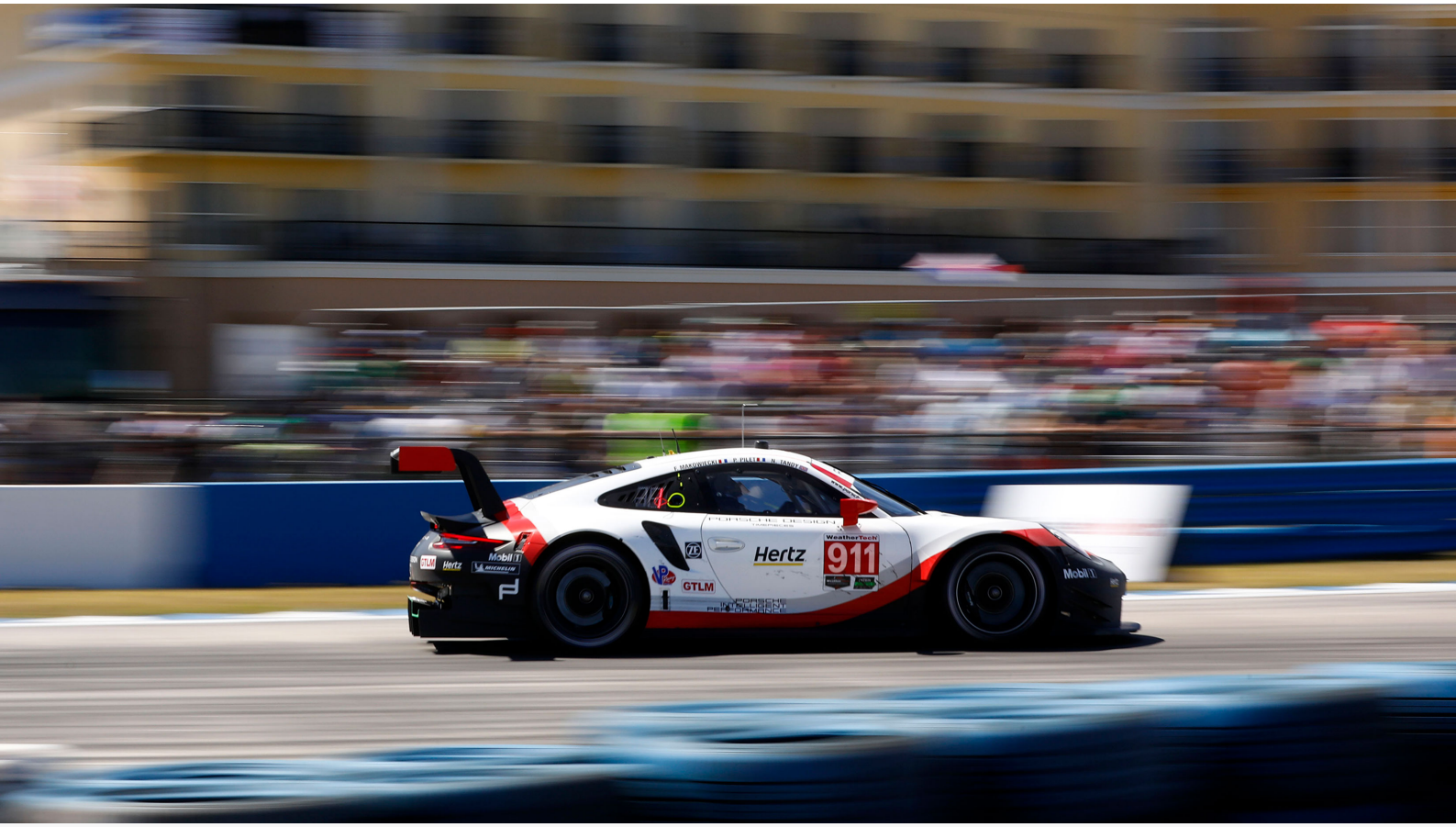

Porsche targets second win of the season on the Californian street circuit

12/04/2018 Following the season-opening rounds at the long distance classics of Daytona and Sebring in Florida, the IMSA SportsCar Championship now heads to California. Coming up on April 14 is the 100-minute event at Long Beach, the shortest race of the year.

On the 3.167-kilometre street circuit, the Porsche GT Team fields two Porsche 911 RSR racers against three other automobile manufacturers in the strongly represented GTLM class. In addition to these fascinating sports cars, fans can look forward to a real highlight of the season at Long Beach, where another very popular US series, IndyCar, also contests a championship round on the same weekend. After winning the Sebring 12-hour race, Porsche has moved into second place in the manufacturers', drivers' and team classifications of the IMSA SportsCar Championship. Porsche also ranks second in the prestigious North American Endurance Cup. The long-distance races at Daytona, Sebring, Watkins Glen and Petit Le Mans count towards the toughest category in terms of performance and reliability in GT racing worldwide.

In addition to the optimised setup of the 911 RSR, the reliability has been further improved for its second racing season. Depending on the size of the restrictor, the motor, which is positioned in front of the rear axle, puts out around 375 kW (510 hp). The large rear diffuser combined with a top-mounted rear wing provides strong downforce and aerodynamic efficiency.

Unlike a single-seater or Le Mans Prototype, a GT racer must be based on a production car, as stipulated in the regulations. The rules in the GTE/GTLM category are very restrictive and afford engineers very little leeway for development. With the latest 911 RSR, the designers at Weissach have systematically capitalised on every possibility within the regulations. The engine has been repositioned in front of the rear axle to make room for a larger rear diffuser. Diffusers powerfully press the rear to the track surface at high speeds without drastically increasing the drag. For the most part, the 911 RSR is characterised by very efficient aerodynamics, or in other words, high downforce with low air resistance. Thanks to the changed centre of gravity, the load is distributed over the tyres more evenly, thus achieving a consistently higher grip level for the tyres than the previous rear-engine concept allowed.

#IMSA - Racing between walls, tyres and fences: The #BUBBAGP on Saturday at Long Beach is one of the biggest challenges for the #911RSR, the #WeatherTechChampionship has to offer. The #Sebring12 winning #PorscheGTTeam is ready for the "Monte Carlo of America". @Porsche pic.twitter.com/4Gsmosodkr

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