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## “Mister Le Mans” and the “Creative spirit”

Porsche Motorsport Weekly Event Notes



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This year two essential personalities – “a ‘rock’ within the Company” – celebrate their milestone birthdays: On 16 November 2019 Norbert Singer, the former racing engineer at Dr. Ing. h.c. F. Porsche AG, will celebrate his 80th birthday. During his time at Porsche between 1970 and 2004, Singer took part in every overall victory at Le Mans. Only two days later, on November 18, 2019, Hans Mezger turns 90. The legendary engineer for Dr. Ing. h.c. F. Porsche AG has been responsible for Porsche’s most successful race cars and engines for more than three decades.

### Norbert Singer – “Mister Le Mans”

In the period that followed, there was a great deal of aerodynamic development on the agenda for Norbert Singer with the 917. He was also involved in optimising the 917 long tail. The 917/10 and 917/30 with turbocharging, where downforce was the most important factor for the sharp-cornered tracks in the US, also benefited from Norbert Singer’s aerodynamic expertise. In the 32 years that followed, Norbert Singer was responsible for a great many outstanding racing cars from Porsche: for example, the 911 Carrera RSR project (1972), the next stage of development in 1974 with the 911 Carrera RSR Turbo 2.1, the 935 (1976) as well as the famous 935/78 “Moby Dick” (1978).

Following numerous successes with the 935 and the 936, perhaps the greatest technical milestone in Norbert Singer's career came with the introduction of the Group C Regulations in 1982. In the development of the 956, he once again proved his tremendous expertise in the field of aerodynamics and provided the vehicle with an exceptional ground effect and thus extremely effective road holding characteristics thanks to a special underbody design with air ducts and the legendary "Singer dent". The 956 and 962 C won no fewer than five Drivers', three Makes' and two Team World Championships between 1982 and 1986. They also achieved seven overall victories at Le Mans.

In 2004, Norbert Singer retired but continued to work for several more years as an advisor for Porsche customer motorsport until 2010. And even after that, his expert knowledge still continued to be of great value. Especially when it came to restoring racing cars for the Porsche Museum, such as recently in the case of the first 917 with the chassis number 917 001 or the 956 with the chassis number 956 005. Norbert Singer has been giving lectures at the university in Esslingen since 2006.

## **Hans Mezger – Creative spirit**

But perhaps the most outstanding project took off in 1981 when Ron Dennis and his McLaren racing team set out in search of a powerful turbo engine for Formula 1. In the end, Porsche was chosen and the decision was made to design and build a completely new engine, as well as to provide on-site support during the races. Again, Hans Mezger was the creative mastermind behind the 1.5-litre, V6 engine with an 80-degree bank angle, which would later produce more than 1000 PS. In 1984, Niki Lauda became world champion with it, and again in 1985, followed in 1986 by Alain Prost. The TAG Turbo won a total of 25 races, plus the two Constructors' World Championships in 1984 and 1985. "This was a resounding success and also the most significant development contract for Porsche from an external company," adds Hans Mezger.

His commitment to Porsche has made him reject all offers from other manufacturers throughout his career and he still owns his 911 Carrera 3.0 in Grand Prix white – a coveted Porsche classic which has "his" engine.

Career and Highlights at Porsche. Hans Mezger.

1956–1960 Technical calculation department in the design department.

Responsible for valve control of all engines, among other things.

1960–1962 Move to the Porsche Formula 1 project team.

Collaboration in engine and chassis design.

1963 Design of the 901/911 six-cylinder engine.

Responsible for design and further development of all racing engines.

1965 Design and project management of the Ollon-Villars Spyder.

Management of the newly established department for race car design.

1966–1970 Design of the 910, 907, 908, 917, 2-liter, four-cylinder engine for the 914 production sports car.

1971–1973 Can-Am race cars 917/10 and 917/30 with turbocharging.

1974–1976 Design, development and further development of six-cylinder turbo engines and the Type 935 and 936 race cars.

1977–1978 Development of the water cooling and four-valve concept for the Type 935 and 936 six-cylinder turbo engines.

1977–1980 Design of the Twin Cam "Evolution" engine for Harley-Davidson. Development of the Indy engine based on the Type 935/936. Further development of the 935/936 race cars and engines.

1981–1982 Development of a 2.65-liter engine based on the 935/936 for Group C (956/962).

1981–1987 Design, overall project management and further development of the "TAG-Turbo – made by Porsche" Formula 1 engine.

1987–1988 Design of the Type 2708 Indy car 2.65-liter engine.

1990 Design of the Type 3512 12-cylinder Formula 1 engine

## **Porsche China. WEC Leader Strives for Another Podium with New 911 RSR.**

Previous Silverstone winners Richard Lietz (Austria) and Gianmaria Bruni (Italy) share the cockpit of the No. 91 Porsche 911 RSR. The pair currently ranks third in the drivers' classification. Their works driver colleagues Michael Christensen (Denmark) and Kévin Estre (France) lead the category just two points ahead. The reigning world sports car champions share the No. 92 Porsche 911 RSR. After the first two races of this season, Porsche leads the manufacturers' classification with a five-point advantage.

In the non-works Pro-Am style class, German customer squad Dempsey-Proton Racing fields three 2017-spec Porsche 911 RSR. Sharing the wheel of the No. 77 ca. 510 hp vehicle are Porsche Young Professional Matt Campbell (Australia), team owner Christian Ried (Germany) and the Italian Riccardo Pera. Porsche Young Professional Thomas Preining from Austria competes with others in the No. 88 sister car. This marks a guest appearance for the No. 78 vehicle. The same crew that contested the 24 Hours of Le Mans in June 2019 will helm the vehicle: the father-son team Louis and Philippe Prette (Italy) as well as Frenchman Vincent Abril.

Porsche Young Professional Matteo Cairoli (Italy) joins forces with Le Mans class winner Egidio Perfetti (Norway) and the David Heinemeier Hansson (Denmark) in the No. 56 Porsche 911 RSR fielded by the Team Project 1 customer squad. The Texan Ben Keating and two drivers from the Netherlands share the No. 57 car: Larry ten Voorde and Jeroen Bleekemolen. Gulf Racing's number 86 vehicle is manned by the all-British crew of Michael Wainwright, Ben Barker and Andrew Watson.

The new Porsche 911 RSR (2019 model year) contests its maiden season in the world sports car championship. The vehicle from Weissach, Germany produces approximately 515 hp depending on the air restrictor and is based on the high-performance 911 GT3 RS road-going sports car. Compared to its extremely successful predecessor model, the car for the LMGTE-Pro class received improvements to areas such as drivability, efficiency, ergonomics and serviceability. Approximately 95 percent of the car is new. The 911 RSR is powered by a 4.2-litre, six-cylinder boxer engine.

Fritz Enzinger, Vice President Motorsport.

"After winning the titles in the North American IMSA series, our works squads can now concentrate totally on the mission with the latest generation Porsche 911 RSR. The first two races of the FIA WEC season with the new car have already yielded great results with a one-two at Silverstone followed by the pole position and a podium finish at Fuji. It can continue like this. I'm confident that our experienced team and our top drivers will also get the best out of Shanghai."

Pascal Zurlinden, Director Factory Motorsport.

"We're leading the manufacturers' championship after two races and our Porsche pairings rank first and second in the drivers' classification. It's been a great season so far. However, we still have some tasks on our to-do list. We've already learned a great deal about the idiosyncrasies of our new Porsche 911 RSR. If we can continue to make systematic progress, then I'm sure we'll celebrate more successes. We want to finish on the podium at Shanghai – preferably at the very top. After our bad luck here in the past two years, I think we would deserve that."

Alexander Stehlig, Head of Operations FIA WEC.

"After the first and second-place finish at Silverstone and second-place in Fuji, our goal is clear: to extend our lead in the manufacturers'

and drivers' classifications. Up to now we've been very pleased with our new Porsche 911 RSR's results. Nevertheless, there are still some areas where we can and must improve on. I'm certain that we'll succeed with this very soon, and I'm really looking forward to a successful outing in China."

Richard Lietz, Driver, No. 91 Porsche GT Team Porsche 911 RSR.

"Last year we finished on the podium, so we're returning to Shanghai with fond memories. Personally, I don't mind the changing weather conditions because it adds to the excitement. Our car underlined its very good potential during the first two races of the season, but we've not always been able to make full use of that potential. If we can make the most of the possibilities that the new Porsche 911 RSR offers then we can go for a top result in China."

Gianmaria Bruni, Driver, No. 91 Porsche GT Team Porsche 911 RSR.

"For me personally, the upcoming race holds a very special meaning. The Shanghai International Circuit is the only racetrack on the FIA WEC calendar where I've not yet won. At the previous round in Fuji, we weren't able to get the most out of the new Porsche 911 RSR. In China, we'd like to build on our Silverstone achievement and, if possible, bring home our second win of the season."

Kévin Estre, Driver, No. 92 Porsche GT Team Porsche 911 RSR.

"We still have a score to settle with this racetrack. In the past two years we were in the lead but ultimately we missed out on climbing to the top of the podium. In China, the weather often plays a crucial role. When it rains, it pours. In 2018, the race even had to be halted because of a thunderstorm. I hope we have dry conditions this year. Then we'll witness a great race in our fiercely contested GTE-Pro class."

Michael Christensen, Driver, No. 92 Porsche GT Team Porsche 911 RSR.

"It feels good to travel to the next race leading the drivers' classification. We're at the top because we made the most of the opportunities at the first two rounds of the season. We want to continue like this in Shanghai. The new Porsche 911 RSR has great potential. I'm sure that the track in China suits our car better than the Fuji circuit. The signs for another top result look promising."

Matteo Cairoli, Driver, No. 56 Team Project 1 Porsche 911 RSR.

"Shanghai is one of the toughest circuits on the calendar for me. In dry conditions the tire wear is enormous. What's more, the drivers and teams have to be perfectly in sync. At this season's first two races we didn't have that crucial bit of luck on our side. I can't wait to finally climb the podium for my Project 1 squad."

Matt Campbell, Driver, No. 77 Dempsey-Proton Racing Porsche 911 RSR.

"I'm really looking forward to the upcoming race. I associate Shanghai with really positive experiences, especially after our victory there last season. In 2018, we saw how much the weather can affect racing. The forecast for this race weekend shows that we have to be prepared for everything again this year. I'm positive that our Porsche 911 RSR can be at the very front regardless of the weather."

## **Encore. Encore. Porsche Customer Teams Use IMSA Sebring Event to Test.**



### **Frank Wiesmann - Motorsports and Brand Heritage**

Manager, Product Communications

770-290-3414

[frank.wiesmann@porsche.us](mailto:frank.wiesmann@porsche.us)

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