

THE ALLEY

PORSCHE 2017



PORSCHE CONTINUES RACING TRADITION

ALL NEW PORSCHE 911 RSR IS ALREADY A WINNER



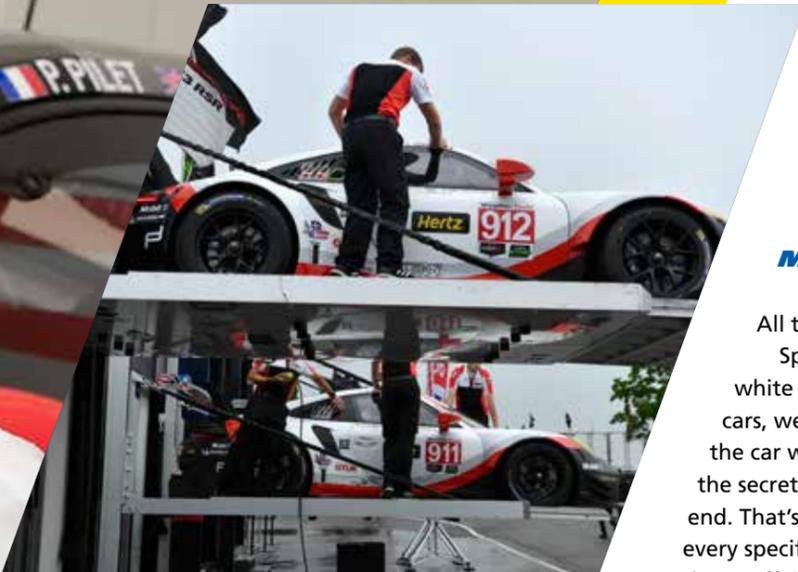


photo courtesy of Porsche AG

Steffen Hoellwarth, program manager for Porsche's IMSA SportsCar Championship recently spoke with Michelin Alley on the new car

THE NEW PORSCHE 911 RSR

Looking at the 911 heritage, from our point of view, the 911 stands for getting the optimum out of the package and out of the concept you have available. There are certain evolutions we've had in the 911 in the past, for example going from air-cooled to water-cooled and basically what we did, we had a closer look at the rulebook and the freedoms we had in the rulebook.

We took all the freedom we had to get the optimum with the existing 911 package, to bring this concept of the 911 to the next stage.

MAKING A PORSCHE 911 SPECIAL

In the end, you have to consider the car as a puzzle. All the pieces need to fit together.

Speaking about this aspect, once we started with the white paper, looking at this generation of 911 RSR race cars, we made sure that every aspect and every area of the car was working out as a whole in the end. This is the secret to get every single component working in the end. That's how you get the best car you can get out of every specific area - engine, gearbox, suspension, all that stuff, it needs to work as a package.

THE RELOCATED ENGINE

Once we had the decision done on the orientation and location of the engine, we had much more freedom in terms of aerodynamics. If you just look at the rear of the car, you now have some proper space to generate some proper downforce underneath the car, which was desperately needed.

THE COMPETITION

If you recall last season, which was not an easy one, especially for us, we had a good start and were missing a bit of pace in the mid part of the season.

You see the level of the competition and the cars and the technology evolving in the GTLM class, we had to do something. This needed to be spot on and what we've seen so far is that the cars and the stuff we've learned during testing as well looks quite promising. We made a big step from the old car.

TECHNOLOGY TRANSFER

If you look back in the history of Porsche, we started in the very beginning with a racing car. In the end, that's what makes the Porsche image, to have this bridge from the street car to the race car, and the race car was there from the very first day. You can exchange the things you learn at the track with the things you learn on the road car.

SHARING DATA

There are some areas where the knowledge is exchanged between the street car guys and the racers. It's assimilation. It's a big part, with a lot of people working in that area on the street car side of things.

There's a lot of stuff we can take over to the race cars. At the end, it's just different parameters you need for the race cars. You are working there with one tool set, for example, as we call it, which is valid for the whole Porsche family.

BEATING THE OLD NORDSCHLEIFE TIME BY 12 SECONDS

It's about the package. You need to have the full package and all the components on the car need to work; they need to complete the puzzle. Then you are successful, fast, and can break the lap record on the Nordschleife.

KEYS TO SUCCESS

The key to success for me is the details. All the details need to be spot on. It's not enough if you have the fastest drivers out there, which we definitely have on the Porsche side of things.

It's about engineers, it's about mechanics, it's about equipment, and it's about the whole group of people, the interaction between everybody and everything. This is what makes the difference.

Seven cars in 25-hundredths, it's the details that make the difference then. The competition is so close you can't afford to miss anywhere.

THE SATISFACTION FROM WINNING

Of course! That's the reason why we do this. Why we travel almost 20 times over the ocean per year, and we do not regret it a single time. Even though sometimes flying back home is even more difficult when the result is not as expected, but I didn't regret any single trip to a race. After a 1-2 finish at Lime Rock the trip home was a delight.

PORSCHE POWER

BUILDING A BRAND NEW 911



PORSCHE'S PILET POINTS THE WAY

Now in his tenth season with Porsche, Patrick Pilet knows the Porsche way. The 35-year-old Frenchman, and 2015 IMSA WeatherTech SportsCar Championship GTLM driver champion, serves as the trail guide for his teammates on the series, tracks, rival teams and drivers and how the Rock Hill, SC-based Porsche GT Team works.

With a dramatic new Porsche 911 RSR for 2017, the three new teammates on a star studded lineup that includes his new No. 911 Porsche co-driver Dirk Werner (aged 35) from Germany, and new arrivals Gianmaria Bruni (36) of Italy and Belgian Laurens Vanthoor (26),

aboard the No. 912 Porsche, Pilet plays an important role in Porsche's bid for success in 2017.

Pilet has IMSA wins at Daytona, Long Beach, Canadian Tire Motorsport Park, Road America, VIR and Road Atlanta to go with top steps at the 24 Hours of Spa, 24 Hours of Dubai, and FIA World Endurance Championship wins at Spa, Shanghai and Dubai.

His co-driver, Werner, a former rival and past Grand-Am champion, whose resume includes career wins at Dubai, Silverstone and Zhuhai, arrives with IMSA wins for BMW in 2015 at Long Beach and Circuit of The Americas.

PATRICK PILET

"We have a new car, and new teammates, lots of new things. It was tough racing last year with the old car, but we won one race (Long Beach) and should have won at Circuit of The Americas. It was a tough season.

"Now we want to learn the new car. When the previous car was new, we won at Daytona and Sebring, our first two races. It's difficult to judge where we are until the season gets rolling.

"We know that the new Porsche has improved the aero, medium balance, and we hope to have better consistency. We just have to see where we are.

"It is not totally different; it is still a Porsche but more neutral to drive. We have lots of new things to learn. The team is strong and really experienced, so we want to learn the car and the tires and develop an advantage."

DIRK WERNER

Fresh from taking the first pole for the new Porsche 911 RSR at Canadian Tire Motorsport Park in early July 2017, Werner said, "We got everything together, the aero, the chassis balance, the tires, it's a new car and a lot of the

tracks we go to we're not sure what to run so we have to improve in each session.

"Every time you come with a new car, there are certain things you want to achieve. We want to improve the car every race, and now the team has the first pole with the new car.

"The car is still early in its development. It is our first time at each track and we are still learning. It is a whole package; aero, tires, mechanical, everything together so it is an ongoing program at each race.

"When we come back to these tracks next year we will have the data from testing and qualifying and the races and can compare and build on that. It's only when we come back that we can say we profit from the experience we got.

"We made some good steps in understanding the car better. There was a long testing process before the car hit the first race in Daytona, but certain tracks here in the U.S. are so special (unique) you can only keep on

developing the car if you drive this particular track.

"The GTLM class is a very close competition. It is only for professional drivers and professional teams and factories. So to win you have to be a little special.

"The cars are very sensitive to changes to the weather or conditions. We have to adjust set ups and tire pressures."

PILET ON WERNER

"I think he has proved that he's doing very well with Porsche now. It was immediately easy to work with him, because he is an easygoing guy. We have different characters; I get quite excited and he's quite relaxed, but I think because of that we match pretty well together. "He did a great job in qualifying in Canada and this was good to improve his confidence moving forward."

And the veteran trail guide knows those are sure signs of a path to victory for Porsche.



FIND THE RIGHT TIRES FOR YOUR PORSCHE

| MODEL | MODEL YEAR | FRONT | REAR | MICHELIN TIRE |
|------------------------------|------------|-------------------------|-------------------------|---------------------------------|
| PORSCHE 911 | | | | |
| 911 GT3 | 2012-2016 | 245/35 ZR 20 (91 Y) | 305/30 ZR 20 (103 Y) XL | Michelin® Pilot® Sport Cup 2 N0 |
| 911 R | | 245/35 ZR 20 (91 Y) | 305/30 ZR 20 (103 Y) XL | Michelin® Pilot® Sport Cup 2 N0 |
| 911 GT3 RS | | 265/35 ZR 20 (99 Y) XL | 325/30 ZR 21 (108 Y) XL | Michelin® Pilot® Sport Cup 2 N1 |
| CAYMAN | | | | |
| Cayman GT4 | 2013-2016 | 245/35 ZR 20 (91 Y) | 295/30 ZR 20 (101 Y) XL | Michelin® Pilot® Sport Cup 2 N0 |
| PANAMERA | | | | |
| Panamera | from 2016 | 265/45 ZR 19 (105 Y) XL | 295/40 ZR 19 (108 Y) XL | Michelin® Pilot® Sport 4 N0 |
| Panamera 4 | | 275/40 ZR 20 (106 Y) XL | 315/35 ZR 20 (110 Y) XL | Michelin® Pilot® Sport 4 A N0 |
| Panamera 4 Executive | | 275/40 ZR 20 (106 V) XL | 315/35 ZR 20 (110 V) XL | Michelin® Pilot® A/S 3 N0 |
| Panamera 4S | | | | |
| Panamera 4S Executive | | | | |
| Panamera 4S Diesel | | | | |
| Panamera 4E-Hybrid | | | | |
| Panamera 4E-Hybrid Executive | | | | |
| Panamera 4E-Hybrid | from 2016 | 275/40 ZR 20 (106 Y) XL | 315/35 ZR 20 (110 Y) XL | Michelin® Pilot® Sport 4 A N0 |
| Panamera 4E-Hybrid Executive | | 275/40 ZR 20 (106 V) XL | 315/35 ZR 20 (110 V) XL | Michelin® Pilot® A/S 3 N0 |
| Panamera Turbo | | | | |
| MACAN | | | | |
| Macan | from 2014 | 235/60 R 18 (103 W) | 255/55 R 18 (105 W) | Michelin® Latitude® Sport 3 N0 |
| Macan S | | 235/60 R 18 (103 V) | 255/55 R 18 (105 V) | Michelin® Latitude® Tour HP™ N0 |
| Macan GTS | | 235/55 R 19 (101 Y) | 255/50 R 19 (103 Y) | Michelin® Latitude® Sport 3 N0 |
| Macan Turbo | | 235/55 R 19 (101 V) | 255/50 R 19 (103 V) | Michelin® Latitude® Tour HP™ N0 |
| Macan S Diesel | | 265/45 R 20 (104 Y) | 295/40 R 20 (106 Y) | Michelin® Latitude® Sport 3 N0 |
| | | 265/45 R 20 (104 V) | 295/40 R 20 (106 V) | Michelin® Latitude® Tour HP™ N0 |
| | | 265/40 R 21 (101 Y) | 295/35 R 21 (103 Y) | Michelin® Latitude® Sport 3 N0 |
| CAYENNE | | | | |
| Cayenne | from 2015 | | 255/55 R 18 (109 Y) XL | Michelin® Latitude® Sport N1 |
| Cayenne Diesel | | | 255/55 R 18 (109 V) XL | Michelin® Latitude® Tour HP™ N1 |
| Cayenne S | | | 265/50 R 19 (110 Y) XL | Michelin® Latitude® Sport 3 N0 |
| Cayenne S Diesel | | | 265/50 R 19 (110 V) XL | Michelin® Latitude® Tour HP™ N0 |
| Cayenne S E-Hybrid | | | 275/45 R 20 (110 Y) XL | Michelin® Latitude® Sport N0 |
| | | | 295/35 R 21 (107 Y) XL | Michelin® Latitude® Sport 3 N1 |
| Cayenne GTS | from 2015 | | 265/50 R 19 (110 Y) XL | Michelin® Latitude® Sport 3 N0 |
| Cayenne Turbo | | | 265/50 R 19 (110 V) XL | Michelin® Latitude® Tour HP™ N0 |
| | | | 275/45 R 20 (110 Y) XL | Michelin® Latitude® Sport N0 |
| | | | 295/35 R 21 (107 Y) XL | Michelin® Latitude® Sport 3 N1 |
| Cayenne Turbo S | from 2015 | | 275/45 R 20 (110 Y) XL | Michelin® Latitude® Sport N0 |
| | | | 295/35 R 21 (107 Y) XL | Michelin® Latitude® Sport 3 N1 |



It was big news last winter when Gianmaria (Gimmi) Bruni, a three-time Le Mans 24 Hour GT class winner and WEC GT champion, left Ferrari to join the Porsche GT Team as co-driver of one of the new Porsche 911 RSRs. We spoke with Bruni as he joined his new team at Watkins Glen in July 2017.

Q: WELCOME BACK TO AMERICA, A LITTLE DIFFERENT, NEW CHALLENGE?

A: "Obviously I'm very, very happy. I'm very happy to race in America and get this new challenge with Porsche. It's been quite long, because this waiting was eight months, and six, seven months without driving. But, it's okay, because everything will become a new challenge, new teams, new people, and it's a new circuit at Watkins Glen. I've never been here before."

Q: HOW DO YOU FEEL ABOUT THE CLASSIC AMERICAN CIRCUITS?

A: "I've been here in 2010, finished second in the ALMS (American Le Mans Series) championship at the time with Ferrari. Now, I have a new challenge. American races are really, really nice and cool, the tracks are a bit special.

"For the rest of the season, I know all the circuits apart from this one and Virginia because when I had been here before, Virginia and Watkins Glen were not on the (ALMS) calendar. So, it will be a new challenge, but the other circuits (CTMP, Lime Rock, Road America, Laguna Seca, Road Atlanta) I know and so it will be much easier for me to get up to speed."

Q: DRIVING FOR PORSCHE IS A BIG CHANGE, CULTURALLY AND TECHNICALLY. WHAT DO YOU SEE?

A: "Funny things, like the key is on the left!

"Normally the key is on the right, like the car I drove before. On the racing car, the car is completely different; even if it is middle-engine like the car I used to drive in the past. It has a completely different behavior.

"Where I was, I had done everything. I achieved winning races, championships, and quickest times. I needed a new challenge. It will take time, but I'm not scared about it. It doesn't worry me. We will get there."

Q: YOU ARE NOW WITH A NEW MANUFACTURER, NEW TEAM, AND NEW CAR. IS THE PRESSURE ON YOU TO HELP FIND THAT SWEET SPOT BECAUSE THE OTHER PORSCHE DRIVERS ARE USED TO THE ENGINE IN THE BACK?

A: "I'm here to work with the people at Porsche. Whatever they ask for, I will try my best. Obviously my goal is to win. I didn't come here only for meeting new people or only to see a different car, I came here to win it. It's going to be tough, maybe more than I expect, obviously because I didn't drive for the last seven months, but it will be a nice preparation for next year."

Q: STARTING IN THE MIDDLE OF THE YEAR IS A BIG CHALLENGE. HOW WOULD YOU RATE THE COMPETITION?

A: "Very high! I know all the drivers. I raced against many of them six months ago. It's not easy.

"Most of the other drivers, maybe they were scared to make a change like I did. I'm a hard worker and a guy that will never give up, like I've shown for 10 years. It will be tough, but at the same time, maybe it will be nicer for the upcoming results, more satisfying results."

Q: TELL US ABOUT YOUR CO-DRIVER LAURENS VANTHOOR

A: "I raced against him in GP3 in Sepang two years ago. He's very fast. At the time we were P1 (me) and P2 (him) in qualifying, so we were side by side. He was with a different manufacturer, I was too.

"Now we are teammates and we just actually started working together, in the same car, this weekend. We met briefly, but not working in the same car together. So, this is also new. I think I'm expecting to improve as the season goes on and having good results before the end of the season."

Q: WHAT WILL IT TAKE FOR PORSCHE TO WIN THE CHAMPIONSHIP?

A: "It's hard to say for me. Every time I get in the car, it's a new challenge to go faster or to understand the car.

"Porsche has everything to do well. I don't have to change Porsche. Porsche is one of the most famous and important brands in the world so they have everything to do it, and they've shown in the past they can do it. It's just a matter of time to put everything together and I'm sure everything will work out well."



GIMMI BRUNI'S PORSCHE NEW KID ON THE BLOCK

HOW THE **WET** WAS WON



Nick Tandy and Patrick Pilet's overall race victory in the 2015 Petit Le Mans at Road Atlanta aboard a GTLM class Porsche 911 RSR will stand as one of the greatest upsets in IMSA WeatherTech SportsCar Championship history.

Starting 35th in the 37-car field after a qualifying infraction, Tandy and Pilet began the race trailing 18 GT entries that, in turn, started 30 seconds behind the 16 Prototype and Prototype Challenge class entries.

They didn't stay there very long, as the Road Atlanta circuit caught rain from the trailing edge of a major storm.

The wet track played to the advantage of the Porsche teammates and their fellow Michelin-fitted GTLM competitors. Before long they were slicing through the Prototype Challenge field and nibbling at the top Prototype class.

THE PIT STOP SHUFFLE

But each time that the Porsches, Corvettes, Ferrari and BMWs, fitted with the latest Michelin WEC series wet tires, worked toward the overall race leader, their gains were negated by various incidents requiring caution periods and the appearance of the safety car to reset the field.

Under IMSA rules, the Prototype and PCs may pit on the first lap that the pits are open. GTs are allowed to pit on the following lap. As a result, on each restart, all of the remaining Prototypes, even cars that were several laps down, were back in front of all of the GT cars that had pitted.

BREAKTHROUGH

Finally, mid-way through the race, a long green flag run enabled the GTLM cars to pass the Prototypes and re-emerge in the front group after their own pit stops.

On lap 125, the No. 4 Corvette took the overall race lead. At that point, GTLM cars held the top four overall race positions.

DEFINING THE TIMING DELTA

With technical rules designed to maintain a stratification between the four IMSA classes, a Prototype lap at Road Atlanta should be proximately six seconds quicker than a GTLM lap.

At stages during the 2015 race, the GTLM cars had not only overcome that entire margin, but gained an additional two to three seconds per lap.

In the wet, a top driver, like Tandy, used the Porsche's rear mounted engine and weight distribution to maximize traction out of the turns. For others, a well-balanced car was enough to leverage their tires.

THE END GAME

As the race moved into darkness, and the GTLM cars led by Tandy's Porsche gained the upper hand, the Prototype leading Action Express team split its strategies on a caution period, leaving the No. 31 car of Dane Cameron out and pitting the No. 5 of Christian Fittipaldi.

Before long, Tandy moved his Porsche into the overall race lead with a bold outside pass into turn one. After the No. 24 BMW moved into second place, the game was essentially over as conditions deteriorated. IMSA officials had little choice but to call the race short after seven hours and 51 minutes.

IN THE BOOKS

Through the years, the Dodge Viper, Corvette Racing and TRG Porsche GT teams have all scored well-deserved overall race wins in the Rolex 24 At Daytona as their pace, reliability and the attrition of the Prototypes allowed them prevail.

This one was different. Very different. At the 2015 Petit Le Mans, the GTLM Porsche of Tandy and Pilet and the second place overall No. 24 BMW of John Edwards, Lucas Luhr and Jens Klingmann simply out-ran the entire field in the wet.





PORSCHE VICTORY AT **LE MANS**

20 WINS IN A ROW FOR MICHELIN

Porsche claimed victory at the 24 Hours of Le Mans for the third year in succession in a dramatic fightback after all the LM P1 machines struck trouble throughout the race.

At the checkered flag Timo Bernhard, Earl Bamber and Brendon Hartley stood on the top step of the podium and were joined by two LM P2 entries.

The victory was Michelin's 20th consecutive win at the 24 Hours of Le Mans.

