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PORSCHE 2018



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Porsche extended its record of overall success at the 24 Hours of Le Mans with a three-peat of victories in 2015, 2016 and 2017 with its all-conquering Porsche 919 Hybrid. Somehow though, all three wins came as a surprise.

The team's "young gun" third car delivered the 2015 win, while Porsche capitalized on Toyota's demise in the final five minutes in 2016, and Porsche rallied from early race mechanical troubles to win last year over LMP2 spec cars that ran without any issues.

Porsche ended its LMP1 program at the end of the 2017 season though, and for 2018 places its most significant focus on its factory GT program.

No less than 10 Porsche 911 RSRs will take the grid at this year's Le Mans race, with the factory team running four cars in GTE-Pro for the first time as part of a massive 17 car, six manufacturer battle.

CORE ADDS TWO MORE PORSCHE TO LE MANS

Porsche entrusted Rock Hill, S.C.-based CORE autosport to support its factory GT program in the IMSA WeatherTech SportsCar Championship starting in 2014.

In their fifth year together, Jon Bennett's and his CORE team's dream of going to Le Mans as a factory entrant will be realized. CORE, with its new team manager Michael Harvey, will support the two additional works cars racing at Le Mans this year.

The traditional Nos. 911 and 912 cars in IMSA will run Nos. 93 and 94 at Le Mans. Both lineups are fairly special ones as well for Porsche and for CORE.

The No. 93 car sees Nick Tandy and Earl Bamber reunited in the same car at Le Mans for the first time since they won

overall in 2015, with Tandy's longtime IMSA co-driver Patrick Pilet completing the trio.

Tandy and Bamber have been split in separate GT and prototype cars the last two years at Le Mans.

Tandy and Pilet have captured the Daytona, Sebring and Petit Le Mans endurance races as a pairing, and now have an opportunity to win all four major endurance races this June.

Bamber, meanwhile, looks to add a GTE-Pro class victory to his two overall wins in the LMP1 car achieved in 2015 and 2017.

The No. 94 car, meanwhile, sees veterans Timo Bernhard and Romain Dumas reunited once again, alongside

younger Porsche factory driver Sven Mueller.

"Bernhard and Dumas won separately in Porsche's LMP1 car in 2017 and 2016, respectively. They also have driven together in an Audi in 2010, and multiple other times in Porsches in the GT classes."

Dumas co-drove with Marc Lieb and Richard Lietz to Porsche's most recent GTE-Pro class win at Le Mans in 2013.

These two CORE cars join the Manthey-supported Porsche cars entered into the FIA World Endurance Championship to be driven by Lietz, Gianmaria Bruni and Fred Makowiecki (No. 91) and Kevin Estre, Michael Christensen and Laurens Vanthoor (No. 92).



DREAM ACHIEVED FOR CORE, BENNETT, BRADY & CREW

The CORE team made its debut in the American Le Mans Series' LMPC class in 2011, the single-specification prototype class designed for new teams to enter the championship.

CORE didn't just arrive to the ALMS; it dominated, winning five consecutive team championships.

CORE and Porsche's partnership began auspiciously at the 2014 Rolex 24 At Daytona, when Tandy, Pilet and Lietz won IMSA's GT Le Mans class in the team's debut in the factory-dominated class and with Porsche introducing its then new-car.

Porsche took its success a step further in 2015, when Tandy and Pilet won several races including Petit Le Mans overall in the rain. Pilet won the driver's title and Porsche won the manufacturer's title in GTLM.

Going to Le Mans fulfills CORE's next step in their relationship with Porsche.

It's one Morgan Brady, COO of CORE autosport, reflected on when the two extra Porsches were announced on the Le Mans entry list.

"Going to Le Mans is a goal for any sports car team and we didn't hesitate when Porsche presented the opportunity," Brady said.

"This will be a big challenge for us, but it's exactly what we're built for and we're doing everything in our power to prepare ourselves. The IMSA GTLM class is one of the toughest in the world, so we are confident that we will represent the series and the U.S. well."

Bennett explained the dynamic that allows him to drive a Prototype in IMSA and his team to operate both that car and the two-car factory GT program on behalf of Porsche.

"Morgan is moving into higher and higher levels of management of my

companies, which allows me to focus on my motorsports," he said.

"We have a very important partner in Porsche and this year we've added Michael Harvey to supplement Morgan in being able to provide full focus to the Porsche factory effort in GT Le Mans.

"It's very important to us that the program brings a championship back to Porsche in 2018."

For Bennett, the allure of racing at Le Mans alongside the four IMSA endurance races is part of the reason why he loves sports car racing so much.

"I love endurance racing because it has so many unknowns and intangibles," he said.

"It plays into our team's strength of not getting wrapped into any one thing, but understanding what the true mission is."





TANDY & PILET

COMPLETE THE SET

Nick Tandy, Patrick Pilet and Porsche have captured the IMSA WeatherTech SportsCar Championship's three longest endurance races, all in a special way.

With wins at Daytona, Road Atlanta and now Sebring together, Tandy (pictured left top) and Pilet (pictured left below) have become one of the more accomplished pairings in the paddock. Porsche has benefited tremendously from their driver partnership.

LEGACY OF SUCCESS

In an initial three-year period together in IMSA competition with the CORE autosport-run Porsche GT Team, Tandy and Pilet became one of the series' more successful driver pairings.

Pilet's won a title, and the two combined have won at eight of the 11 tracks the GTLM class races at (they are yet to win at Mid-Ohio, Watkins Glen and Laguna Seca).

It all started with a debut win at the 2014 Rolex 24 At Daytona alongside Richard Lietz in the No. 911 car.

This was the first race for the unified IMSA series, the first for Porsche's then-new 911 RSR, and the first for CORE operating the Porsche North America outfit. This laid the groundwork for all future success the two drivers have enjoyed together.

"It was a new team and a new car; it wasn't like we were a transition over from ALMS or GRAND-AM," Tandy says.

"To be part of that crew cemented the relationships four years later. It was a cool way to start."

Pilet and Tandy were paired for most of the 2015 season, but Tandy missed both California races to prepare for his LMP1 debut. When they were together, magical results followed.

The pair won three races in a row at Canadian Tire Motorsport Park, Road America and VIR in dominant fashion. The Porsche gelled well with Michelin's latest innovation tires in that stage of the year.

For good measure, they outran all Prototypes to secure a memorable, surprise overall win in the driving rain at the Petit Le Mans season finale, clinching the GTLM drivers' championship for Pilet.

A tough 2016 season followed with only a single win at Long Beach, and eighth place in the championship.

SEPARATED, THEN REUNITED

Changes followed for 2017, when Tandy and Earl Bamber were promoted to Porsche's LMP1 program.

In IMSA, Dirk Werner joined Pilet in the new No. 911 Porsche 911 RSR, which places the engine ahead of the rear axle.

As Porsche's LMP1 program ended at the end of 2017, both Tandy and Bamber have "come back home" to race in IMSA full-time.

Werner is racing primarily in Europe this year, which means Pilet and Tandy are now reunited for 2018 in IMSA.

"It's great to be back with Nick. Instead of a teammate, he is a friend," Pilet says. "We have the same spirit and hard work outside the car.

"We push each other, and together with the combination with Gary (Davies)

our engineer since 2014, it's all really good. He's back home, back in the family with the people for success. We have it all in our hands!"

TICKING THE SEBRING BOX

Although Pilet and Werner brought the newest Porsche its first worldwide win at Lime Rock Park last July, it hadn't yet won a major endurance race to kick off 2018.

That changed at Sebring, when Pilet, Tandy and Fred Makowiecki executed flawlessly over the notorious bumps, and worked to stay well placed in the heat of the day before taking advantage of the Michelin "cool" tires when temperatures cooled at night.

"They say that the best victories come from the toughest races," Tandy said.

"Today was such a race. We didn't have the slightest problem over the entire distance and that was the key to our success.

"My last two stints were incredibly intense, especially the duels with the Ferrari and the BMW. We switched to new Michelin tires during the last pit stop – after that, nothing could hold us back."

Pilet added, "This win was missing from my collection. To celebrate this achievement with my friends Nick and Fred is incredible.

"After the qualifying, victory seemed a long way off. But when you're determined to achieve something, and you go for it, you can do it. This race is proof of that."





VANTHOOR & BAMBER

PORSCHE'S NEXT-GEN STARS

In football, the phrase “draft and develop” embodies a strategy where a team takes a young player out of a university and builds him into a top-flight player over time.

The phrase also works in racing, as Porsche has a history of finding young drivers either in its own Junior Driver program or scouting other young drivers from other manufacturers to then recruit them when Porsche thinks they are ready to become a Factory Driver.

In the No. 912 Porsche 911 RSR this year, Porsche has one homegrown star in Earl Bamber, and one relatively new recruit in Laurens Vanthoor, who both have starred already early in their sports car careers and have successful futures ahead of them.

VANTHOOR IN YEAR TWO, WITH JUST ONE CO-DRIVER

Former Audi GT3 driver Vanthoor (pictured above left) had to learn quite a lot in his first full season in the U.S.

He didn't know the tracks, the car, the team, or, week-to-week, his co-driver.

Depending on availability, either Kevin Estre, Wolf Henzler or Gianmaria Bruni drove alongside him in the No. 912. Bruni, new to Porsche from Ferrari, only entered at Watkins Glen once his contract allowed.

Bamber (pictured above right), meanwhile, re-entered the picture at Petit Le Mans as the car's third driver.

A quick study, Vanthoor quickly grasped the importance of being a Porsche factory driver during 2017. He

finished sixth in GTLM points, with three podium finishes.

“Porsche has such a huge heritage and a big DNA in motorsport,” he says.

“When I was young I was watching it, so now to be a part of it is really cool. I think Jacky Ickx was Porsche's last Belgian factory driver, so that's quite a name to follow!”

“GTLM, I love it. It's so hard. There are no slow drivers. It's all factories here. It's a level up from GT3. There, 20 percent of the grid is very strong... and here, it's 100 percent. I really enjoy how hard you have to push.”

BAMBER BACK “HOME”

Bamber's career as a Porsche factory star has featured a meteoric rise and already several twists and turns.

After winning both the Porsche Supercup and Porsche Carrera Cup Asia in 2014, Bamber joined Porsche's factory roster, primarily in its IMSA GT program although his biggest wins occurred in LMP1.

He won the 24 Hours of Le Mans in 2015 co-driving with Nick Tandy and Nico Hulkenberg in Porsche's 919 Hybrid LMP1 car. Last year, he added a second Le Mans win and his first FIA World Endurance Championship title.

With Porsche ending its LMP1 program after 2017, Bamber and Tandy are back in the U.S. for 2018 in IMSA.

For Bamber, coming back to the No. 912 team, even though it's a new car, feels like slipping on an old pair of shoes.

“Personally for me, being back in the U.S., having the knowledge with factory

racing, and back on the 912... that car feels like home. It's easy to step back,” Bamber says.

“I didn't drive it in year one... I just got the good bits they sorted out!” he laughs. “But certainly, since it finished development at the end of '16, the team knows it much better now.”

MUTUAL RESPECT

With Vanthoor, 26, and Bamber, 27, now united this year, Porsche has a set of aces paired for its future at similar points in their careers.

“I'm really happy to work with Earl because we're a similar age, with a quite similar mindset and where we want to do the same things,” Vanthoor says.

“I first raced against him in Macau a couple years ago. Then in Atlanta he

first jumped in the car. He'd been driving prototypes, but in this car, he was on the pace from Lap 2.

“He's very talented and tries to push the team in a good way. I'm really looking forward to it. I wanted to be in America with Earl, the 912 car, the engineer (David Brown) and crew.”

Bamber adds, “I find Laurens is a fierce competitor. I'm glad he's not in the car against me!”

“We're a similar age, so hopefully we can continue the partnership as two of the younger factory drivers.”

They scored their first podium together as co-drivers at Sebring, finishing third, to lay the groundwork for the future.

And it appears that the Porsche talent scouts have scored again.



**CHOSEN BY THE BEST,
FOR THEIR BEST**

MobMobil II



PORSCHE



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MODEL	MODEL YEAR	FRONT	REAR	MICHELIN TIRE
PORSCHE 911				
911 Carrera	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Carrera S	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Carrera 4	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Targa 4	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Carrera 4S	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Targa 4S	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Carrera GTS	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Carrera 4 GTS	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Targa 4 GTS	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Turbo	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 Turbo S	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport 4 S N0
911 GT3	from 2017	245/35 ZR 20 (95 Y) XL	305/30 ZR 20 (103 Y) XL	Michelin® Pilot® Sport Cup 2 N1
911 GT2 RS	from 2017	265/35 ZR 20 (99 Y) XL	325/30 ZR 21 (108 Y) XL	Michelin® Pilot® Sport Cup 2 N2
BOXSTER/CAYMAN				
718 Boxster	from 2017	235/35 ZR 20 (92 Y) XL	265/35 ZR 20 (99 Y) XL	Michelin® Pilot® Sport 4 N0
718 Boxster S	from 2017	235/35 ZR 20 (92 Y) XL	265/35 ZR 20 (99 Y) XL	Michelin® Pilot® Sport 4 N0
718 Cayman	from 2017	235/35 ZR 20 (92 Y) XL	265/35 ZR 20 (99 Y) XL	Michelin® Pilot® Sport 4 N0
718 Cayman S	from 2017	235/35 ZR 20 (92 Y) XL	265/35 ZR 20 (99 Y) XL	Michelin® Pilot® Sport 4 N0
PANAMERA				
Panamera	from 2017			
Panamera 4	from 2017	265/45 ZR 19 (105 Y) XL	295/40 ZR 19 (108 Y) XL	Michelin® Pilot® Sport 4 N0
Panamera 4 Executive	from 2017	275/40 ZR 20 (106 Y) XL	315/35 ZR 20 (110 Y) XL	Michelin® Pilot® Sport 4 A N0
Panamera 4S	from 2017	275/40 ZR 20 (106 Y) XL	315/35 ZR 20 (110 Y) XL	Michelin® Pilot® Sport 4 A N0
Panamera 4S Executive	from 2017	275/40 ZR 20 (106 V) XL	315/35 ZR 20 (110 V) XL	Michelin® Pilot® A/S 3 N0
Panamera 4S Diesel	from 2017			
Panamera Turbo	from 2017	275/40 ZR 20 (106 Y) XL	315/35 ZR 20 (110 Y) XL	Michelin® Pilot® Sport 4 N0
Panamera Turbo Executive	from 2017	275/40 ZR 20 (106 Y) XL	315/35 ZR 20 (110 Y) XL	Michelin® Pilot® Sport 4 N0
Panamera Turbo S E-Hybrid	from 2017	275/35 ZR 21 (103 Y) XL	325/30 ZR 21 (108 Y) XL	Michelin® Pilot® Sport 4 N0
CAYENNE				
Cayenne	from 2017	255/55 R 19 (111 Y) XL	275/50 R 19 (112 Y) XL	Michelin® Latitude® Sport 3 N0
Cayenne S	from 2017	255/55 R 19 (111 Y) XL	275/50 R 19 (112 Y) XL	Michelin® Latitude® Sport 3 N0
MACAN				
Macan	from 2014	235/60 R 18 (103 W)	255/55 R 18 (105 W)	Michelin® Latitude® Sport 3 N0
Macan S	from 2014	235/60 R 18 (103 V)	255/55 R 18 (105 V)	Michelin® Latitude® Tour HPTM N0
Macan GTS	from 2014	235/55 R 19 (101 Y)	255/50 R 19 (103 Y)	Michelin® Latitude® Sport 3 N0
Macan Turbo	from 2014	235/55 R 19 (101 V)	255/50 R 19 (103 V)	Michelin® Latitude® Tour HPTM N0
Macan S Diesel	from 2014	265/45 R 20 (104 Y)	295/40 R 20 (106 Y)	Michelin® Latitude® Sport 3 N0
	from 2014	265/45 R 20 (104 V)	295/40 R 20 (106 V)	Michelin® Latitude® Tour HPTM N0
	from 2014	265/40 R 21 (101 Y)	295/35 R 21 (103 Y)	Michelin® Latitude® Sport 3 N0
918 SPYDER				
918 Spyder	2015	265/35 ZR 20 (95 Y)	325/30 ZR 21 (104 Y)	Michelin® Pilot® Sport Cup 2 N0



FIND THE RIGHT TIRES FOR YOUR PORSCHE



PETERSEN PRESENTS
THE PORSCHE EFFECT

One of the more iconic race weekends on the IMSA schedule is the annual mid-April trip to the streets of Long Beach, Calif., a place where the Porsche GT Team has won before.

And one of the more iconic venues to visit when in Southern California is the Petersen Automotive Museum.

This year, Porsche and Petersen are united in a new special exhibit, "The Porsche Effect" which opened this spring and runs through January 2019. The exhibit is housed in the museum's Mullin Family Grand Salon.

"The Porsche Effect" exhibit is a testament to Porsche's emergence out of World War II and will look to highlight the

design cues and production of luxury vehicles that were created from that time period.

The exhibit has five thematic sections, called Elements of Style, Zuffenhausen and Beyond, Extended Families, Innovation through Competition and Word / Image / Object.

For those fans of Porsche who haven't made the pilgrimage to Germany, this exhibit provides another outlet to take in special Porsche elements in a car-crazy portion of the country.

General admission tickets are available via the Petersen Automotive Museum's website: <https://www.petersen.org/porscheeffect/>



RENNSPORT REUNION
 RETURNS TO MONTEREY

Porsche periodically celebrates its history and legacy of automotive and motorsports success at its Rennsport Reunion gathering.

In 2018, Rennsport will be back for its sixth edition, with Rennsport Reunion VI taking place September 27-30 at the newly rebranded WeatherTech Raceway Laguna Seca in Monterey, Calif.

This will mark the third straight Rennsport to be held in the Monterey Peninsula, after the debut event in 2001 was held at Lime Rock Park and the second and third gatherings were staged at Daytona International Speedway.

This hits the West Coast gathering of Porsche fans and aficionados. Nearly

60,000 fans attended the previous Rennsport, held in 2015.

"Choosing the Monterey Peninsula once again for our unique Porsche family reunion builds upon what we learned from previous Rennsport Reunions," said Klaus Zellmer, President and CEO of Porsche Cars North America.

"We had close to 60,000 fans, enthusiasts and owners come through the gates of Laguna Seca to celebrate with us in 2015, and California's picturesque central coast provides an ideal backdrop. The Golden State as a whole has always been like a second home to Porsche."

There were more than 1,300 Porsche Club of America (PCA) owned models that made the voyage to Monterey for

Rennsport Reunion V, along with 75 Porsche race cars.

Fans had the opportunity to connect with Porsche factory stars such as Patrick Long, Joerg Bergmeister and Mark Webber, along with that year's overall winners at the 24 Hours of Le Mans in Nick Tandy and Earl Bamber.

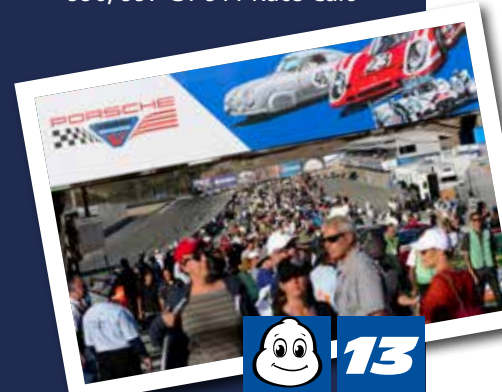
Porsche legends Hurley Haywood, Vic Elford and Derek Bell led the contingent of retired stars on hand as well.

The variety of cars at Rennsport runs the gamut from Porsche's early stars such as 356, to the iconic 917, to the LMP1 919 Hybrid, countless 911s and many more.

Cars are separated into seven groups of classes for this year's Rennsport, which will run four days.

PORSCHE RENNSPORT REUNION 2018 – CLASS LIST

- GROUP 1:** PCA Sholar-Friedman Cup – Porsche Club of America race cars
- GROUP 2:** Werks Trophy – 904/6 cyl. 906, 910, 907, 908, 908/2, 908/3 (6 turbo and 8 cyl.) 909, 917 (normally aspirated and turbocharged)
- GROUP 3:** Eifel Trophy – 911 (911 up to 2.5 liter), 911 TR, 911 ST, 914, 914/6
- GROUP 4:** Weissach Cup – 911 (over 2.5 liter), RSR, 3.0 RSR, 2.1 Turbo, 934, 935, 936, 924 GTS, 924 GTR
- GROUP 5:** Gmund Cup – 550, 550A, RSK, RS60-61 (4 and 8 cyl.) 2000 GS GT, Abarth Carrera, 356, 904-4 cam, Porsche specials
- GROUP 6:** Stuttgart Cup – 956, 962, 911 GT1, WSC, RS Spyder
- GROUP 7:** Flacht Cup – Type 964, 993, 996, 997 GT 911 Race Cars



GOODWOOD FEATURES PORSCHE



Porsche will be the featured manufacturer at this year's 25th annual Goodwood Festival of Speed, which is held July 12-15 at Goodwood House, West Sussex, England.

Goodwood celebrates Porsche's 70 years of sports cars as the Porsche 356 was launched on June 8, 1948.

This will mark Porsche's third time as the featured manufacturer at Goodwood. This also occurred in 1998 for Porsche's 50th anniversary, and again in 2013 when the Porsche 911 turned 50.

Porsche will have a Central Feature Sculpture at the event, designed by veteran artist Gerry Judah.

Several Le Mans and championship-winning Porsches will be on hand at the annual event, which runs at Goodwood's legendary 1.16-mile hillclimb course. Porsche will span the generation of

its cars for this event with the 1948 356 No. 1 from the Porsche Museum in Stuttgart and last year's Le Mans and FIA World Endurance Championship-winning LMP1 Porsche 919 Hybrid confirmed to be on site.

"We thought long and hard about how best to celebrate the 70th anniversary of our sports car and how we could share this with enthusiasts, Porsche fans and owners here in the UK," said Alexander Pollich, managing director of Porsche Great Britain.

"The Goodwood Festival of Speed will be the perfect setting – allowing the cars that, over seven decades, have made Porsche so unique and so special, to be seen, and heard, in action. Watching a 917 twitch and weave its way past the flint wall is a highlight that I'm very much looking forward to this July."



70 YEARS



Porsche celebrates its 70-year anniversary in 2018 with a bevy of special events and exhibits planned throughout the year.

Chief among them in Germany is "70 years of Porsche Sports Car," an exhibition that will take place in the country's capital city of Berlin through May 31, 2018 at "Drive. Volkswagen Group Forum" (Unter den Linden), free of charge. This will be just shy of the 70-year anniversary to the day that the first Porsche prototype, chassis number 356-001, received its general operating permit.

The 10-topic exhibition looks at Porsche's growth, development and evolution of the manufacturer over 70 years, and how important its line of sports cars have been for both the automotive and motorsport industries.

"The message of our exhibition is this: The spirit of innovation, which over 70 years has made Porsche into one of the world's most profitable automotive manufacturer, will continue to drive a unique brand experience into the future," says Achim Stejskal, Director of the Porsche Museum.

While the exhibition focuses mainly on Porsche's iconic past, it doesn't ignore the future, either.

"Mission E" is Porsche's branding for its electrically powered line of vehicles, with the first version due for 2019 introduction. It is this mission that has propelled Porsche into the ABB FIA Formula E Championship, the electric racing series, with its arrival anticipated for the sixth season of racing in 2019-2020.

SECTIONS FOR EXHIBITION IN BERLIN:

- ORIGIN OF THE SPORTS CAR
- SPORTS CARS OF THE FUTURE
- SPORTS CARS REINVENTED
- THE DIVERSITY OF THE SPORTS CAR
- MOTOR SPORT
- SPORTS CARS TODAY
- SPORTS CARS ACROSS THE WORLD
- 70 YEARS OF PASSION

THE RIGHT N-SPEC SHOES

Porsche was the very first vehicle manufacturer to introduce a specific quality seal for tires.

Tires are the only contact between your Porsche and the road; they make an essential contribution to your safety, especially under braking.

Together with Porsche, Michelin develops tires with detailed specifications to assure that your Porsche tires deliver the ride, comfort, handling and performance that you and Porsche desire.

Under this regimen, tires are developed in conjunction with Porsche to exactly suit your vehicle and meet Porsche owners' expectations of performance and safety.

Only tires that are developed under this process and meet the Porsche regimen earn the right to carry a letter "N" specification on the sidewall as part of the tire nomenclature.

The N-Specifications begin with N0 (N zero) and progress (in iterative steps N1, N2, etc.) as iterations of the Porsche model requirements change. The first submission of tire and model are designated with "N0" and the tires evolve along with the vehicle.

You can be sure that a tire recommended by the Porsche-specific N marking has been developed to precisely match your vehicle, and meets 100% of the specifications defined by Porsche.

Additionally, the tire has been tested under all conditions of use and therefore offers high levels of performance.

Just like a Porsche, the tire development process includes extensive high speed, traction, comfort and fuel consumption testing.

Michelin performs endurance tests on machines to driving dynamics on the car on track and material tests in the lab.

These designations are especially important when replacing your Porsche N-Spec tires. If a vehicle was originally delivered with N-Spec tires that are no longer available, it is recommended that all four tires are replaced with a higher numeric N-Spec design appropriate for your vehicle.

