



PORSCHE



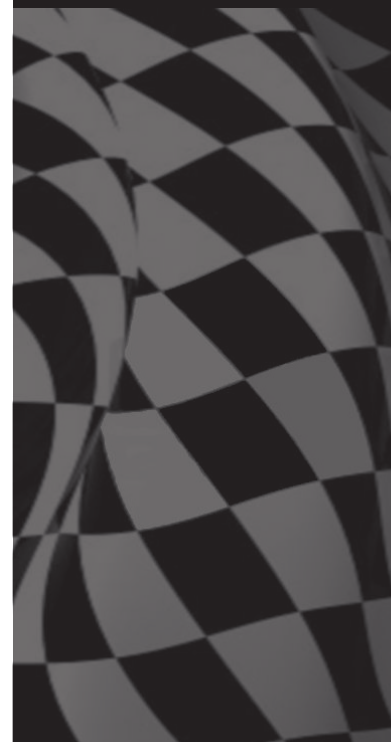
# Racing for YOU

*Ebimotors***RS**



## About Porsche Supercup

- **The Porsche Mobil 1 Supercup** began in 1992. One year after, the Porsche Mobil 1 Supercup became part of the FIA Formula 1 World Championship. It always takes place immediately before the Grand Prix races at European and international top locations, as the only Gran Turismo race serie. The Porsche Mobil 1 Supercup sparks enthusiasm in drivers, teams, partners and sponsors and moreover offers an excellent business platform.
- The Porsche Mobil 1 Supercup is organized directly by Porsche AG. As a consequence, Porsche guarantees a professional service on all organizational and technical issues. All teams compete in identical vehicles based on the 911 GT3 Cup to ensure that every driver has exactly the same chances to win. This basic principle of the Porsche Mobil 1 Supercup guarantees a fair competition at the highest sporting level, thus offering the best preconditions for a thrilling competition.





## Our Team

- **Ebimotors**, the first official Porsche Motorsport organization in Italy, was founded in 1998. It is the expression of Enrico Borghi's technical and managerial skills, developed in several world championships, Formula 1, offshore competitions and ultimately in the Porsche scene. The synergy with the Stuttgart manufacturer allowed Ebimotors to obtain remarkable results both nationally and internationally, such as participation in the Porsche Mobil 1 Supercup, in the FIA GT Championship and in the Carrera Cup Italia since 2007, which culminated with five consecutive victories from 2008 to 2012.
- The new headquarters of Ebimotors was inaugurated in 2006. It is a modern structure, divided in two independent departments: one is a Porsche Assistance Centre for road cars, consistent with the criteria and standards required by the Stuttgart; the other is exclusively dedicated to Motorsport.

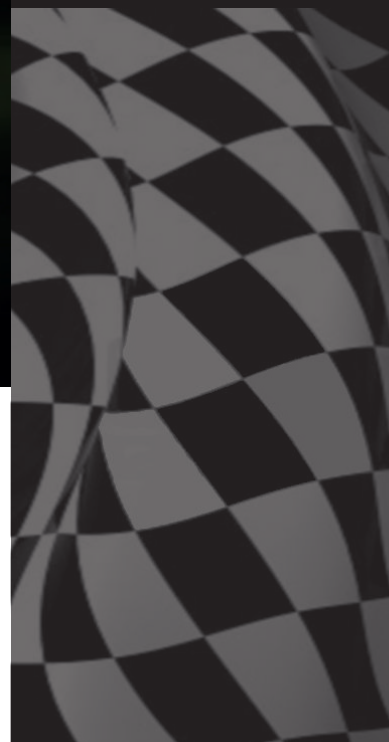


Ebimotors headquarters  
Cermenate (Como)



## The team principal

- **Enrico Borghi** began his career as a mechanic in a small workshop in his town, then joined a more structured team, the Alloni Racing Team in Como. After these experiences he entered the world of Formula racing, starting from the Formula Monza up to the Formula 1, where he became chief mechanic from 1983 to 1985.
- After reaching the top category in the Formulas, he decided to enrich his motoring experience by entering the offshore world, where he spent 10 years, working also with Stefano Casiraghi. In 1994 he decided to leave offshore and join Porsche. He chose Porsche, because the Stuttgart manufacturer has always been a symbol of solidity and continuity in the sports field, thanks to the development of high-performance cars that have allowed great achievements in competitions, at national as well as international level.



## TV & Media

- The Porsche Mobil 1 Supercup catches the spectator's attention. An average of more than 100,000 motorsport fans per race is caught up in the excitement of the live event just as much as for millions watching the race on TV. The comprehensive marketing concept makes the Porsche Mobil 1 Supercup a platform for effective advertising with impressive communication on press, on the internet and with worldwide TV coverage in more than 100 countries.
- According to **Porsche AG**, races attract some 22 million TV viewers worldwide, most of them in Europe where **Eurosport** provides regular coverage.
- Porsche Supercup takes a big advantage of being official Partner of F1, offering to the sponsors the same visibility of the most famous single seater championship in the world.



# The Porsche 911 GT3 Cup

- The new engine offers even greater power output than before. This four-litre six-cylinder boxer unit delivers up to 485 hp at 7,500 rpm. Drive force is transmitted to the rear axle by a racing clutch and a Porsche six-speed sequential dog-type transmission. Gears are changed manually by means of paddle shifters with electropneumatic assistance.





# The Porsche 911 GT3 Cup



## Concept

Single-seater production-based race car  
Base model 911 GT3

## Engine

Aluminium six-cylinder horizontally opposed engine,  
rear-mounted  
Sealed  
3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm  
Max. power 357 kW (485 hp) at 7,500 rpm  
Max. torque 480 Nm at 6,250 rpm  
Single-mass flywheel  
Coolant circuit with thermostat  
Four valves per cylinder  
Variable cam phasing (intake and exhaust)  
Direct fuel injection  
Fuel grade Super unleaded, minimum 98 RON  
Dry-sump lubrication  
Electronic engine management (Bosch MS 4.6 NG)  
Race exhaust system with regulated race catalytic  
converter  
Rear silencer with central twin tailpipe  
Electronic throttle

## Transmission

Porsche six-speed sequential dog-type transmission  
Sealed  
Gear ratios Ring & pinion gear 14/22 i = 1.571; Final drive 17/41 i = 2.412; 1st gear 13/41 i = 3.154; 2nd gear 17/40 i = 2.353; 3rd gear 19/36 i = 1.895; 4th gear 19/29 i = 1.526; 5th gear 24/30 i = 1.250; 6th gear 34/35 i = 1.029  
Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger  
Mechanical differential lock  
Triple-disc sintered metal racing clutch  
Pneumatic gearshift activation (paddle shift)

## Bodyshell

Intelligent lightweight construction in aluminium and steel composite

Weld-in roll cage, certified compliance with FIA homologation regulations for safety cages

Front lid with two air intakes for cockpit ventilation, quick-release catches

Removable roof section in compliance with the latest FIA safety regulations

Fastening point preparation for central safety net attachment

Pickup point for lifting device

Modified and widened 911 GT3 wings

Enlarged rear wheel arches

Modified and widened 911 GT3 front apron with spoiler lip

Modified 911 GT3 rear apron with integral rain light in compliance with FIA homologation regulations

Lightweight exterior Carbon-fibre reinforced plastic doors with SportDesign mirrors; Carbon-fibre reinforced plastic rear lid with quick-release catches; Carbon-fibre reinforced plastic adjustable rear wing (nine positions); Polycarbonate rear side windows with air outlets; Polycarbonate rear screen

Rear underbody panelling with NACA air ducts for brake and driveshaft cooling

Modified 911 cockpit Weight-optimised magnesium subframe; Ergonomic driver-oriented centre console; Control switch trim with fluorescent lettering; Steering wheel with quick-release coupling, control panel and shift paddles; Adjustable steering column with steering angle sensor

Racing bucket seat with fore/aft adjustment

Homologated to latest FIA requirements; Padding system for adapting to individual driver (delivered with size M)

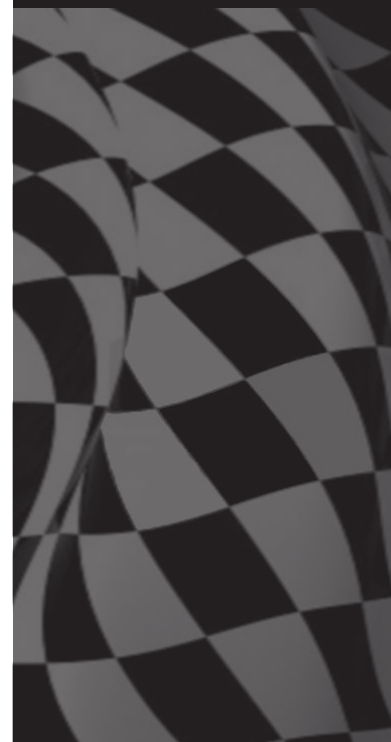
Shock-absorbing roll cage safety cover for leg protection in driver's footwell

Six-point racing safety harness

100-litre fuel cell (FT3 safety fuel cell) and fuel cut-off safety valve in accordance with FIA regulations

Built-in air jack system (three jacks) with valve mountable on either side of the car

## The Porsche 911 GT3 Cup



# The Porsche 911 GT3 Cup

## Chassis

Forged control arms	Optimised stiffness; Double-shear track rod connection; Heavy-duty spherical bearings Wheel hubs with central locking device Racing shock absorbers, non-adjustable Double-blade-type adjustable anti-roll bars Tyre pressure monitoring system
Front axle	McPherson suspension strut, adjustable for height, camber and toe; Forged and adjustable top mounts; Electrohydraulic power steering with external control function for easy car manoeuvring
Rear axle	Multi-link rear suspension, adjustable for height, camber and toe; Forged top mounts

## Brake system

	Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system Derivative sensors & harness for retrofitting an ABS system Multi-piece steel brake discs, internally vented and slotted, diameter = 380 mm Racing brake pads Optimised ventilation routing
Front axle	Six-piston aluminium monobloc racing brake calipers with 'anti-knock back' piston springs
Rear axle	Four-piston aluminium monobloc racing brake calipers with 'anti-knock back' piston springs

## Wheels/tyres

Front axle	Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 10.5 J x 18 ET 28; Treaded Michelin transportation tyres; tyre size: 27/65-18
Rear axle	Single-piece centre-lock alloy wheels conforming to Porsche specification and design, 12 J x 18 ET 53; Treaded Michelin transportation tyres; tyre size: 31/71-18



# The Porsche 911 GT3 Cup

## Electrical system

COSWORTH colour display ICD with integrated fault diagnostics

COSWORTH electrical system control unit IPS32

Electronic throttle

Fire extinguishing system (extinguishing agent: gas)

Battery 12 V, 70 Ah (AGM), leakproof, in co-driver's footwell

175 A alternator

Weight-optimised fan

Windscreen wiper with direct drive (intermittent and continuous operation)

## Lighting system

Bi-Xenon main headlights; LED daytime running lights; LED taillights and rain lights in compliance with FIA homologation regulations

Two additional switches in the centre console for additional power consumers

CAN connection (data logger, video system)

## Weight/dimensions

Total weight	approximately	1,200 kg (2,645,55 lbs)
Total length		4,564 mm (179,01 inch)
Total width		1,980 mm (77,95 inch)
Total height		1,246 mm (49,06 inch)
Wheelbase		2,456 mm (96,69 inch)



# The Drivers



**VITANTONIO LIUZZI**  
F1 pilot 2005- 2011



## PERSONAL INFORMATION

Date of Birth: August 06, 1980 Locorotondo (BARI)  
 Nationality: Italian  
 Currently lives: PESCARA (ITALY)  
 Languages: Italian, English, French ,Spanish

## CAREER HISTORY

1991 - 2001	Kart Racing Multiple winner National and International Karting Championships in all categories.
2001	FIA / CIK Karting World Championship
2002	German F.Renault 2nd in the championship
2003	FIA F3000 Int. Championship P3 overall
2004	FIA F3000 International Champion Record breaking FIA F3000 season – 10 races Pole Positions: 9 / Race Wins: 7 / Podium Places: 9
2005	FIA Formula 1 World Championship Red Bull Racing Test & Race Driver World Championship point in first GP
2006	FIA Formula 1 World Championship Scuderia Toro Rosso Race Driver - Scored points
2007	FIA Formula 1 World Championship Scuderia Toro Rosso Race Driver - Scored points
2008	FIA Formula 1 World Championship Force India F1 Team Test and Reserve Race Driver
2009	FIA Formula 1 World Championship Force India F1 Team Test and Reserve Race Driver – Contested last five GP's
2010	FIA Formula 1 World Championship Force India F1 Team Race Driver
2011	FIA Formula 1 world championship-HRT Race Driver
2012	FIA Formula 1 world championship- HRT Test driver
2013	FIA WEC LMP2(Lotus Team) and Superstars Int. Series with AMG
2014	Super GT and Superformula championship with HONDA RACING
2015	GT Asia with FFF Team McLaren GT \ Stockcar race in Brasil \ LMP1 with By Kolles team and Formula E races with Trulli team
2016	GT Open with Lambo team FFF 1 race Formula E 3 races



## The Drivers



SEBASTIEN FORTUNA



**Sébastien Fortuna**, half French half Italian, was born in 1981 in Milan. He started his racing career when he was 20 years old with F. Ford single seater cars and Henry Morrogh's Racing School (same cars where grew Senna, Villeneuve and Schumacher). Feeling is maturity, he decided then to race with GT cars (sport cars derivated from production, as Ferrari, Lamborghini and Porsche). He created the Fortuna Racing Team in 2008, that had at the center of the project the brand new Porsche GT3 Cup, fast, reliable and fascinating vehicle. Sébastien cought his first victory in Targa Tricolore Porsche this same year, in Misano Adriatico. He then passed at the Euro GT Sprint, new European championship FIA renowned. He won several races (Imola 2011 a double one). From 2015 on, he drove in the Coppa Italia GT championship, with 3 wins. More than this, Sébastien Fortuna and his team participate to several other races and exhibitions, as Silver Flag Castell'Arquato-Vernasca in Italy.

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**FORMULA 1 GRAN PREMIO DE  
ESPAÑA 2017, Catalunya  
(Rounds 1+2)**

12° – 14° mag 2017



Circuit de Catalunya, Barcelona  
Lunghezza: 4,627 km / Curve: 16

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**FORMULA 1 GRAND PRIX DE  
MONACO 2017, Monte-Carlo  
(Round 3)**

25° – 28° mag 2017



Circuit de Monaco  
Lunghezza: 3,337 km / Curve: 18

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**FORMULA 1 GROSSER PREIS  
VON ÖSTERREICH 2017,  
Spielberg (Round 4)**

7° – 9° lug 2017

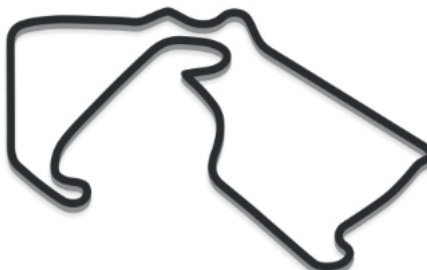


Red Bull Ring, Spielberg  
Lunghezza: 4,326 km / Curve: 8

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**2017 FORMULA 1 BRITISH  
GRAND PRIX, Silverstone  
(Round 5)**

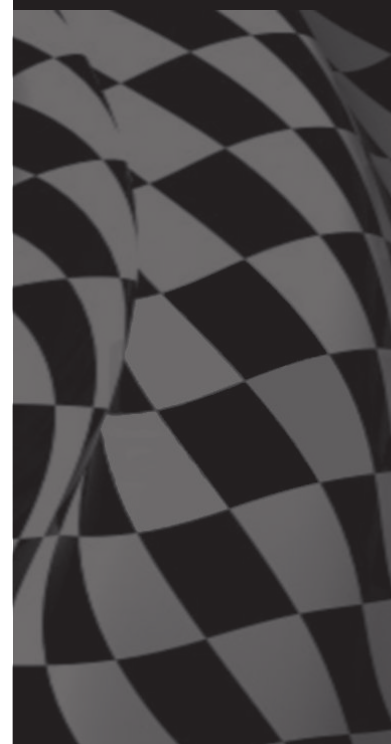
14° – 16° lug 2017



Silverstone Circuit, Towcester, NTH  
Lunghezza: 5,898 km / Curve: 18

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**Porsche  
Super Cup  
2017  
Calendar**



# Porsche Super Cup 2017 Calendar

## FORMULA 1 MAGYAR NAGYD 2017, Budapest (Round 6)

28° – 30° lug 2017



Hungaroring, Budapest  
Lunghezza: 4,381 km / Curve: 14

## 2017 FORMULA 1 BELGIAN GRAND PRIX, Spa- Francorchamps (Round 7+8)

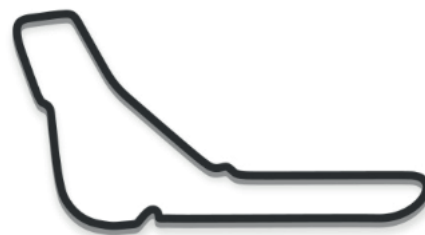
25° – 27° ago 2017



Circuit de Spa-Francorchamps  
Lunghezza: 6,973 km / Curve: 20

## FORMULA 1 GRAN PREMIO D'ITALIA 2017, Monza (Round 9)

1° – 3° set 2017



Autodromo Nazionale Monza  
Lunghezza: 5,793 km / Curve: 10

## PREMIO DE MEXICO, Mexico City (Rounds 10 + 11)

27° – 29° ott 2017



Autódromo Hermanos Rodríguez  
Lunghezza: 4,304 km / Curve: 17



## A large, colorful mosaic sculpture of a dragon or mythical creature, featuring yellow, blue, and green tiles, with water flowing from its mouth. The sculpture is made of mosaic tiles in various colors including yellow, blue, green, and brown. It has a long, flowing body and a head with a large, open mouth from which water is cascading. The background is a lush green forest.

Barcelona has something to offer everyone, which is why it's now one of the top tourist destinations in Europe. The narrow, Gothic streets of the old town offer mystique and history, while the modern Eixample district, is full of the latest shops and businesses. In the past three decades the city has gone from strength-to-strength and developed a unique identity within Spain. The Catalan language differentiates the spoken word and the architecture sets the city apart as well.

The Circuit de Barcelona-Catalunya is situated to the north of the city. Built as part of the development programme for the 1992 Olympic Games, the track was actually finished in time for the 1991 Spanish Grand Prix.

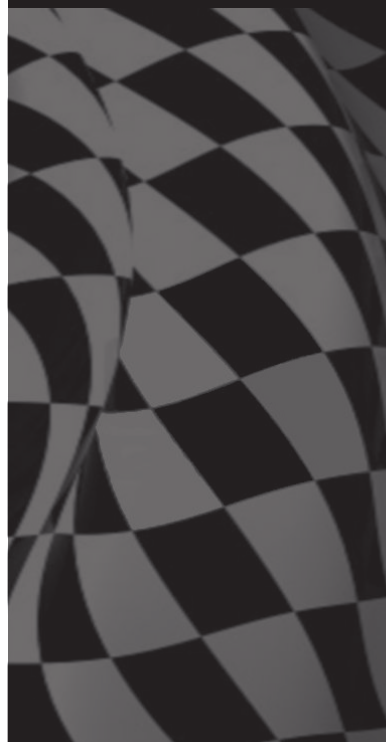
Until 2005, only world champions had ever won at the Circuit de Barcelona-Catalunya. The man to break the pattern was Finland's Kimi Raikkonen.

Barcelona's El Prat de Llobregat airport is 12 kilometres southwest of the city and has connections to all major European destinations. There are trains, buses and taxis connecting the airport and the city. The efficient Metro system provides an easy way for getting around the city centre.

Alonso-mania has hit Spain, with the result that the track is packed every year. However, to meet demand, the organisers have increased grandstand capacity and split ticket prices into four groups.

## Where to go?

The Picasso Museum is one of the city's biggest tourist attractions. Its collection of the Spanish artist's work houses is the most extensive in the country and one of the most notable in the world.



# Spain Destination Guide

The city boasts many other museums - the Nou Camp's Football Museum is a must for soccer fans - and for the best sights, start in the ninth century Old Town and walk, looking out for Gaudi's architecture, the Gothic Monastery in Pedralbes, the Placa de Catalunya, the Olympic Port and Las Ramblas.

## **Where to stay?**

"For me," says Alonso, "it has to be the Hotel Rey Juan Carlos. It's beautiful and very comfortable." It was built in 1992 to put up the Olympic Committee during the Games and its prices reflect that fact.

There is accommodation to suit all budgets, however. Most of the more affordable hotels are located in the Gothic districts, with the pricier places located in the Eixample.

## **Extended stay**

There is everything you could want in Barcelona. As well as the many tourist attractions in the city, you can head to the beach. There is a four-kilometre stretch of coastline within the city limits, most of which is sandy.

Equally, you could head out of town. A two-hour drive to the south will take you to Valencia, home of another great Spanish football club, as well as a racetrack that is used regularly for Formula One testing.

"If it were me," says Alonso, "I'd head to the Sierra Nevada. It's even better if you are there during the winter months because the skiing's great!"

## **Enthusiasts only**

Seek out Barcelona's Montjuich Park, home of the Spanish Grand Prix between 1969 and 1975. Although the circuit itself is gone, you can still drive the route of the track, and the hillside setting offers fantastic views over the city.

## **Circuit address**

Circuit de Barcelona-Catalunya  
Real Automobil Club de Catalunya  
AP de Correus 27  
08160 Montmelo  
Barcelona, Spain

# Monaco Destination Guide



## Why go?

More like 'why not go?' Monaco at Grand Prix time epitomises everything that's great about Formula One racing: speed, glamour, passion, noise and a hint of danger because the cars are never too far away from the barriers.

The Principality has a lot of history in its own right, with the Grimaldi Family having reigned supreme since 1297. In a Formula One context, the track is one of the greatest challenges on the calendar; it staged its first (pre championship) Grand Prix in 1929 and has remained largely unchanged ever since.

Celebrities flock to the race like bees to a honey pot because it's the world's most glamorous sporting event. To name a few that have visited in recent years: actors Brad Pitt, George Clooney, Hugh Grant and Liz Hurley, soccer star Roberto Carlos and Chelsea Football Club owner Roman Abramovich.

"There are too many things to do in Monaco to fit them into 24 hours," says David Coulthard, who has been a resident in the Principality since 1994. "However, I can suggest a good night out." (see 'Where to Go?' below)

## Did you know?

Monaco enjoys an average of 300 days' sunshine per year.

## Transport

The nearest international airport is Nice in France. The most hassle-free way to enter the Principality from there is by train, with the journey taking around 40 minutes. Alternatively, it's a 40-minute drive via the autoroute, or an hour if you take the more picturesque coastal road. Bear in mind, however, that parking in Monaco over the race weekend is very difficult, to say the least.

If you want to treat yourself, you could always catch a helicopter from Nice. The views are spectacular and 15 minutes after take off you can be dining by the harbour.

## Useful tips

The first thing to remember is that the on-track action starts a day early. Unlike every other race on the Formula One calendar, the first day of practice at Monaco is on Thursday. Friday is traditionally a rest day - ideal for some leisurely sightseeing. There is no such thing as general admission in Monaco because it's not possible to walk from corner-to-corner. You have to book a grandstand seat, with the cost reflecting the vantage point around the lap.

Unlike in neighbouring France, tipping ('pourboire') is not the norm because most restaurants and taxis add 10 percent onto their bills as a matter of routine.

# Monaco Destination Guide

## Where to go?

You can take a stroll by the harbour, visit the Jardin Exotique (home to more than 7000 varieties of cacti alone) or walk around the Palais du Prince, the Grimaldi's official residence for 700 years.

For more of a party weekend, try Columbus Hotel owner David Coulthard's suggested itinerary: "Arrive into Nice airport in the evening and go straight to the Columbus. Once you've checked in, head for dinner at the SAS cafe and, from there, head to the Amber Lounge and dance your ass off. Knackered and hungry? Head for the Tip Top bar for one of their all-night breakfasts.

"In the morning, the Cafe de Paris does the best Bloody Marys around and, your hang-over cured, go to the Casino and lose whatever money you have left!"

## Where to stay?

If you have the cash, nothing beats the glamour of staying in Monaco itself. The closer you are to the track, the higher the price and most hotels are booked out months in advance, so plan ahead. Coulthard's Columbus Hotel is just one of the stylish options available. A more cost-effective choice is to stay along the coast in one of the quaint seaside towns such as Beaulieu Sur Mer. Hotel rooms often cost a fraction of those in Monaco and it is only a short commute by train into the Principality.

## Extended stay

Sickly members of the English and French aristocracies used to travel to the south of France 'to take the air and recuperate'. While the Cote d'Azur may no longer be the exclusive destination of the rich, there is still something magical - even medicinal - about the air and scenery.

Beaches and mountains are both within easy reach of Monaco. The Alpes Maritimes line the coast and are a great challenge for walkers and cyclists alike. Cannes is a stone's throw to the west and Nice is linked to Paris by the high-speed TGV train, so you can be in the capital in no time.

"If I have a few days to kill," says Coulthard, "I hire a boat and head for St Tropez. The beaches there are beautiful and there are some fantastic restaurants too."

## Enthusiasts only

If you fancy Monaco in January, don't miss the Monte-Carlo Rally. If, however, you prefer circuit racing, the former French Grand Prix venue of Paul Ricard is only a couple of hours away.

Or you can stay on the coast and watch some off-shore power boating, which takes place on a regular basis throughout the summer months.

## Circuit address

Circuit de Monaco  
Automobile Club de Monaco  
23 Boulevard Albert 1er  
BP 464  
98000 MC Monaco





## Why go?

If you love fresh air, wide-open spaces and spectacular alpine scenery, then the small town of Spielberg in the Styria region of Austria could be your ideal destination. Topographically the area is defined by craggy mountains, rolling hills and lush green meadows. As such, the region has long been considered a haven for sportspeople, from skiers and snowboarders in the winter to hikers and mountain bikers in the summer. But it's not just the potential to indulge in outdoor activities that attracts visitors to the area; it's also the renowned hospitality of the locals.

As you might expect for a track situated at over 600m above sea level, the Spielberg circuit is particularly undulating and provides fans with the opportunity to see cars racing flat out against what is arguably the most breath-taking natural backdrop on the F1 calendar.

Did you know? The Styria region in which Spielberg is located is the greenest in Austria, with around 60 percent of the land covered by forest.

## Transport

Visitors are most likely to fly into Austria's capital, Vienna, which is about two hours' drive from Spielberg.

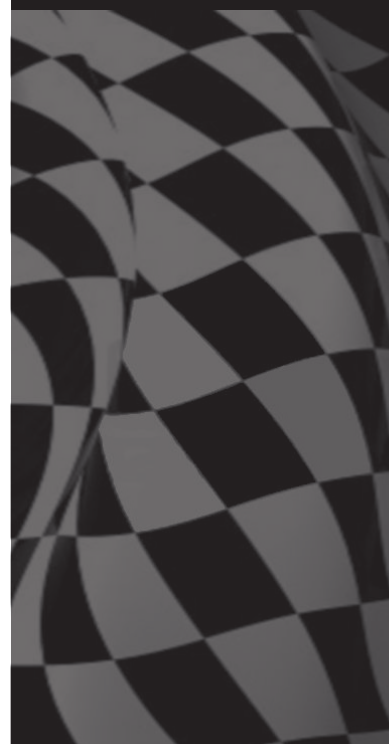
The smaller airport in Graz (Austria's second-largest city and the capital of the Styria region) is closer to the circuit and is a possible arrival point for visitors arriving from central Europe, whilst those with private planes may opt to land at Zeltweg right next to the track. From Graz there are regional rail links to most of Styria, but a hire car might prove to be a more convenient way to get around. But don't forget, the region is just as used to catering to visitors who simply want to walk or cycle.

## Useful tips

The circuit offers many excellent viewing opportunities for spectators, but perhaps the best is from Turn 1. Sitting on the outside of this corner fans are afforded an incredible scenic view of circuit - not only can they see cars come down the start/finish straight, take Turn 1 and then climb the hill towards Turn 2, they can also watch them come back down through Rauch (Turn 4) and Wurth Kurve (Turn 5).

## Where to go?

There are numerous places of interest and fun things to do within a distance of the circuit. Those who enjoy the great outdoors are advised to take a hike



# Austria Destination Guide

in the hills surrounding Spielberg to the Tremmelberg watchtower which provides uninhibited views of the area. Alternatively, the Ingeringsee - an idyllic lake framed by mountains - is the perfect place to relax and unwind in natural splendour.

Culture vultures will enjoy paying a visit to the nearby town of Judenberg with its picturesque and historic centre and well-preserved walls, whilst the beautiful Benedictine monastery in Seckau is also well worth a visit. And when out and about don't forget to try one of the local delicacies such as verhackerl (made from bacon) and pumpkin seed oil.

## **Where to stay?**

If the weather is good then camping is a fantastic, cheap option for visitors. There are several sites situated within walking distance of the circuit, so fans spending the night under canvas won't have to walk far to get to the track in the morning. If camping's not your thing, there are a host of B&Bs, guesthouses and hotels in Spielberg and the surrounding towns and villages, many of them very traditional in appearance. For those who'd rather stay in a city, Graz is just an hour's drive away.

## **Extended stay**

Those with longer to spend in the region would be well advised to visit Graz, the cultural capital of Europe in 2003. The scenic old town, with its various examples of traditional architecture, was designated a UNESCO world cultural heritage site in 1999, whilst the forest-clad Schlossberg hill - replete with its iconic clock tower - is also well worth visiting for brilliant views over the city.

## **Enthusiasts only**

Aside from the Spielberg circuit, the only other significant motor racing venue in Austria is the Salzburgring, which is found in the North West part of the country. The venue was a former home for world championship motor cycling, but these days fans of two-wheeled motorsport in Austria are more likely to flock to Erzberg, just over 50km from Spielberg, for the Erzbergrodeo, an extreme enduro event which attracts 1,500 competitors a year.

## **Circuit Address**

Projekt Spielberg GmbH & Co KG  
Red Bull Ring Straße 1  
A-8724 Spielberg  
Austria

# Great Britain Destination Guide



## Why go?

There is an inextricable link between England and Formula One racing. Take three facts: (1) Silverstone is the oldest race on the calendar; (2) England is home - in full or in part - to seven of the teams (McLaren, Williams, Red Bull, Lotus, Force India, Mercedes and Marussia) and (3) the sport's commercial management is based in London.

The UK has a unique blend of beautiful countryside, great cities and some mouth watering architecture, making it a must-see for all travellers. And London, in the words of Hollywood star Samuel L Jackson, is 'just cool'.

From a driver's perspective, Silverstone's 5.8 kilometres are some of the most formidable on the Formula One calendar. The track, a former World War II aerodrome, is fast and a quick lap time requires bravery and finesse.

"I absolutely love my home race," says Englishman Jenson Button. "Silverstone is a great challenge and some of the corners are the best in Formula One, particularly at the start of the lap. Away from the track, there isn't much to do, but it doesn't matter because I love racing at home."

Did you know? No less than 11 Britons have won the British Grand Prix - Stirling Moss, Peter Collins, Jim Clark, Jackie Stewart, James Hunt, John Watson, Nigel Mansell, Damon Hill, Johnny Herbert, David Coulthard and Lewis Hamilton.

## Transport

With the closest train stations half an hour's drive from the track, road is the easiest method of getting to Silverstone, which is located around 130 kilometres north of London's two main airports, Heathrow and Gatwick, both of which are connected to London city centre by express train links.

The Silverstone bypass has dramatically eased traffic over the race weekend and the circuit's rural location means parking is plentiful. The other way into Silverstone is by air - helicopter is the drivers' preferred mode of transport and on race day the circuit becomes the UK's busiest airport.

## Useful tips

Many temporary grandstands are erected for the race and stand tickets are split into four different price bands. However, there is also plenty of good viewing to be had with a standard general admission ticket. The entrance to Copse corner, which is taken flat in seventh gear by a Formula One car, is best seen from a concrete standing area, as is the entrance to the infamous Beckett's 500 metres later.

You never know what the weather's going to do in England, even in June and July, so be prepared for sun and showers. It can also be very windy because the former airfield is situated in an exposed area.



# Great Britain Destination Guide

## Where to go?

Hang around on Sunday for the post-race party. It's now an annual affair and usually involves some of the drivers - and is a good way to miss any traffic. "Whenever I'm at Silverstone," says Button, who used to live in nearby Bicester, "I always pay a visit to my team. It's always good to see the guys in the factory, who don't make it to the regular races."

"There's also a good gym and spa at the Whittlebury Hotel, adjacent to the track. It's busy over the GP weekend, so you'll most probably have to book. Then, if you're looking for somewhere good to eat, try the Fox Inn in Farthinghoe."

## Where to stay?

Hotels can be found in the nearby towns of Towcester, Buckingham or Northampton, along with many Bed & Breakfasts in the surrounding areas. Another cheap and convenient option is to camp in the grounds surrounding Silverstone and the Force India factory, which lies opposite the main gates.

"I always stay in my motorhome at the track," says Button. "It saves the hassle of commuting in and out. If, however, I didn't have it, I'd stay at somewhere like the Crazy Bear in Oxford. It only has a few rooms, but it's a great place with a very warm atmosphere. It has three restaurants and a very good wine list."

Of course, you don't have to stay nearby. Former Ferrari driver Carlos Reutemann used to take the need for a good hotel to extremes, staying each night of the Grand Prix weekend at the Capital Hotel in Knightsbridge, London, and then commuting the 130 kilometres to the track by car.

## Extended stay

Silverstone is situated in the heart of the Midlands and, compared with many countries, nowhere in the UK is that far away. To the south, the sights of London, such as Buckingham Palace, St Paul's Cathedral and Westminster Abbey, are barely an hour and a half's journey by car. And from there, a one-hour flight can take you to the natural beauty of Scotland.

"London's the place," says Button. "It's a great city and there is so much to do. You can shop, eat fabulous food, or walk in one of the many great parks. Another place worth a visit is Bath. It's a great city, close to where I was born, and I have a lot of good memories there."

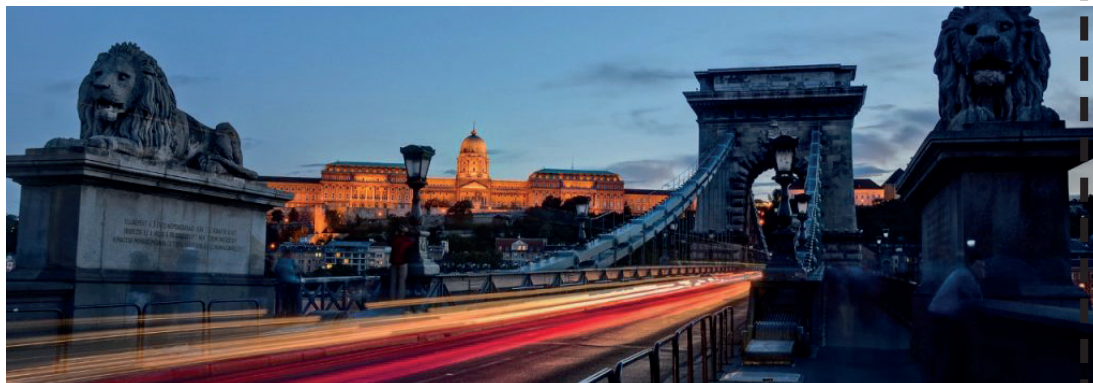
## Enthusiasts only

If you want an adrenaline fix, don't leave Silverstone. Try one of their racing or rally school courses to find out if you're the next Jenson Button. For some Formula One history, head up the M1 motorway and visit the Donington Collection, within the grounds of Donington Park circuit. It is home to the largest collection of Grand Prix cars in the world, with more than 130 exhibits.

## Circuit address

Silverstone Circuit  
Silverstone - Towcester  
Northamptonshire  
NN12 8TN  
England

# Hungary Destination Guide



## Why go?

The Hungaroring track is situated 20 kilometres north of Budapest, so the Hungarian Grand Prix gives you the perfect opportunity to explore one of the most beautiful cities in central Europe. Known as the 'Paris of central Europe' and 'the Queen of the Danube', Budapest is adorned with beautiful architecture, most of which was built towards the end of the 19th century when the city enjoyed a boom during the industrial revolution. The four ornate bridges that link Buda and Pest were built at this time. The weather is invariably hot around race time, which only adds to the enjoyment of your visit.

"I really enjoy Budapest," says Kimi Raikkonen. "It's a very beautiful city, with lots to do - lots of clubs and outdoor bars. Many Finns come to the race because there are some historical links between Hungary and Finland, so it's the closest I get to a home grand prix during the year. The track is quite slow, but it's very physical, so it's a good challenge over a race distance."

## Did you know?

Zsolt Baumgartner is the only Hungarian to have competed in his home Grand Prix - for Jordan in 2003 and for Minardi in 2004.

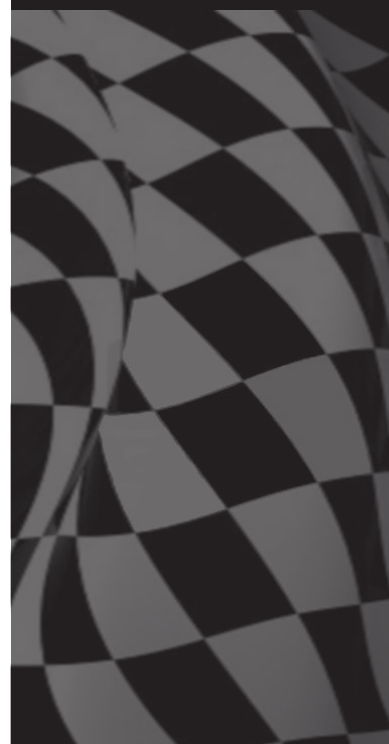
## Transport

Ferihegy International Airport is 24 kilometres south east of Budapest and has links to all the major European cities, as well as some in North America. If you are not hiring a car for the weekend you can catch the airport minibus service into the city or take a taxi. For getting around town, there are three subway lines and an extensive tram network.

Over the race weekend the organisers lay on buses from Budapest to the Hungaroring, though these leave from only a couple of places in the city. An easy alternative is to catch a taxi or drive yourself - a lane of the motorway en route to the circuit is closed off for F1 traffic, which speeds up the journey, and the approach to the track is completed along 'Bernie Avenue'.

## Useful tips

The track is situated in a natural bowl, with the result that more than 50 percent of the track can be seen from most vantage points. There are four types of grandstand seat, split into super gold, gold, silver and bronze, with general admission prices being some of the most inexpensive on the calendar.



# Hungary Destination Guide

It can be extremely hot over the Hungarian Grand Prix weekend, so take lots of sun block and - like the drivers - keep hydrated. There is a water park at the track, so if the heat does get too much you can always take the plunge and shoot down one of its numerous water slides.

## Where to go?

There are enough sights in Budapest to keep you busy for a week, and they are spread all over the city, so don't limit yourself to just one area. To name just a few of the highlights: the Hungarian National Gallery, which is situated in the wings of the Royal Palace; the Lukacs Thermal Baths; Heroes Square and Castle Hill, situated on the Buda side of the river Danube.

As far as restaurants are concerned, most of the international cuisine is situated on the Pest side of the river, with gems such as Articsoka, La Bodega and Iguana. For Hungarian specialities, try Bagolyvar or Mori Borozo. "I need to be careful what I eat over a GP weekend," says Raikkonen, "so I tend to go to the Italians, such as Articsoka or one of the street restaurants near to my hotel."

## Where to stay?

Accommodation in Budapest ranges from simple hostels in converted flats to some of the most luxurious hotel chains in the world, such as the Kempinski, where Raikkonen stays. Inbetween, there are plenty of mid-range hotels.

As a rough guide, the most expensive hotels are clustered around the Danube and the further from the water you stray, the more inexpensive your options become. Camping is another possibility.

## Extended stay

There is plenty to see in Budapest, but if you want to get out of the city there are no end of places to go. To the south west there is the vast expanse of Lake Balaton, where you can take boat rides or do some fishing. The countryside surrounding the lake is also one of Hungary's 22 wine-growing regions and apparently one of the best in the country.

"If I had a few days to kill," says Raikkonen, "I'd take a trip up the Danube and go outside the confines of the city, just to see what the countryside's like."

## Enthusiasts only

If you fancy trying a lap of the Hungaroring for yourself, the circuit does hold a number of track days throughout the year, for both cars and motorbikes.

## Circuit Address

2146 Mogyorod Pf. 10  
Hungaroring Sport Rt  
Hungary  
T: (+36) 28444 444  
F: (+36) 28441 860



# Belgium Destination Guide



## Why go?

Aside from being the home to one of the greatest circuits on the Formula One calendar, Spa is recognised throughout the world for its water. The Romans were the first people to discover its natural springs deep in the Ardennes countryside, and people still visit the town today in search of hydrotherapy. The biggest industry in the town is the famous bottled water company, Spa. The mention of water is never far from people's lips at the circuit, which is eight kilometres from the town. One of the most fearsome corners on the lap is Pouhon, which translates into English as 'water well' and the Ardennes has a micro-climate all of its own, hence rain tyres are never far from the cars.

"The great thing about Spa-Francorchamps is that it hasn't changed over the years," says three-time world champion Niki Lauda. "The track is an old-style circuit and is still a great challenge to the drivers, and the surrounding area hasn't been built all over and is still very beautiful. I enjoy coming here."

The bright lights of Liege and Brussels are a 40-minute and two-hour drive respectively, so there is something for everyone at the Belgian Grand Prix.

## Did you know?

Thanks to its springs, Spa is known as the 'Cafe of Europe'.

## Transport

There is an aerodrome on the outskirts of Spa, but the nearest international airport is Brussels. It has connections all over Europe, as well as many intercontinental flights, and is only a two-hour drive from the track. Getting to the circuit is easiest by road. If you don't hire a car, catch a train to Liege and take one of the many buses laid on to the track.

## Useful tips

At almost seven kilometres, Spa-Francorchamps is the longest track on the Formula One calendar. As a result, a general admission ticket may seem quite a daunting prospect because there is a lot of ground to cover - a lot of which is wooded and hilly. In reality, however, it is arguably the best way to see one of the greatest tracks on the calendar. For those who prefer a seat, there are grandstands at all the key corners - La Source, Eau Rouge, Pouhon etc - and ticket prices are divided into three groups: gold, silver and bronze.



# Belgium Destination Guide

You must sample the very tasty local speciality - french fries and mayonnaise. And don't forget a raincoat for the fickle Spa weather.

## Where to go?

Spa itself is the obvious place to go out when at the Grand Prix. With its many outdoor cafes and restaurants, it is full of charm. It even has a Casino.

Liege is another possible destination and it has lots of bars and restaurants to suit all tastes and budgets. The coal mining town of Blegny is also worth a visit. The pits are now closed, allowing visitors to go underground to see what life was like for miners.

## Where to stay?

"I stay in the Radisson Hotel in Spa," says Lauda. "It's a good hotel and Spa is a nice town." There are plenty of other fine hotels in Spa, such as the Cardinal, the Dorint and the L'Etape Fagnarde, while lower-priced options are to be found in the surrounding villages.

In fact, there are 480 guest houses in the Ardennes region, plus plenty of small hotels. Camping is another option - just make sure your tent is waterproof.

## Extended stay

If you want a quiet, relaxing time, stay in Spa for a few days and spoil yourself with some hydrotherapy. For a city break, why not head to Brussels? The Belgian capital is full of charm, with amazing baroque architecture, a spectacular Gothic town hall, and endless pavement cafes. Sights of note include the Grand Place and the Rue des Bouchers, famous for its seafood.

If you fancy a more active holiday, you could visit a couple of old Formula One tracks - the Nurburgring Nordschleife is a short drive to the east and Reims (intermittent home of the French Grand Prix between 1950 and 1966) is to the south west.

## Enthusiasts only

There is a superb kart track in the centre of the circuit near Stavelot, but a real petrol head should take a drive around the old Spa circuit, which last hosted a Grand Prix in 1970. Its 14 kilometres consisted entirely of public roads, lined with trees, lampposts and houses. Average speeds exceeded 240 km/h.

## Circuit address

Spa Grand Prix S.A.  
Route du Circuit, 38  
B-4970 Francorchamps  
Belgium



## Why go?

No track gets a Formula One fan's pulse racing faster than Monza. It's the quickest circuit on the calendar and also one of the most evocative: the old banking - last used in 1961 - is clearly visible, as are some of the old stands. And when you combine the track's merits with the cultural delights of near-by Milan, you are left with one of the most alluring races of the season. As well as the city and the circuit, the charms of Lake Como are just a short drive to the north and the Mediterranean coast is only a couple of hours away.

"Milan is undoubtedly a great city," says Italian former driver Giancarlo Fisichella. "It's very beautiful, with some great places to see and good food. But there are some great pizzerias in Monza itself and I try to eat in one over the GP weekend."

Did you know? A staggering 83 Italian drivers have started Grands Prix and two - Nino Farino and Alberto Ascari - have become world champion.

## Transport

There are two main airports in Milan: Linate and Malpensa, with the Orio Al Serio airport a 40 kilometre drive from the circuit. Malpensa handles the most international flights, but Linate is closest to the city centre and is the most convenient for the track.

Shuttle buses into Milan operate from all three airports, but the Malpensa Express Train offers the shortest journey. Once in Milan, there are plenty of public transport choices: bus, tram, underground or taxi.

To get to the track, you can either drive or take the train to Monza station, where there are shuttle buses to take you to the circuit.

## Useful tips

Thick woodland in the centre of the track limits the amount of grandstand space at the second chicane and the Lesmos, but there are great seats available at the first chicane, Ascari and Parabolica. Grandstand prices are split into three categories, while general admission has the advantage of letting you visit the more inaccessible areas of the circuit, such as the old banking.

To complete your Monza experience, visit Mr Acquati's memorabilia and book shop behind the paddock. He has a treasure chest of race-related gems, with something to appeal to every Formula One fan.





# Italy Destination Guide

## **Where to go?**

Milan has every kind of bar, club and museum you could wish for. The Duomo is the world's fourth-largest church, the Pinacoteca di Brera is the city's leading art gallery and take a look at the San Siro football stadium, home to both AC and Inter Milan. The way to start an evening out is with cocktails at the Piazza del Duomo in the centre of town before checking out the numerous nightspots.

## **Where to stay?**

One of the best places to stay in Monza is the Hotel de la Ville. It's where the senior Ferrari personnel stay, so it's suitably plush. Other upmarket options are to be found in Milan, while for those on a more everyday budget, there is plenty of affordable accommodation in the towns surrounding the circuit, most of it aimed around the three-star mark.

There is also a huge campsite on the outside of Monza's second chicane - the lively Tifosi (the fanatical Ferrari followers) might limit the amount of sleep you get, but the party atmosphere is certainly hard to beat.

## **Extended stay**

Nearby Lake Como is the choice holiday destination of many celebrities. Actor George Clooney has a place there, and many Formula One VIPs stay there for the Italian Grand Prix, catching a helicopter to and from the track every day. If you like beauty, seclusion and good weather rolled into one, then join them.

The delights of the south of France are not far away either. Many of the Monaco-based F1 fraternity drive to Monza, so you could follow them back after the race, stopping off en route in delightful haunts such as San Remo.

"If I have time to take an extended break during the season, I visit my home town of Rome," adds Fisichella. "It's the centre of the world!"

## **Enthusiasts only**

If the mystique of Monza alone is not enough for you, then head a couple of hours south along the autostrada towards Imola, former home of the San Marino Grand Prix. En route, of course, you might want to stop off at Maranello, the home of Ferrari, or perhaps pay a visit to the old racing track in nearby Modena.

## **Circuit address**

Autodromo Nazionale di Monza  
Parco Monza  
20052 Monza  
Italy

# Mexico Destination Guide



## Why go?

The Autodromo Hermanos Rodriguez is located just to the east of Mexico City, one of the world's most populous and vibrant cities, so many fans jump at the chance to combine a trip to the race with the opportunity to explore the many delights of this particularly historic part of Latin America.

"There's so much culture and a lot of spicy food," says Force India's Sergio Perez of his nation's capital, which is situated at a lofty 2,200m above sea level and features an abundance of must-see tourist attractions, including ancient Aztec ruins, 17th century palaces and top-class museums.

Just as importantly, the city is home to many F1 fans, something which makes for an incredible atmosphere at the circuit. According to Perez, "they had to wait so long (for the race to return to the calendar) that they show a firework of enthusiasm!"

## Did you know?

Originally built on a lake, experts say that some parts of Mexico City have sunk by as much as eight metres since the late 19th century as a result of decreasing ground water levels.

## Transport

Most visitors arrive in Mexico City via Mexico City International Airport (also known as Benito Juarez International Airport), which is situated only 5km east of the downtown area and relatively close to the Autodromo Hermanos Rodriguez.

Once in the city you can move around by taxi (sitio registered taxis are probably the best option), take one of the red and white Metrobuses, or travel by private car. Whatever option you take, be prepared to get stuck in traffic - a staggering 3.5 million cars take to the streets of Mexico's capital every day. Alternatively travellers can jump on the extensive metro system which is the cheapest of its kind in the world.

## Useful tips

Mexican food is renowned throughout the world - the nation's cuisine has even been recognised by UNESCO. As you might expect in such a vast and populous city, there are choices to suit every budget, though some of the best food is sold by the thousands of street and market vendors located on every corner. Of course there are good places and bad, but if you follow the crowds you won't go far wrong. The choice of antojitos ("little cravings") on offer is vast, from tacos toquesadillas, pambazos to tortas, carnitas to tamales, meaning whatever your taste, you won't

# Mexico Destination Guide

go hungry. But whilst the food in Mexico is legendary, be sure to stick to bottled water as the tap water is not safe for consumption. Also, if you eat in a restaurant, don't forget to tip.

## Where to go?

Mexico City is home to a wealth of cultural gems and places of interest, many of which can be found in the Centro Historico, including the enormous Plaza de la Constitucion (also known as the Zocalo), the National Palace, the Metropolitan Cathedral, the Palace of Fine Arts and Alameda Park. Those with a particularly keen interest in history would be well advised to pay a visit to Templo Mayor, one of the main temples in the Aztec city of Tenochtitlan on which Mexico City is now built, whilst those wishing to hear some authentic Mexican music should head to Plaza Garibaldi, widely recognised as the home of mariachi. Elsewhere, Bosque de Chapultepec, the city's largest park, is home to forests and lakes, as well as numerous other top attractions, including the National Museum of Anthropology and Chapultepec Castle.

## Where to stay?

There are over 300 different neighbourhoods in Mexico City, each with its own individual charms, so in terms of places to stay there is plenty of variety. There are many reasonably priced hotels and guesthouses in the Centro Historico, while more luxurious lodgings - including some of the major international hotel chains - can be found in the Polanco and Zona Rosa areas. Running through the latter is the Paseo de la Reforma, a wide avenue that features several of the capital's top nightspots and chic restaurants.

## Extended stay

From sightseeing to shopping, there's plenty to keep you busy in Mexico City - but Force India's Sergio Perez suggests that visitors with more time on their hands should also explore further afield.

"I will recommend to my peers that they spend some time at the beaches," he says. "If they ask for a 'must-go' beach then it would be Punta Mita in Puerto Vallarta (on Mexico's lengthy Pacific coast). It's the best place to have some days of sweet nothing."

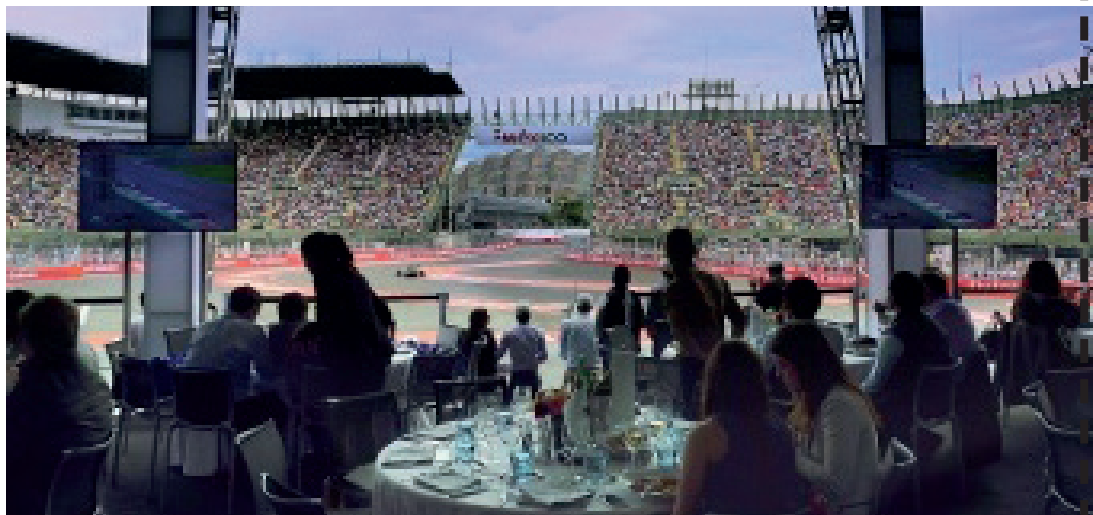
Closer to the city - and well worth a visit - is Teotihuacan, the site of many of the most architecturally significant Mesoamerican pyramids built in the pre-Columbian Americas, whilst a number of UNSECO world heritage cities, including Puebla, are within easy reach.

"For me," explains Perez, "the best plan would be: come and see the race, then do a little culture and then relax at the beach!"

## Circuit Address

Av. Viaducto Rio de la Piedad S/N  
Iztacalco  
Granjas Mexico  
08400 Ciudad de Mexico

# Our proposal



## Entry Fee and Services

- Brand name included in the team name
- Participation fee for ten race cars for all classification rounds
- Ten 3-day team catering tickets per race event
- 24 support event Porsche paddock passes for all race events
- Six parking passes for support event parking per race event
- Participation fee for two cars for the two official season tests
- Provision of a team vehicle (Porsche Cayenne or Porsche Panamera) during the Grand Prix de Monaco 2017 for rides in connection with the Porsche Mobil 1 Supercup after signing a corresponding leasing agreement
- Fully branded car livery
- Spanish language chaperon
- 5 pass included for F1 Paddock Club
- Hospitality branding available
- Driver's suit branded with your logo
- Logo inclusion in all communication materials: press releases, brochures, posters, websites, Facebook page...
- Corner stand in the box/paddock (Supercup/F1 Sponsor Village)
- Opportunity to use the car, team and driver images for commercial purpose





# Our proposal





## Additional services available



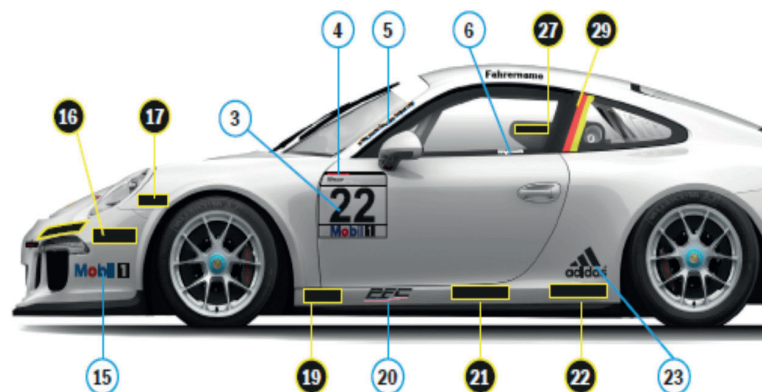
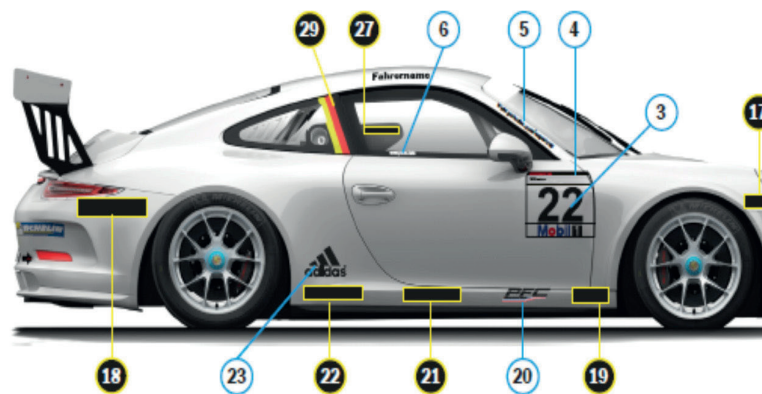
**We can enhance your exclusive race experience, creating a tailored package for additional services, such as:**

- Luxury accommodation bookings
- Chauffeur transfers
- Helicopter transfers
- Dinner reservations
- Exclusive additional activities, such as sight-seeing trips and heritage tours
- Driving lessons and fundamentals
- Photographer and cameraman for guests (a souvenir of the day)

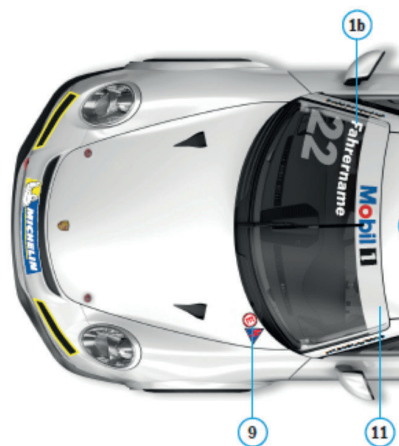


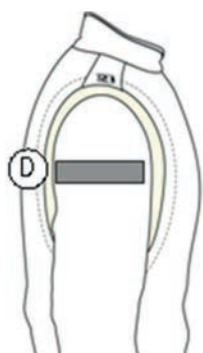
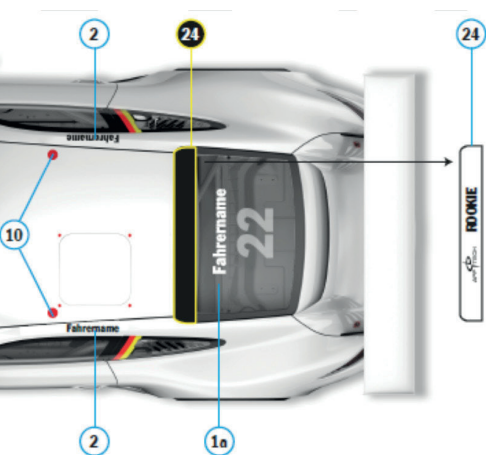
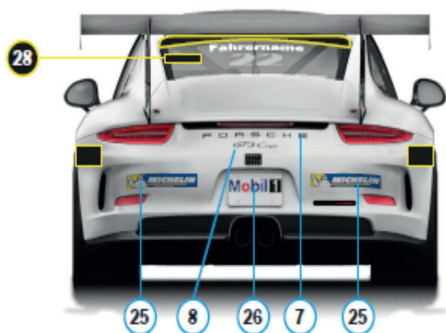
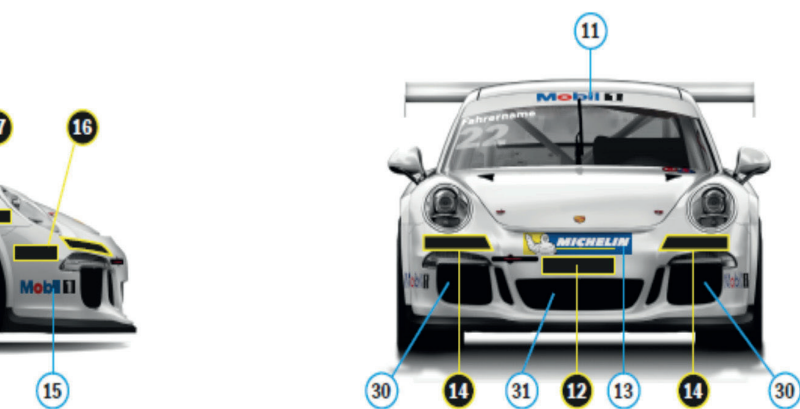
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customized  
to your  
requirements by  
best designers



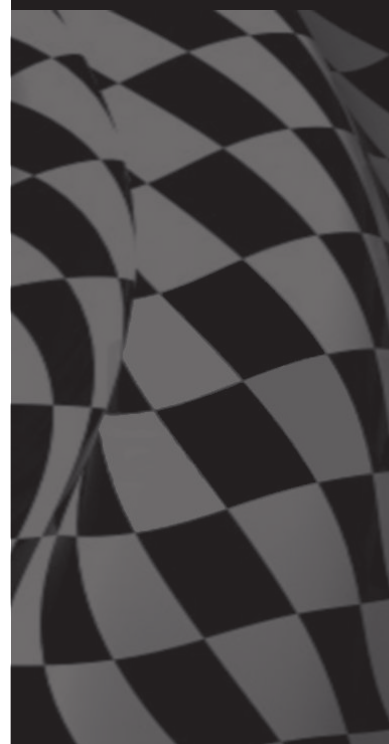
- Porsche Mobil 1 Supercup  
Manufacturer/Series Specifications,  
Series Partners
- Reservation Porsche AG





# Fully branded bespoke livery

customized to your requirements by best designers













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