



Hybrid Porsche comes close to victory in the Nürburgring 24hrs

Williams Hybrid Power's MLC flywheel energy storage technology helps to power Porsche 911 GT3 R Hybrid to the lead for eight hours.

17 May 2010, Oxford, UK. Williams Hybrid Power's novel flywheel technology helped to power an impressive hybrid performance at this weekend's Nürburgring 24hr race. The Manthey Racing-prepared Porsche 911 GT3 R Hybrid, which uses WHP's magnetically-loaded composite flywheel system, led the race in the last third of the marathon event, taking the lead at 22:57hrs on Saturday night. The four-man squad of Jörg Bergmeister, Richard Lietz, Marco Holzer & Martin Ragginger maintained position at the front of the field for eight hours until engine problems prematurely curtailed their impressive performance - just a tantalising hour and a quarter from the finish line. The 911 GT3 R Hybrid was one of 33 Porsches to take the start line in a field of 200 entries in this classic endurance race on the Nordschleife.

According to Porsche, the 911 with its innovative drive concept, was able to gradually extend its lead through the high efficiency of its hybrid technology and its fuel consumption advantage. The hybrid car needed to pit every ten laps to refuel, whereas its rivals were forced to stop approximately every eight laps. "The hybrid system worked like a dream," commented works driver, Richard Lietz.

Williams Hybrid Power's Managing Director, Ian Foley, said, "We are all naturally disappointed for Porsche that their enormous efforts did not result in a landmark victory on Sunday. However, I think everyone recognises that their courageous and intelligent pursuit of new technologies which save fuel and reduce emissions have been validated in one of the most challenging racing environments possible. We are also delighted that Williams Hybrid Power's magnetically-loaded composite flywheel system, used in the Porsche 911 GT3 Hybrid, not only stood up to the arduous of a 24hr race, but also that the added performance and fuel-saving brought a real competitive edge to the car, taking it to the cusp of what might have been a remarkable victory for this new automotive technology."

Despite a disappointing final outcome, Chairman of the Board at Porsche AG, Michael Macht, reflected that, "It wasn't enough for a win, but the Porsche hybrid technology clearly proved its potential at one of the world's toughest races. We will continue developing this innovative drive concept. That was certainly not the last race for a Porsche hybrid car."

Williams Hybrid Power's (WHP) patented magnetically loaded composite (MLC) flywheel technology, originally developed for Formula One, captures and stores a vehicle's kinetic energy in a high-momentum composite flywheel. This energy, otherwise lost as heat during braking, can be re-introduced into the driveline to save fuel, or bolster performance, both crucial variables in endurance racing with clear applicability to road car application. More can be read about this new and novel green technology and its wide application both for, and beyond road cars, at www.williamshybridpower.com.

Among its many development programmes with Porsche and other clients, WHP is also part of a consortium working together with companies such as Ricardo and Jaguar Land Rover who are seeking to develop hybrid flywheel applications at sufficiently low cost to facilitate mass uptake in the road car market. The purpose of the project is to refine technologies that can provide a considerable reduction in emissions from road cars.

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