

## **Bulletin 3/2022**

Supplement to the Regulations DMSB Visa no. 418/22, of  
21.02.2022.

The amendment is valid with immediate effect.

(Changes/Additions are printed in **bold italic**)

### **Part 2: Technical Regulations**

**2.2.2 Engine electronic control units** is changed/supplemented as follows:

“Throughout the entire event, only the engine electronic control units sealed by the Series Organiser are permitted to be used.

The engine electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the engine electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the engine electronic control units and to seal the plug-in connectors for reading the engine electronic control units at any time of an event. It is thus ensured that the status of the program and data is identical for all participating cars.

It is the Competitors responsibility to ensure that the engine electronic control unit is programmed and only used with the software  
MS66\_PAG992\_GT3\_0112\_992GT3CUP\_hp56\_SC008 during each event.

The Technical Scrutineers need to be informed in writing **before each event** of VIN and ECU number if an electronic control unit has the capability of traction control and is **to be** used in **an that** event. Traction control must be disabled at all times throughout the event.”

### 2.9. Aerodynamic devices

"The original position of the wing section is permitted to be changed within the specified scope for adjustment provided by the Technical Manual.

It is permitted to tape over the full area of the headlight lenses with transparent Heli tape. Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted.

***For the races at the Zandvoort and Monza events it is mandatory to have a strip of Heli tape of maximum 85cm length, positioned as per the tape in the picture below, to cover the slot between the front bumper and bonnet. The strip of Heli tape is optional for the practice and qualifying sessions at those events.***



The use of the front air scoop (part numbers 9F1.407.811 and 9F1.407.812) is mandatory for each event.

Any alteration or amendment outside the above set parameters will render the car non-compliant with the Technical Regulations and may be subject to penalties from the Stewards."

Approved by the DMSB on 02.09.2022

Robin Strycek  
Coordination Sport

## **Bulletin 2/2022**

Supplement to the Regulations DMSB Visa no. 418/22, of  
21.02.2022.

The amendment is valid with immediate effect.

(Changes/Additions are printed in ***bold italic***)

### **Part 1: Sporting Regulations**

**13.8 Aborting or suspending a race** is changed/supplemented as follows:

"...

If a race is aborted or stopped before the leading car has finished 2 complete racing laps, the following rules will apply:

- The start will be ~~deemed null and void~~ ***declared a "No Contest", however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the Stewards (e.g. where the breach has affected another competitor) these may be applied to the restarted race.***

..."

Approved by the DMSB on 24.05.2022



Robin Strycek  
Coordination Sports

## **Bulletin 1/2022**

Supplement to the Regulations DMSB Visa no. 418/22, of  
21.02.2022.

The amendment is valid with immediate effect.

(Changes/Additions are printed in ***bold italic***)

**Contents** is corrected as follows:

### **Part 2: Technical Regulations**

#### **"1. Technical Series Regulations**

- 1.1 Summary of the eligible groups/classes
- 1.2 Principles of the Technical Regulations
- 1.3 General/preamble
- 1.4 Driver equipment
- 1.5 General regulations
- 1.6 Minimum weights and ballast
- ~~1.7 ***Car damage***~~
- 1.7** Emission regulations
- 1.8** Noise regulations
- 1.9** Advertising and partnerships
- 1.10** Safety equipment
- 1.11** Fuel type and single fuel
- 1.12** Technical definitions
- ..."

### **Part 2: Technical Regulations**

**1.6 Minimum weights and ballast** is changed/supplemented as follows:

" ...

The mandatory combined minimum car and Driver weight (together with all Driver equipment and equalisation weight) **is 1373kg will be announced by Stewards' Bulletin at the end of Technical Scrutineering of the first event.**

..."

**1.6.3 Minimum car weight** is changed/supplemented as follows:

"The minimum weight of a car **is 1293kg will be announced by Stewards' Bulletin at the end of Technical Scrutineering of the first event.** The minimum weight of a car consists of:

..."

**1.6.4 Minimum Driver weight** is changed/supplemented as follows:

"The minimum weight of a Driver **is 80kg will be announced by Stewards' Bulletin at the end of Technical Scrutineering of the first event.** The minimum Driver weight consists of:

..."

**2.2.2 Engine electronic control units** is changed/supplemented as follows:

"Throughout the entire event, only the engine electronic control units ~~coded and~~ sealed by the Series Organiser are permitted to be used.

The engine electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the engine electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the engine electronic control units and to seal the plug-in connectors for reading the engine electronic control units at any time of an event. It is thus ensured that the status of the program and data is identical for all participating cars.

***It is the Competitors responsibility to ensure that the engine electronic control unit is programmed and only used with the software MS66\_PAG992\_GT3\_0112\_992GT3CUP\_hp56\_SC008 during each event.***

The Technical Scrutineers need to be informed in writing of VIN and ECU number if an electronic control unit has the capability of traction control and is used in an event. Traction control must be disabled at all times throughout the event."

**2.10.3 Data recording** is changed/supplemented as follows:

"Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the car's chassis number and must not be exchanged. Only the setups approved by Dr. Ing. h.c. F. Porsche AG are permitted to be used for the duration of the event.

***Only the infrared pit wall beacon signal provided by the Series Organiser may be used to create lap times in the recorded data.***

All recorded data relating to the competition must be made available to the Technical Scrutineers and/or the Series Organiser including service providers.

..."

**2.11 Miscellaneous** is supplemented as follows:

"...


#### **2.11.4 On-board marshalling systems**

**On written request by the Competitor, the Series Organiser may authorise that the antenna, GPS receiver, wiring and display of the marshalling system of any national Carrera Cup Series can be carried in the car, providing it is completely electrically disconnected from the car and does not interfere with or alter any function of the car. The installation of that separate system must be approved by the Technical Scrutineers. The Series Organiser may withdraw such authorisation at any time during an event.**

**PORSCHE**

**MOBIL 1  
SUPERCUP**

Approved by the DMSB on 22.04.2022



Christoph Ihm

Coordination Technical Department