

PORSCHE

**MOBIL 1
SUPERCUP**

**20
20**

A SPECIAL SEASON

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PREFACE



Dear motorsport enthusiasts,

Without a doubt the worldwide motorsport community dealt with a situation of historic proportions this year. I personally haven't experienced a swell of challenges like these in the decades of my involvement. But despite the pressure, Porsche Motorsport and the Porsche customer teams pulled together for a remarkably successful and unforgettable season. From quickly adapting motorsport to additional virtual formats earlier this year, to condensing the race schedules, it's clear what an achievement the 2020 season has been for everyone.

One of my personal highlights was André Lotterer's P2 in Porsche's first Formula E race. Being able to celebrate such a success as a newcomer is truly unique, but the reward demonstrated the immense efforts that all of us put in before the series began. I am also pleased with the many new partnerships we've been able to establish this year. The Porsche brand is in high demand; a clear result of decades-long intense motorsport development.

I am really looking forward to seeing how the Porsche Mobil 1 Supercup as the pinnacle of our global one-make cups and the official representative of Porsche at Formula 1 events evolves next year when we introduce the new Porsche 911 GT 3 Cup (992). The series plays a key role in Porsche customer racing, which is why it is one of the first to roll out the new model.

A warm thank you to all the drivers, teams, partners and the organisation for an unforgettable season.

Keep racing,

Fritz Enzinger

Vice President Motorsport Porsche AG and
Senior Vice President VOLKSWAGEN Group Motorsport



Dear teams, drivers and friends of the Porsche Mobil 1 Supercup,

The 2020 season was truly special. Not only because it was packed with thrilling motorsport action, but it also was the tightest schedule I personally have experienced. Holding eight races in ten weeks created a whole new set of challenges to adapt to.

This year's extraordinary conditions will not be the only reason why 2020 will go down in the Porsche Mobil 1 Supercup history books. It was also the commitment, eagerness and cooperation from everyone involved. Motorsport fans experienced top racing from some of the best drivers and teams competing in the international Porsche one-make cups. And for this, I am extremely proud. Congratulations to this year's Overall winner Larry ten Voorde, Rookie champion Max van Splunteren, ProAm dominator Roar Lindland, and the winning team from BWT Lechner Racing.

This season we had a large field of young and incredibly talented drivers. It was their focus on perfection which led to an uncountable number of thrilling showdowns on Europe's most beautiful circuits, as part of the FIA Formula 1 World Championship. I am quite confident that we will meet many of this year's Porsche Juniors and Porsche Mobil 1 Supercup Rookies again next year, either competing with us or racing in other top global motorsport categories. And of course we are looking forward to welcoming the latest member of the 911 GT3 Cup family in our new season!

Personally, I am hoping to be able to greet fans and guests at the track again in 2021. The paddock and grandstands felt very deserted without them. Nevertheless, I wouldn't have wanted to miss a single moment of this season, many of which have been captured in this book. Please enjoy reliving some of your favourite season highlights as well.

Yours sincerely,

Oliver Schwab

Project Manager Porsche Mobil 1 Supercup

20 MEMORABLE 20 FACTS

This season was special in many ways. If we had to limit it to a few numbers, these would be our favourites!



**TEAM INFORMATION
EMAILS SENT**

when 40 is usually the average per year



589

**TOTAL RACE KILOMETRES
DRIVEN BY ONE RACING CAR**

within the season – the equivalent to the distance from Spa to Silverstone



15

**DIFFERENT
NATIONALITIES**

on the grid



THE CLOSEST GAP

between P1 and P2
(Barcelona, Ten Voorde vs Evans)



FOLLOWERS GAINED

on Instagram, Facebook and YouTube



5,500

**DANISH PASTRIES
AND CROISSANTS**

served for breakfast



**10
OVERALL PODIUMS
ACHIEVED**

by Porsche Juniors and PMSC Rookies



2,701

RACE LAPS COMPLETED

by all drivers



MAX. 197

**CENTIMETRES WAS THE
TALLEST DRIVER:**

Max van Splunteren



6,000+

COVID-19 TESTS

Left or right nostril?

0

POSITIVE RESULTS

The nostril didn't matter!



THE DRIVERS

They are coming together from all over the world and are the heroes of the circuits. Their mentality makes the difference, their performance decides everything.



1

JAXON EVANS

BWT LECHNER RACING

“It certainly wasn’t the end result we were after. The consistency was not there, but we showed how strong we can be. Big thanks to the team!”

Overall Classification

P4

Podium Results

P1: Round 1 Spielberg

P2: Round 6 Barcelona

P3: Round 4 Silverstone

Pole Positions

Round 1 Spielberg



2

DYLAN PEREIRA

BWT LECHNER RACING

“It was a really hard season for me, but I learned a lot. To be runner-up in the Porsche Mobil 1 Supercup is already a great achievement. I am very happy about that result.”

Overall Classification

P2

Podium Results

P1: Round 2 Spielberg | Round 3 Budapest

P2: Round 1 Spielberg | Round 7 Spa-Francorchamps

P3: Round 5 Silverstone | Round 6 Barcelona

Pole Positions

Round 3 Budapest



3

LEON KÖHLER

LECHNER RACING MIDDLE EAST

"Apart from two incidents, it was a good season for me, especially finishing with a podium at the final round in Monza."

Overall Classification

P8

Rookie Classification

P3

Podium Results

P3: Round 1 Spielberg | Round 8 Monza

4

JEAN-BAPTISTE SIMMENAUER

LECHNER RACING MIDDLE EAST

“I really liked driving in the Supercup this season. The level of competition was really high, and having had the experience, I feel I’ve improved a lot and will come back stronger next year.”

Overall Classification

P9

Rookie Classification

P4



5

JAAP VAN LAGEN

FACH AUTO TECH

"It was not the season I expected it to be. I am already looking forward to 2021. Big compliments to the staff for getting everything organised in these special times."

Overall Classification

P11





6

JORDAN LOVE

FACH AUTO TECH

"This season will always be a special one for me. It was my first year racing outside of Australia. I didn't quite get the results I wanted, but I think we did relatively well. A huge credit to Porsche for getting us racing during these special circumstances."

Overall Classification

P10

Rookie Classification

P5

10

MARIUS NAKKEN

DINAMIC MOTORSPORT

"The progression throughout the season was good, although we had some unfortunate races. We will come back stronger next year!"

Overall Classification

P12



12

PHILIPP SAGER

DINAMIC MOTORSPORT

“Being able to race with my son Moritz – this season, a dream of mine came true.”

Overall Classification

P19

ProAm Classification

P3



14

MATEO LLARENA

MRS GT-RACING

"It was a very special season for me not only because I was the youngest on the grid, but also because it was my first Supercup. The whole season was awesome and I felt very welcome by all the staff. I am looking forward to coming back next year."

Overall Classification

P17

Rookie Classification

P9



15

JUKKA HONKAVUORI

MRS GT-RACING

“For me personally, it was awesome to be part of it. I learned a lot during my first complete season in the championship. Hard, but fair battles and competing against the best one-make cup drivers in the world was very special. Already looking forward to the next season!”

Overall Classification

P13



19

ROLAND BERVILLÉ STÉPHANE DENOUAL

PIERRE MARTINET BY ALMÉRAS

"The season was pretty short for me, but I am looking forward to more races next year!"

Roland Bervillé

ProAm Classification

P6

"The level of driving was very high and I discovered some beautiful new circuits. I hope the fans will be there with us next season."

Stéphane Denoual

ProAm Classification

P4



20

ROAR LINDLAND

PIERRE MARTINET BY ALMÉRAS

"It's a dream to win the title before the final race. I am really looking forward to next season."

Overall Classification

P18

ProAm Classification

P1



21

CLÉMENT MATEU

PIERRE MARTINET BY ALMÉRAS

"Intensive championship from the beginning till the end! Super proud to be part of it!"

Overall Classification

P20

ProAm Classification

P2

22

AYHANCAN GÜVEN

MARTINET BY ALMÉRAS

"It's always nice to win races on Supercup level. I've had some great moments this year. The overall results didn't meet our expectations, but we will learn from them."

Overall Classification

P3

Podium Results

P1: Round 5 Silverstone | Round 7 Spa-Francorchamps

P2: Round 2 Spielberg | Round 3 Budapest

Pole Positions

Round 2 Spielberg | Round 5 Silverstone | Round 7 Spa-Francorchamps





23

MARVIN KLEIN

MARTINET BY ALMÉRAS

“Don't limit your challenges, challenge your limits. In that sense, thank you for this awesome season and till next year!”

Overall Classification

P7

Rookie Classification

P2



24

MAX VAN SPLUNTEREN

TEAM GP ELITE

"It was my first year in the Supercup this season and it felt very intense. In the beginning, we lacked a little bit of pace, but in the end it all worked out. I am really happy about the result and proud to be part of Team GP Elite."

Overall Classification

P6

Podium Results

P2: Round 4 Silverstone

Rookie Classification

P1



25

LARRY TEN VOORDE

TEAM GP ELITE

"I am incredibly happy to finish first overall with my new Team GP Elite in this special season. We finally found our sweet spot, which we will try to maintain until next year!"

Overall Classification

P1

Podium Results

P1: Round 4 Silverstone | Round 6 Barcelona | Round 8 Monza

P2: Round 5 Silverstone

P3: Round 2 Spielberg | Round 3 Budapest

Pole Positions

Round 4 Silverstone | Round 6 Barcelona | Round 8 Monza



26

JESSE VAN KUIJK

TEAM GP ELITE

"I enjoyed the learning opportunity racing in a very competitive field, with the best team!"

Overall Classification

P14



30

LUCAS GROENEVELD

GP ELITE

"A difficult season with ups and downs, but I am glad to have been a part of it!"

Overall Classification

P15

Rookie Classification

P6



31

DAAN VAN KUIJK

GP ELITE

"I've had a lot of fun racing the Porsche Mobil 1 Supercup in my Rookie season. There is still a lot of room for improvement though."

Overall Classification

P16

Rookie Classification

P7



33

FLORIAN LATORRE

CLRT

"We started from scratch and ended up with two podiums. It was a strong season with my new team and I am really looking forward to next year!"

Overall Classification

P5

Podium Results

P2: Round 8 Monza

P3: Round 7 Spa-Francorchamps

11

DINAMIC MOTORSPORT



MORITZ SAGER

Participation

Rounds 1-5



JADEN CONWRIGHT

Participation

Rounds 6-8

32

CLRT



PHILIPPE HAEZEBROUCK

Participation

Rounds 1-4



ADAM ETEKI

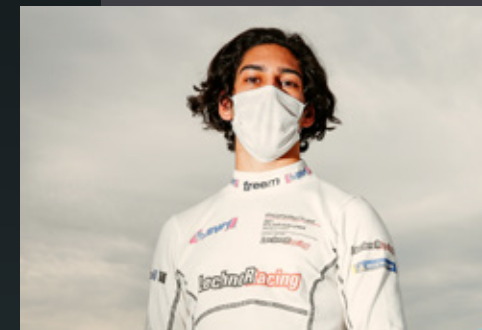
Participation

Rounds 6-8

GRATEFUL, YOU'VE BEEN A PART OF US

Once again, the Porsche Mobil 1 Supercup welcomed a diverse field of guest drivers onto the grid this year – familiar and new faces alike. We hope that you've enjoyed it as much as we have. Thank you for racing with us.

34



BERKAY BESLER
LECHNER RACING MIDDLE EAST
R4 & R5 Silverstone

35



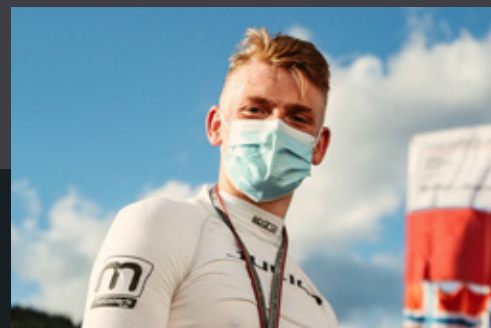
LOEK HARTOG
BAS KOETEN RACING TEAM
R7 Spa-Francorchamps

36



MAXIME OOSTEN
BAS KOETEN RACING TEAM
R7 Spa-Francorchamps

8



JULIAN HANSES
LECHNER RACING MIDDLE EAST
R1 & R2 Spielberg | R4 & R5 Silverstone

8



NICOLAS MISSLIN
LECHNER RACING MIDDLE EAST
R6 Barcelona | R7 Spa-Francorchamps

16



LAURIN HEINRICH
MRS GT-RACING
R1 & R2 Spielberg

38



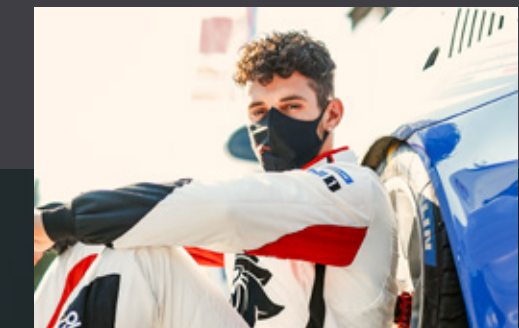
SIMONE IAQUINTA
OMBRA RACING
R8 Monza

39



STEFANO GATTUSO
OMBRA RACING
R8 Monza

40



GIANMARCO QUARESMINI
DINAMIC MOTORSPORT
R8 Monza

16



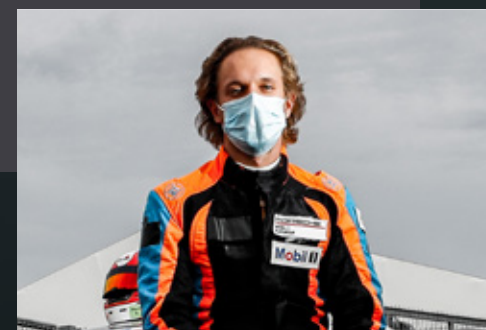
JM LITTMAN
MRS GT-RACING
R4 & R5 Silverstone

16



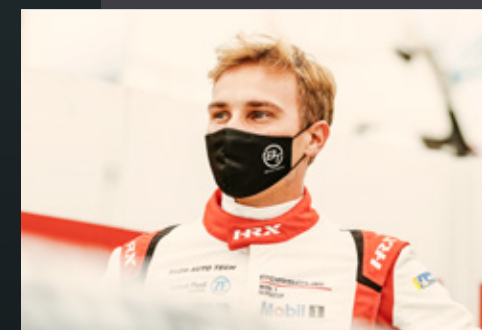
HUGO NERMAN
MRS GT-RACING
R7 Spa-Francorchamps | R8 Monza

32



CÔME LEDOGAR
CLRT (YES, THE BOSS HIMSELF)
R5 Silverstone

41



DIEGO BERTONELLI
FACH AUTO TECH
R8 Monza

911



MICHAEL FASSBENDER
PORSCHE MOTORSPORT (VIP DRIVER)
R6 Barcelona



THE TEAMS

You can only win together. Everyone brings in personal strengths and motivation to achieve the best result for the team. What unites all of them is their passion for Porsche Motorsport.

ALMÉRAS – RACING À LA FRANÇAISE



Artful engineering meets savoir vivre. Where winning races is in the details and craftsmanship is celebrated.

Like the mystique of a French love affair, so is the story of Alméras. And, in particular, its connection and timelessness to Porsche Customer Racing in France. It all began in a small town on the outskirts of Montpellier. From their humble workshop, the brothers Jean-Marie and Jacques Alméras founded their racing team. Using Porsche models, the two began to establish and develop the French racing car standards. Today, Philippe Alméras continues the family tradition, bringing five 911 GT3 Cups to the starting line of the Porsche Mobil 1 Supercup with his teams Martinet by Alméras and Pierre Martinet by Alméras.

Old-school racing history

During the late 1960s and early 1970s, the worldwide customer racing scene was already in full gear. Numerous racing series were being organised at the national level, but were not yet unified under a global series like the Porsche Mobil 1 Supercup. The Alméras brothers became a duo of private French driver-mechanics who were making a name for themselves. It was Jean-Marie's outstanding driving and performance in mountain, rally and long-distance racing matched with Jacques' masterful engineering skills that distinguished them from the rest. The majority of cars the Alméras brothers modified and drove during this time were Porsche, and as customer racing became more prominent, so did the brothers' prestige, transforming their workshop into a full-fledged racing team.

In the early 1980s, a third Alméras joined the two founding brothers: Philippe, Jacques' son. Following in his father's footsteps, Philippe began learning the nuances of motor racing and engineering in the

sunny pit lanes of France. Philippe went on to complete an engineering degree from Grande École INSA while training as a race mechanic with his family. After graduation, he continued the family tradition and founded his first racing team: Pro GT by Alméras. That was in 2007 – the beginning of modern era racing for the Alméras family.

"Our first pole in Silverstone was a breakthrough for sure. We are said to be strong in Silverstone ever since. We love that course. Flat, fast corners, a lot of defensive work – we love it!"

Philippe Alméras

Philippe had been racing with his team in the Carrera Cup France, but in 2015, he took it to the next level by also competing in the Porsche Mobil 1 Supercup, achieving a debut podium with his driver Côme Ledogar, who participated with his own team this season. In 2016, young pilot Mathieu Jaminet brought it all to the table and

won the Carrera Cup France for Alméras. Also, in his first year ever of racing in the Porsche Mobil 1 Supercup, Jaminet astonishingly won three races for Alméras. In 2018, underscoring the team's down-to-earth reputation, Florian Latorre led Alméras to its first win on the Silverstone Circuit. Creating a major sensation in his debut season, Ayhan Güven took home a second consecutive win for team Martinet by Alméras from Silverstone Circuit in 2019 and even managed to score another victory in this season's Round 5 in Silverstone Circuit in 2019 – a victory which he was able to repeat this year.

Alméras is indeed a racing dynasty steeped in tradition and legacy, but one which remains humbled and grounded with their success.



Season Results

Team Classification

P3 (Martinet by Alméras)

P10 (Pierre Martinet by Alméras)

Overall Podium Results

P1: Round 5 Silverstone
Round 7 Spa-Francorchamps

P2: Round 2 Spielberg
Round 3 Budapest

Pole Positions

Round 2 Spielberg
Round 5 Silverstone
Round 7 Spa-Francorchamps

Rookie Podium Results

P1: Round 3 Budapest
Round 7 Spa-Francorchamps

P2: Round 2 Spielberg
Round 4 Silverstone

P3: Round 1 Spielberg
Round 5 Silverstone
Round 6 Barcelona

ProAm Podium Results

P1: Round 2 Spielberg
Round 3 Budapest
Round 4 Silverstone
Round 6 Barcelona
Round 7 Spa-Francorchamps
Round 8 Monza

P2: Round 1 Spielberg
Round 3 Budapest
Round 4 Silverstone
Round 5 Silverstone
Round 6 Barcelona
Round 8 Monza

P3: Round 1 Spielberg
Round 2 Spielberg
Round 3 Budapest
Round 5 Silverstone
Round 7 Spa-Francorchamps
Round 8 Monza



Participating Teams

Martinet by Alméras
Pierre Martinet by Alméras

Team Manager

Philippe Alméras

Team Nationality

French

Participating since

2014

Drivers

19 Stéphane Denoual, Roland Bervillé
20 Roar Lindland
21 Clément Mateu
22 Ayhancan Güven
23 Marvin Klein

CLRT – THE OPPORTUNITY EXPLOITERS

Due to travel restrictions brought on by the pandemic, a Scandinavian team was unable to compete in the Porsche Supercup. The young team CLRT built around Côme Ledogar is moving up, competing with top international teams in its first year.

A dreamlike scenario: a successful race driver wanting to take the next step finds a team to compete in the Porsche Carrera Cup France for a first season. Before even competing in one race of the series, he brings two cars to the Porsche Mobil 1 Supercup starting line. This is what happened to CLRT, the second French team in the field.

It's a great opportunity to start in one of the top international customer racing series from the get-go. But with it come some challenges, especially if you're like Côme Ledogar who always has his ambition set on winning. The young team manager puts what he claims regularly into practice. His primary job after all is being a race driver – endurance races like the great classics at Daytona, Bathurst and Le Mans in GT racing cars from a variety of manufacturers.

“Racing has always been my absolute passion. I give everything for that. Now with my own team, it's a special challenge.”

Côme Ledogar

His career has taken him through formula racing to the Porsche Carrera Cup France, where he finished second in his 2012 debut for the team Pro GT by Alméras. Several busy years led him to participate in endurance championships around the globe. But Ledogar has always been loyal to the Porsche Carrera Cups – in 2014, he won first place in the series in France with Alméras. He also competed in the Porsche Carrera Cup Germany and Italia, which he finished as series champion in 2016 with the team Tsunami RT. He also had raced one season in the Porsche Supercup in 2015. Now he brought two of his own Porsche 911 GT3 Cup cars to the series.

Wake up and win some races

Of course Ledogar did not start the adventure Porsche Supercup without proper preparations. Relying on his broad experience as a driver coach and team manager, the man is not only fast on the circuit, but lives several parallel lives. Sometimes this leads to peak loads, but this race driver needs the surge in order to recal-



brate his own limits. Originally Ledogar wanted to develop his team with just a few cars, concentrating exclusively on the Porsche Carrera Cup France. But it turned out differently, and Côme Ledogar was ready for it. His close network with other Porsche Mobil 1 Supercup teams, particularly Alméras, helped him a lot.

“Racing with excellent teams has given me a lot of experience that I can apply directly to my own team. This is extremely helpful.”

Côme Ledogar

Role models give you orientation. This is where Ledogar mentions Team AF Corse and one of its team managers, Philippe Dumas, with whom he shares much in common. Dumas brought Ledogar into racing when he was a youngster and the two are bound by a close friendship. No matter the topic with Dumas, Ledogar gets the right tips and the best coaching, including putting the team first and foremost, above yourself. Those who respect their team and each

individual's performance, in turn, earn respect. Those who are not only working together, but are also aiming for mutual success, can be sure of the team's motivation. Motivation can move mountains, just like in team CLRT before the Supercup season even started.

Fully motivated in all positions

The people that make up the team are incredibly important to team manager Côme Ledogar, who makes no distinction between driver and mechanic. Acquiring the experienced driver Florian Latorre for the cockpit of one of his Porsche 911 GT3 Cup was a clever move. ProAm Philippe Haezebrouck joined in the team's second racing car, whose design was created by the well-known artist Angelo Lembo. During the course of the season, Haezebrouck bowed out, giving Ledogar a chance to race for himself behind the wheel.

A team manager who drives his own racing cars is not new in Porsche Supercup history, although it is becoming rarer. Uwe Alzen, for example, drove a complete season as team manager in 1993 – and he finished as runner-up. Nowadays it's necessary to concentrate

on just one role if you want to be successful. That's why Adam Eteki took over the cockpit for the final races for team CLRT.

Two podiums in the last two races

Focusing on just one task paid off for Ledogar and his team. Florian Latorre made it to the podium in Spa and Monza, catapulting his team to fifth place Overall in the championship, just 27 points behind series veterans, Lechner Racing Middle East. This was a remarkable result for a team that had been founded just nine months earlier (and at that time had no idea of COVID-19's significant additional burdens).

A season like this brings us all together. Following the Porsche Mobil 1 Supercup, there's a lot of promising momentum for CLRT heading into the Porsche Carrera Cup France. The team is motivated and focusing on their long-term goal: Le Mans. Of course, an opportunity needs to be offered, just like this year's Supercup, where CLRT made sovereign use of it.



Season Results

Team Classification

P5

Overall Podium Results

P2: Round 8 Monza

P3: Round 7 Spa-Francorchamps



Participating Teams

CLRT

Team Manager

Côme Ledogar

Team Nationality

French

Participating since

2020

Drivers

32 Philippe Haezebrouck, Adam Eteki

33 Florian Latorre

DINAMIC MOTORSPORT – LA BELLA MACCHINA

“Of course we’re Italian!” After such an exclamation, you’d expect to see a lot of red paint on the car. But with Dinamic Motorsport, “La Bella Macchina” is black, white and green.

Also, in Dinamic Motorsport’s case, the beautiful machines they’re driving come from Stuttgart, and not from Maranello, which is only 43 kilometres away from the city of Reggio Emilia, home of Dinamic’s headquarters. So none of the common clichés that have been cultivated with regards to Italian motorsport applies to Dinamic. But that’s what makes things even more interesting when it comes to this team. After all, it’s the deviation from expectation that generates more curiosity. Breaking from the norm is a part of everyday life for Dinamic Motorsport’s team manager, Giuliano Bottazzi, who is well aware that he doesn’t meet the expectations of motorsport fans to 100%. Nevertheless, the team prefers to focus on perception and consistent and strong performances within the Porsche Mobil 1 Supercup environment.

“The Supercup is extremely competitive. Because all races are happening as part of a Formula 1 weekend, it offers a lot of media and sponsor visibility.”

Giuliano Bottazzi

At home in the heart of a motorsport region

Dinamic Motorsport’s home base is in the heart of beautiful Emilia Romagna. A region primarily known for its nature, culinary specialties and medieval architecture. And of course, for motorsport! The town of Modena is just a few kilometres south of their headquarters. So if you happen to be driving along the E45, keep going for another hour until you reach Imola, where you can take a few laps in the 485-horsepower 911 GT3 Cup around the Autodromo Enzo e Dino Ferrari. And if you’d like to add a little *dolce vita*, head towards the Adriatic to the Misano Circuit. Vallelunga is at the gates of Rome, so a bit too far south. But you can head north of Milan and make a pit-stop at Monza’s royal park, where the Supercup at Formula 1 events celebrate magnificent sold-out races as well as this year’s season finale.

“Autodromo” is Italian for racetrack. There are more than enough of these in the direct vicinity of Dinamic Motorsport. In fact, Emilia Romagna is a centre for motorsport, with a wide variety of courses with



different layouts, allowing drivers and teams numerous opportunities to test and fine-tune cars. This is a clue as to why Dinamic has become a pure Porsche racing team rather than working with a local manufacturer. Specifically, we hone in on two keywords: analysis and performance.

Reliability and emotion. That’s Porsche.

We are an Italian team with a German mindset, says team manager Bottazzi. That means the connection to racing is extremely emotional, but the car absolutely must always be a hot-blooded performer. In addition, Dinamic sets high standards for quality and reliability. The combination of all these factors makes Porsche the obvious choice: they deliberately went with the horse on a golden background and not with the black stallion on yellow or the golden bull. This compliment is definitely being heard in Weissach, particularly because Dinamic consistently relies on Porsche for other racing series.

After former racing driver Maurizio Lusuardi founded the team in

2011, Dinamic Motorsport has grown into the Porsche Mobil 1 Supercup via the Italian Carrera Cup. Mattia Drudi made his premier behind the wheel in the 2017 Supercup debut season and achieved a podium finish for the team on the home track in Monza – a result that he even topped in 2018. However, the team often had setbacks, or drivers who did not consistently deliver high performances. Thanks to the above-average commitment of the team, Dinamic still manages to achieve top midfield finishes time and time again.

“This is the fourth year that we are participating in the Supercup, and we want to win our first race. This of course won’t be an easy task.”

Giuliano Bottazzi

Dinamic’s team ranking during the past years shows that they can perform at the top. This season they finished on P7 in the Team

Classification, but it was Philipp Sager who drove on top of the ProAm podium in Austria and the UK. Once again, Dinamic Motorsport has demonstrated that they can win and make the breakthrough as they have with other race series.

Success is coming. It’s only a matter of time.

Racing a Porsche 911 GT3 Cup in the Supercup series with this Italian team, drivers can realise opportunities that can push their career forward. Philipp Sager’s son Moritz Sager took the opportunity and jumped behind the wheel for Rounds 1 to 5 in order to replace the missing Jaden Conwright, who couldn’t enter from the USA due to COVID travel restrictions. Conwright then took over the car from Sager for the rest of the season.

Alone, Dinamic’s friendliness and passion for motorsport needs to be rewarded; demonstrated so clearly during our pleasant conversation with founder Maurizio Lusuardi, he answered our English



questions in Italian while team assistant Linda Cesena simultaneously translated for us. "What would an international racing series be without an Italian team?" His thoughtful answer: "Exactly." The Porsche Mobil 1 Supercup needs high-quality teams who bring their own cultures and racing philosophies, as well as the desire to compete fairly. *Buona fortuna*, Dinamic.

Season Results

Team Classification

P7

ProAm Podium Results

- P1: Round 1 Spielberg
Round 5 Silverstone
- P2: Round 2 Spielberg
Round 7 Spa-Francorchamps
- P3: Round 4 Silverstone
Round 6 Barcelona



Participating Teams

Dinamic Motorsport

Team Manager

Giuliano Bottazzi

Team Nationality

Italian

Participating since

2016

Drivers

- 10 Marius Nakken
- 11 Moritz Sager, Jaden Conwright
- 12 Philipp Sager

FACH AUTO TECH – SWISS RACE ENGINEERING

Sensational victories is what FACH AUTO TECH has been all about since its formation in 1994. They take the impossible and make it possible. That's their proven recipe for success.

Take the 2014 season as striking evidence: an ambitious New Zealander climbs into a Swiss team's 911 GT3 Cup cockpit and begins the Supercup season as a Rookie and Porsche Junior Driver and ends it not only as the Overall Supercup Champion, but also as a freshly minted Porsche factory driver. The driver's name is Earl Bamber and he's racing for FACH AUTO TECH, the team that introduced him to the benefits of high-performance management. It was also the team that opened the door to the Supercup, creating a win-win situation.

With the extremely talented Earl at the wheel, FACH was able to play to all of its strengths: a close team-driver cooperation with a keen eye on how important communication, social competence and feedback is. For FACH AUTO TECH it is precisely these factors that lead to sustainable, long-term success. Bamber's sensational 2014 season was not a "one-hit wonder," it was the decisive step towards his professional career in racing.

"Earl Bamber was decisive and groundbreaking for us. In 2013, we organised two guest starts with him – after that everyone wanted him. But Earl stayed loyal and won the title with us in 2014."

Alex Fach

Empathy and trust are values that win races

FACH AUTO TECH is named after its founder and owner: Alexander Fach. His Porsche Mobil 1 Supercup colleagues call him Alex, and they speak of him as a very friendly and open-minded person. Which, by the way, we had the same impression during an early morning phone interview. He was already in preparation mode for what is an unusually hectic season. Too much is up in the air for debate. The status quo changes every day, which means different scenarios need



to be prepared for, knowing that there is a possibility of them being dismissed in the end. In times of corona, this is unavoidable.

Unleashing the Porsche 911 GT3 Cup's 485 horsepower and chasing it around the curves is the true motivation of this Supercup team. And that's exactly what Alex Fach wants: to finally be driving on a racetrack again, in the heart of a real race. For the confederation, this means leaving the company's headquarters near Sattel in the Canton of Schwyz and going to neighbouring countries. Trucks have to be loaded, import and export claims need to be filed and hotels booked in order for the team to get onto racetracks. Because racing in Switzerland is unfortunately a no-go.

Uninhibited Swiss precision and steadiness

Monza, Hockenheim and Dijon are racetracks on which Swiss drivers and teams are warmly welcome. According to national law, no circuit is allowed to be built in Switzerland. This means that a Swiss racing team has significantly more effort and planning when it comes to

testing. And testing is essential for bringing drivers and their cars closer together for fine tuning them into a single unit.

Groom driving talent, then let them go.

The racing circus is a well-tuned machine. Like a true family man, Alex Fach sees the role of team manager more like a companion for success. His ultimate goal is to develop, nurture, challenge and promote young, international drivers for a career in racing. During the past few years, this philosophy has catapulted some racers-in-training directly into the driver's seat of factory teams. Or elevated someone from a junior driver to a pro racer. In addition to Bamber, names such as Matteo Cairoli, Matt Campbell and Nick Yelloly are all "Swiss quality approved".

"It hurts a bit when a driver leaves for the factory team. But at the same time, we are proud that our driver did it."

Alex Fach

Success sticks to FACH AUTO TECH like a seal of approval; a medal with two different sides to Alex Fach's team. On one side, there is the hard work of developing driving talent in order to achieve great success for the team and to remain competitive. On the other side, having success also means that sometimes drivers leave the team after just one season. When promotions for beloved drivers present themselves, you have to let them go.

It's a priority for Alex Fach that his team of drivers, mechanics and engineers all take meals together during race weekends, putting community first. Gentleman's behaviour counts amongst the team, like removing your hat when joining a table, putting your mobile phone away and wishing young drivers their best before a race. Regardless of whether someone tests prototypes as a factory driver on the payroll of a major car manufacturer or they do rounds as a test driver in Formula 1, Fach keeps in touch and closely follows the careers of his former drivers.



Diversity, respect, unity, top speed.

FACH AUTO TECH, including Alex Fach, consists of 17 employees. Some of them work in permanent positions working full-time. Depending on the need, independent contractors are booked for the races. All employees, whether or not they are permanent or contractors, enjoy the same status with Alex, regardless of whether they take an active part during race weekends or not. Strict hierarchies, preferential treatment, over-the-top praise? No. That wouldn't help the team or do justice to racing processes, explains Alex, to whom fairness and balance are extremely important – simply because it's about people and productivity.

"I am happy to be able to follow my passion."

Alex Fach

Even a qualified engineer from ETH Zurich, who knows everything about mechanics and aerodynamics, starts from scratch with day-to-day racing. This creates consistency, a common understanding, and strengthens team bonds. The turnover within his team is significantly lower than with the drivers. And with age variations between 20 and 60 years, there is a healthy mix of youthful drive and goal-oriented experience: a winning team where the love for the race is paramount. With this in mind, we leave you with a final word from Alex Fach: the joy of hard-won victories and the unique flair of the Supercup in a Formula 1 environment pair very well.

Season Results

Team Classification

P6

Rookie Podium Results

P3: Round 3 Budapest
Round 8 Monza



Participating Teams

FACH AUTO TECH

Team Manager

Alexander Fach

Team Nationality

Swiss

Participating since

2013

Drivers

5 Jaap van Lagen

6 Jordan Love

GP ELITE – THE NIEUW FAST

Porsche Mobil 1 Supercup stays fresh and exciting because here, new teams with young driving talent make the leap from national one-make cups to the international class. Hailing from Holland, Team GP Elite is one of them.

Torsten van Haasteren, the team manager, makes no secret of the team's roots. The 911 GT3 Cups from GP Elite glow in a magnificent orange hue and the drivers' names are a sheer giveaway to their origin: Ten Voorde, Van Splunteren, Van Kuijk and Groeneveld. To take the Dutch cliché even further, it's not uncommon to see pictures of the team's racing cars staged in front of a quaint windmill.

As the team's name suggests, GP Elite is executing a clear concept: Holland is passionate about motorsport, and therefore truly talented drivers race for Team GP Elite in the Porsche Mobil 1 Supercup. So where are they headed? The prediction of the young but experienced Van Haasteren was right: it will be far ahead in the field. Van Haasteren has a unique talent for recognising opportunities and he is driven to turn audiences into his audience. His ultimate goal was to take GP Elite to Le Mans, which they did. But before Le Mans, there was work to do. The Porsche Supercup is an acid test and a milestone for any team to achieve in order to establish themselves as a steadfast competitor on the international racing scene.

Fast track to success. In one of the most exciting series in the world.

The right crew is inevitable to achieving ambitious racing goals. This includes everyone – from mechanic to driver to coach; where



“Le Mans would be the goal for us to reach once we have proven ourselves in the Supercup.”

Torsten van Haasteren

Jake Alier, former performance coach of Max Verstappen, has been fuelling the team since 2020. GP Elite's strategy is multi-faceted: promote and develop the diversity of driver talent through a variety of different training techniques and fine-tune support for those drivers with race engineering know-how. Van Haasteren and GP Elite are aiming high, but their vision is grounded. To put it bluntly, “go-karting” is sub-optimal and Formula 1 is otherworldly. This makes the Porsche Mobil 1 Supercup a very enticing series: technically demanding driving with Formula 1 flair on a fair international racing platform.

Talent pool? Opportunity seeker? The best of both.

In line with the team's motto “Drive to Perfection”, GP Elite has been crowned with success the last few years. Demonstrating his talents behind the wheel, Max van Splunteren helped the team win Sprint Challenges, Endurance Racing and the 2019 Porsche Carrera Cup Benelux. This season he was even able to win the Supercup Rookie Classification. Max grew up in a “Porsche family”, his father Paul van

“Dutch talent development is a core element of our strategy. As a racing team, we want to provide people a platform to get the most enjoyment possible out of cars.”

Torsten van Haasteren

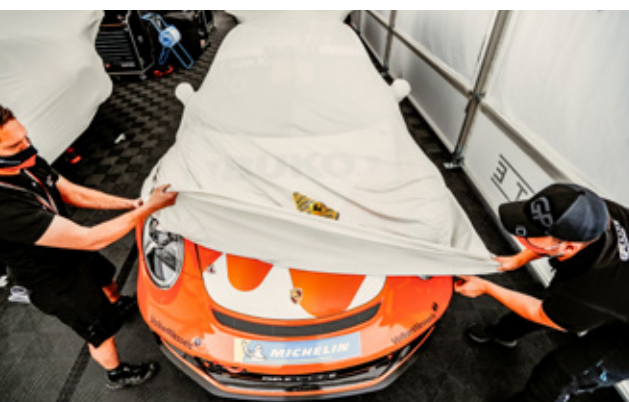
Splunteren having competed himself in the Supercup, so perhaps driving this series is inherently in his DNA. One of Max's dreams always was to drive for GP Elite. Now that this has been achieved, his future is looking bright.

Talking motivation, let's meet Jesse van Kuijk and his two years younger brother Daan van Kuijk, two freshman racers. Team manager Van Haasteren laughs at comments about the Van Kuijks being “late bloomers” and reminds us that Jesse, for example, routinely raced in Spa-Francorchamps in 2018 and also made guest appearances with Team GP Elite in the 2019 Porsche Mobil 1 Supercup. The key player in the team is Larry ten Voorde – or shall we say “LtV” since it's faster off the tongue. LtV is a driver who seems to want to become a private label in racing. Is there a Plan B? No way! Creating a back-up plan would only be a distraction from chasing the podium race after race. Larry's racing CV has been a success story for GP Elite so far. And also this season, he showed everyone that he is a true winner:

Overall Champion in the Virtual Edition as well as in the Porsche Mobil 1 Supercup 2020.

GP Elite's connection to Porsche, their evolution from the national, one-make cups, the element of surprise they bring being a relatively unknown team and, last but certainly not least, their uncompromising racing spirit embodied in three Dutch drivers is their signature character. It's what makes GP Elite a team. It is this constellation that will not only shape their debut in the Porsche Mobil 1 Supercup 2020, but also in the years ahead.

Giving everything they have to keep the Dutch at the top of their game is what GP Elite truly wants. That's why there are no race-free days, not even during the COVID-19 lockdown, which certainly didn't make things any easier for GP Elite's start of their first full Supercup season. Instead of the 3,996 cc Porsche six-cylinder running hot, the rigs of the SimRacer were. And the moment that live testing is possible, Torsten van Haasteren will do everything he can to get his drivers back on the track. Racing performance must be optimised, and this requires real test laps.



Tested to perfection

Beyond the chequered flag, GP Elite offers its know-how and expertise to just about anyone interested in racing and are known in Holland as a go-to resource for newcomers to the sport. They are a fixture on the home circuit in Zandvoort, an easy-to-reach destination for those wanting a true Porsche cockpit racing experience.

Van Haasteren's goal is to discover and promote Dutch talent, and to do this he aims to offer cars that are 100% top of class. And regardless of who ends up showcasing their talent behind the wheel of a GP Elite Porsche 911 GT3 Cup in the future, everyone should be given the same opportunity: to be the *nieuw* fast.

Season Results

Team Classification

P2 (Team GP Elite)
P8 (GP Elite)

Overall Podium Results

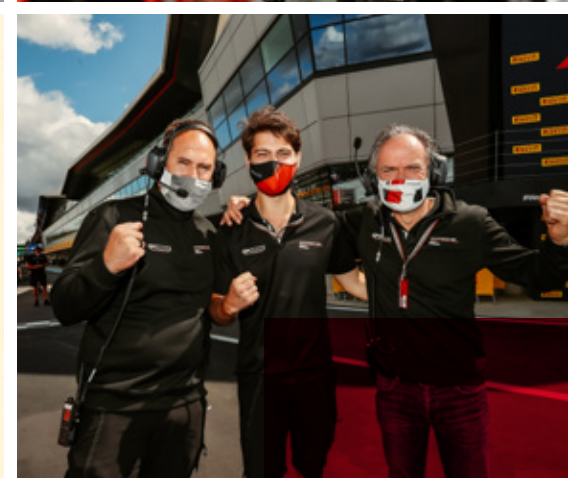
P1: Round 4 Silverstone
Round 6 Barcelona
Round 8 Monza
P2: Round 4 Silverstone
Round 5 Silverstone
P3: Round 2 Spielberg
Round 3 Budapest

Pole Positions

Round 4 Silverstone
Round 6 Barcelona
Round 8 Monza

Rookie Podium Results

P1: Round 4 Silverstone
Round 5 Silverstone
Round 6 Barcelona
P2: Round 7 Spa-Francorchamps



Participating Teams

GP Elite
Team GP Elite

Team Manager

Torsten van Haasteren

Team Nationality

Dutch

Participating since

2020

Drivers

24 Max van Splunteren
25 Larry ten Voorde
26 Jesse van Kuijk
30 Lucas Groeneveld
31 Daan van Kuijk

LECHNER – A RACING SUCCESS MACHINE



The years 2010, 2011, 2014, 2016, 2017, 2018, 2019, 2020 – Lechner Racing is on a winning streak. Will it continue? They're working on it.

How does Team Lechner Racing feel about being Porsche Mobil 1 Supercup's series champion during the 2010s? Well, let's just say they do not embrace a "resting on one's laurels" attitude, let alone accept it. Walter Lechner Sr has invested too much in adopting his philosophy and enforcing it in to his team: racing ahead since 1975. The only goal for Team Lechner Racing is to continue their winning streak into a new decade.

So, what's the secret behind Team Lechner Racing's success? For Walter Lechner Sr, that's not a straightforward, one-sentence answer. We recently had an entertaining conversation with him, during

which he took us on a fantastical journey – from the pit lanes of the Porsche Mobil 1 Supercup, to his own waiter training at Vienna's Hotel Sacher, to a Salzburg Disco in the 1970s. Then on a cruise ship destined for America, through restaurants of Paris and London. We talked tyre deals with Bernie Ecclestone in Austria and then back again to 2020 and the company's headquarters in Faistenau. Hats off to a life lived to the fullest!

A life tuned to the fast lane

Lechner is a man who thinks and moves quickly. You could say it's an occupational hazard. He speaks of motorsport with passion and commitment and, like his management style, with an attention to detail. Everything from race planning, to team organisation, to the role of sponsors in his view plays a critical role. Lechner's assumption is rather simple: success and support go hand-in-hand. But it wasn't until Lechner was in his late 20s that he discovered racing, participating during his holidays.

"Was I particularly good and was I discovered? No. But I quickly came to terms with how I could afford to do it."

Walter Lechner Sr

In 1973, Walter Lechner ran a very successful disco in Salzburg. One fateful night, Lechner was having a chat with two of the guests and one mentioned that he could take a race driving class during a long weekend. Bull's eye! This was exactly what Lechner was looking for. His first racing school visit changed his life forever.

And so it was to be, Walter Lechner said goodbye to night club life and hello to race car driving. He knew that successful teams were fast teams, and the reason they were fast was because they did not need to make compromises due to a lack of funding. Regardless of whether Lechner was behind the wheel or acting exclusively as the team manager, the leap from restaurants to racing would only be possible if he was able to combine his passions with financially re-

sponsible behaviour. Being consequent to this philosophy has been a successful investment.

Factory setting: podium.

Luck has certainly played a part in Lechner Racing's success. A combination between meeting the right people and making the right deals has trickled down to having unparalleled success on the race-track. Take for example Franzi Meier who has evolved from being a young mechanic and "gear head" to a highly skilled engineer providing track data analysis. Or when in 1980 Lechner took over the same driving school where he drove his first laps in 1973, proving his entrepreneurial luck.

Having an instinct for pure driving talent can be attributed to the learnings that come directly from the driving school, accelerating the readiness of both cars and drivers for the track. Lechner Racing introduces top drivers to the cockpit early on, giving the team an extensive range of both quality and consistency, a pairing that has made them almost exclusively unbeatable in the past decade. Even if some years were scarce, they have still taken home seven Porsche Mobil 1 Supercup victories.

"Everyone wants to win. We've won some championships by only one point – luck plays a part of that."

Walter Lechner Sr

Lechner manages a racing team that is so well organised, it is like a (huge) telemetry recorder. It requires absolute precision with all things technical, communicative and organisational while remaining modular in design. Lechner racing had two team entries featuring four permanent drivers in this season's Porsche Mobil 1 Supercup: BWT Lechner Racing and Lechner Racing Middle East, proving their



formula to be correct by winning the 2020 Team Championship with BWT Lechner Racing for the third time in a row.

The color pink, which has been showcased on Lechner's flagship, BWT Lechner Racing, the past years, signals one thing: success. But it also gives a nod to another important facet of the Lechner team – the pure joy of racing. There was, and continues to be, a passion that burns for motorsport. Exactly what you'd expect from a habitual series winner.

Season Results

Team Classification

- P1 (BWT Lechner Racing)
- P4 (Lechner Racing Middle East)

Overall Podium Results

- P1: Round 1 Spielberg
Round 2 Spielberg
Round 3 Budapest
- P2: Round 1 Spielberg
Round 6 Barcelona
Round 7 Spa-Francorchamps
- P3: Round 1 Spielberg
Round 4 Silverstone
Round 5 Silverstone
Round 6 Barcelona
Round 8 Monza

Pole Positions

- Round 1 Spielberg
- Round 3 Budapest

Rookie Podium Results

- P1: Round 1 Spielberg
Round 2 Spielberg
Round 8 Monza
- P2: Round 1 Spielberg
Round 3 Budapest
Round 5 Silverstone
Round 6 Barcelona
Round 8 Monza
- P3: Round 2 Spielberg
Round 4 Silverstone
Round 7 Spa-Francorchamps



Participating Teams

- BWT Lechner Racing
- Lechner Racing Middle East

Team Manager

Walter Lechner Sr

Team Nationality

Austrian

Participating since

2003

Drivers

- 1 Jaxon Evans
- 2 Dylan Pereira
- 3 Leon Köhler
- 4 Jean-Baptiste Simmenauer

MRS GT-RACING: DREAM TEAM.

A successful racing team needs a passionate team manager. At MRS GT-Racing, there are two. And together, they've written Supercup history. To be continued ...



Let's go back to 1998 when Karsten Molitor, a trained master craftsman, was running a small racing business on the side along with his workshop. Even then, Molitor had no space for compromise: racing was his biggest motivation as well as his field for experimentation. For example, he competed in long-distance cups driving Group A and Group N racing cars. As a mechanic and VLM race driver, watching a Porsche on the track somehow got under his skin – simply because they were too fast, too good. As the owner of his own racing team, he was drawn to the world of one-make cups. Renault offered an interesting, next-level series with exciting challenges. And it was with Renault that Molitor met the young race driver, Iris Dorr. Clearly Iris inherited her talent from her father, who himself was a successful Porsche race driver. And like Molitor, Dorr's passion for motorsport ran through her veins. At this time, she competed in numerous races for Molitor-Racing-Stuttgart GmbH, becoming an indispensable part of the young racing team.

"Discovering talent is crucial in racing. I eventually realised that my greatest talent happens to be performing on the other side of the pit wall."

Karsten Molitor

What followed could be considered MRS's wild years as they participated in a variety of one-make cups as well as in the V8-S.T.A.R. Series. It was during this time that the level of interest and participation in customer racing increased significantly, opening up many

new opportunities. Together, the Molitor and Dorr team wanted to be at the forefront of this development, so they began trying out new series to become more successful. But to be successful in racing, there is no way to get around Porsche. So, in 2003, MRS decided to enter the Porsche Carrera Cup Germany and, in parallel, the Porsche Supercup. Seventeen racing seasons and two model changes of the Porsche 911 GT3 Cup later, the team is still involved. And bigger than ever. Alone, Team MRS has approximately 16 Porsche 911 GT3 Cup and 911 GT3 R racing cars participating in various series. Additionally, they race with GT cars of English and Japanese car manufacturers. "All great racing cars," states Iris Dorr. Being so lavishly equipped, MRS can offer customers and drivers a wide range of products within top international GT racing. There was even a separate series from 2010 to 2013: the Porsche GT3 Cup Challenge Eastern Europe, a two-time support event for Formula 1 in Istanbul.

Passion for racing. What else?

Those who work tirelessly and with unbridled passion on their life's dreams will likely achieve more. But passion is also something you need to be able to afford, especially in racing. Karsten Molitor learnt this at an early age with his own company and has always kept a keen eye on profitability. When it comes to financing, the team

prefers diversification, just like the services they offer: a broad mix of investors versus a few large financial backers. Guest drivers comprise only a small part of this, even though 21 of the different drivers in the 2019 Porsche Mobil 1 Supercup were assigned to MRS cockpits. Unilateral dependencies would end the team's flexibility and desire to experiment, and that's exactly what makes MRS so unique.

In addition to classic racing, MRS formed their own SIMRacing team nearly two years ago, and are actively involved in racing in virtual series. In fact, stars of the SimRacing scene have already driven for MRS. Like Rudy van Buren, who has also completed a Porsche Mobil 1 Supercup race behind the wheel of a real Porsche 911 GT3 Cup. Or Marc Gassner, who was introduced to real racing via SimRacing, a path that MRS is pursuing in parallel to its own driver trainee programme. Iris Dorr and Karsten Molitor are convinced that combining virtual and classic racing is essential for sustainability: "It makes sense for every racing team to also have a SimRacing team."

Leadership skills: instinct and passion.

As future-oriented as the MRS team is, the top management's values remain steeped in tradition. For example, every new racing car model is personally tested by the team's bosses. For master mechanic Karsten Molitor, this is quite a pleasure. Take for instance the 991

model of the Porsche 911 GT3 Cup. After only a few metres in the cockpit, he's able to feel the modifications made from its 997 predecessor and go straight into a technical analysis. In the case of former racing driver Iris Dorr, it's her well-trained gut feeling that contributes to purchase decisions. But both bosses can experience emotions when a new racing car has track presence, a rich sound quality and a spectacular design. No wonder when there's racing in your blood.

"Diversity, transparency and internationality are core values that we live by. We are one big, colourful racing family."

Iris Dorr

Overall, the glue that holds the entire team together is passion. MRS is the German team competing in the top one-make series of the German sports car manufacturer Porsche. You'd think this would have some sort of special meaning, but that's not the case. On the contrary, Dorr and Molitor love and live the internationality within their company. Drivers, mechanics and service personnel from all corners of the world and walks of life come together at MRS: all the contrasts become magnets. Nothing is more attractive than working passionately towards collective success.



Located in Lonsee-Luizhausen, near the town of Ulm, Karsten Molitor and Iris Dorr built their headquarters in 2000. It's about a one hour's drive from Porsche Motorsport in Weissach. Since then, the "S" in MRS stands for Systems and no longer for Stuttgart.

A team as international as the Supercup

"A racing team is a living organism in constant motion," says Karsten Molitor, whose role models are teams such as AF Corse and Team Penske. And drivers of course play a special role within this living organism. Currently, many of MRS's drivers come from South America, and in this regard, the team is more diverse than most other Supercup teams. Not to mention that both young and ambitious drivers like the youngest on the grid, Matteo Llarena, as well as ProAms get their chances in the cockpit.

At the wheel of an MRS Porsche GT3 Cup in 2019 was the successful Larry ten Voorde. He finished the series in a very respectable fourth place in the Overall Championship Standings, and just like in 2009 when René Rast finished second, the team was on fire. This year it was all up to the Finnish driver Jukka Honkavuori and Guatemalan Mateo Llarena. The two were joined by Laurin Heinrich for Rounds 1 and 2, JM Littman for Rounds 4 and 5 and Hugo Nerman for Rounds 7 and 8.

A racing summer packed with events.

Although MRS GT-Racing was looking forward to the Supercup races, the 2020 season was a challenge for the team. Improvisational talent helps, and there is no doubt that MRS has plenty of that as well as a sporty attitude. Like Karsten Molitor makes clear, "traditionally, there are more losers than winners in a race. But we always race to win."

Season Results

Team Classification

P9



Participating Teams

MRS GT-Racing

Team Managers

Karsten Molitor
Iris Dorr

Team Nationality

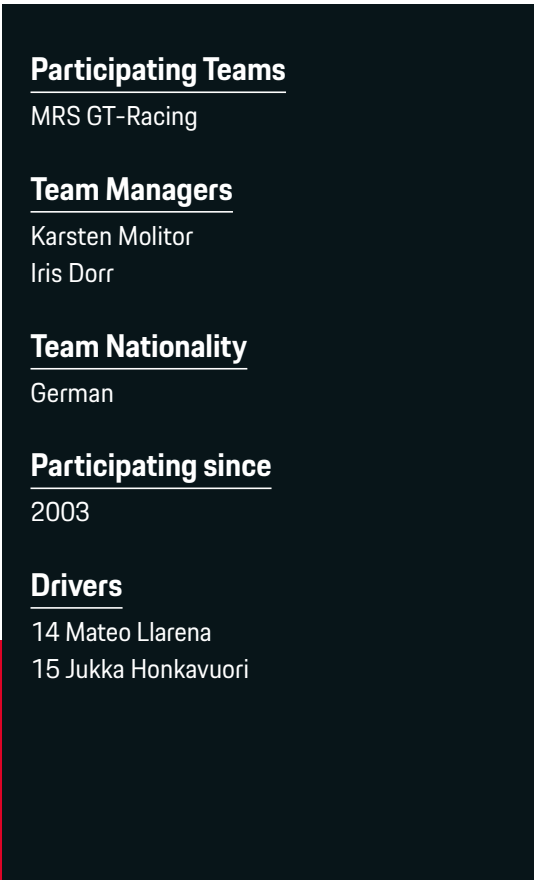
German

Participating since

2003

Drivers

14 Mateo Llarena
15 Jukka Honkavuori





THE RACES

Every circuit has its own character, and every race writes its own history. No matter what the result, next time the focus will be on maximum performance again – that's the spirit of the Porsche Mobil 1 Supercup.



2020 RACE CALENDAR

ROUNDS 1 & 2 | Virtual Edition
CIRCUIT DE BARCELONA-CATALUNYA
🇪🇸 BARCELONA, SPAIN
4 APRIL 2020



ROUNDS 5 & 6 | Virtual Edition
CIRCUIT DE SPA-FRANCORCHAMPS
🇧🇪 SPA-FRANCORCHAMPS, BELGIUM
25 APRIL 2020



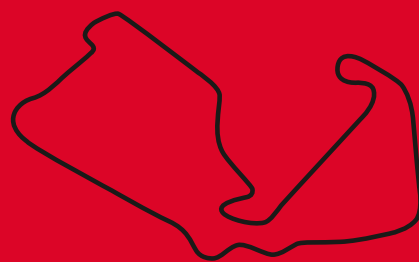
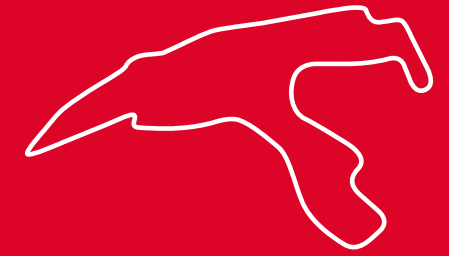
ROUNDS 1 & 2
RED BULL RING
🇦🇹 SPIELBERG, AUSTRIA
3-5 JULY 2020
10-12 JULY 2020



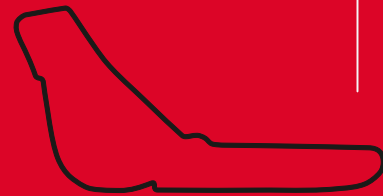
ROUNDS 4 & 5
SILVERSTONE CIRCUIT
🇬🇧 TOWCESTER, UK
31 JULY-2 AUGUST
7-9 AUGUST 2020



ROUND 7
CIRCUIT DE SPA-FRANCORCHAMPS
🇧🇪 SPA-FRANCORCHAMPS, BELGIUM
28-30 AUGUST 2020



ROUNDS 3 & 4 | Virtual Edition
SILVERSTONE CIRCUIT
🇬🇧 TOWCESTER, GREAT BRITAIN
18 APRIL 2020



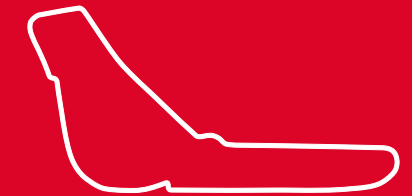
ROUNDS 7 & 8 | Virtual Edition
AUTODROMO NAZIONALE MONZA
🇮🇹 MONZA, ITALY
16 MAY 2020



ROUND 3
HUNGARORING
🇭🇺 BUDAPEST, HUNGARY
17-19 JULY 2020



ROUND 6
CIRCUIT DE BARCELONA-CATALUNYA
🇪🇸 BARCELONA, SPAIN
14-16 AUGUST 2020



ROUND 8
AUTODROMO NAZIONALE MONZA
🇮🇹 MONZA, ITALY
4-6 SEPTEMBER 2020

PORSCHE MOBIL 1 SUPERCUP
VIRTUAL EDITION

SIM IT FOR REAL

With the outbreak of the pandemic in mid-March, it was questionable if the pinnacle of the worldwide Porsche one-make series, the Porsche Mobil 1 Supercup, would even happen. A few weeks later, we had the finale of the series' Virtual Edition.

Leave it to Porsche to realise a first-class solution to what seemed to be a hopeless situation. Together with iRacing, Porsche was able to launch the Virtual Edition of the Porsche Mobil 1 Supercup – a SimRacing experience popular with both drivers and spectators. Its pure virtual racing action and thrilling head-to-head showdowns have definitely been a highlight for motorsport fans all over the world.

Over 32 professional drivers, including many Porsche factory drivers, met in their digital Porsche 911 GT3 Cup cars on the virtual adaptations of real-world race tracks of Barcelona (4 April), Silverstone (18 April), Spa-Francorchamps (25 April) and Monza (16 May). They were driving two rounds on each circuit, adapting to a completely new racing reality. But a reality that was still 100% competitive. The “machinery” they used for racing was familiar to most of the participants: many of the drivers use simulators in training. So this is how the Porsche Mobil 1 Supercup season 2020 started!



R1&2



iAll you can olé!

Finally, live racing: even at home sitting in the racing simulators, the Porsche Mobil 1 Supercup drivers gave everything they had – especially to the factory and guest drivers. Not everyone had the same great start into the series – but two drivers were alert from the very beginning: Larry ten Voorde and Porsche Junior Ayhancan Güven. They won one round each and laid the foundation for an epic duel that would only be decided at the end of the Virtual Edition.

“It was a tough but fair fight with Larry ten Voorde. We showed what exciting motorsport looks like on the simulator.”

AYHANCAN GÜVEN



R3&4

Stalemate in Silverstone.

The gripping duel between Larry ten Voorde and Ayhancan Güven headed into the next round – and we were holding our breath. For an unprecedented 22 minutes in Round 1, Ten Voorde rode his nose directly up against the diffuser of Güven's Porsche 911 GT3 Cup, who finished first. But in the second round, the Dutchman was able to overtake the Istanbuler in one of the last corners and won the race. Neck-and-neck to be continued!

“In the Porsche Mobil 1 Supercup Virtual Edition, real racers fight for every inch – even if it's in pixels.”

OLIVER SCHWAB





R5&6



Spa – watch and win

Results also matter in Spa. At the same time, getting them there is an even more spectacular challenge than on any other racetrack, even if it only consists of pixels like in the Virtual Edition: 24 drivers didn't finish the race because of severe damages on their cars! The first round was dominated by Dylan Pereira, who finished on P1 ahead of the duellers Larry ten Voorde and Ayhancan Güven. In Round 2, it was again Güven who won the race, but Ten Voorde on P2 still kept his chances for the title.

“Spa makes all drivers’ hearts beat faster. It’s one of the best circuits in Europe.”

MAX VAN SPLUNTEREN

Final Standings Virtual Edition

Overall

1	25 LARRY TEN VOORDE	GP ELITE
2	22 AYHANCAN GÜVEN	Pierre Martini by Almiras
3	2 DYLAN PEREIRA	Leclerc Racing

Rookie

1	8 LEON KÖHLER ^R	Leclerc Racing MIDDLE EAST
2	24 MAX VAN SPLUNTEREN ^R	GP ELITE
3	11 JADEN CONWRIGHT ^R	DINAMIC MOTORSPORT

ProAm

1	27 MARC CINI ^P	TEAM AUSTRALIA
2	21 CLÉMENT MATEU ^P	Pierre Martini by Almiras
3	20 ROAR LINDLAND ^P	Pierre Martini by Almiras

“It’s great that the drivers and teams were so motivated to take part in a virtual competition. It was a successful warm-up for our real season.”

OLIVER SCHWAB

R7&8

Grande Finale Virtuale

What’s the recipe for a perfect season finale? First, a “down to the wire” title fight. Second, drivers who push their limits. And third, a legendary racetrack. Welcome to the Grande Finale of the Porsche Mobil 1 Supercup Virtual Edition in Monza! Larry ten Voorde took the win in an exciting first race, Ayhancan Güven just finished on P4 – a preliminary decision for the championship. Ten Voorde also won the last round in Monza and finished as the Overall Champion. There couldn’t be a better warm-up to kick-off the real series this summer!

“I’ve intensively prepared with my team for these two races. Ayhancan Güven and I gave a great show.”

LARRY TEN VOORDE



R1



SPIELBERG IS CALLING

RED BULL RING
ROUND 1 – SPIELBERG, AUSTRIA
3–5 JULY 2020



The Evans show at Red Bull Ring

At the conclusion of the season's kick-off race in Styria, it was Walter Lechner's experienced team that impressively left their mark on home terrain. Porsche Junior Jaxon Evans dominated the race from pole position at the start and drove to a sovereign victory; skilfully controlled and resolved. Exactly as one would expect from a Porsche Junior.

There wasn't too much to suggest that the 23-year-old New Zealander would be clearly superior at the beginning of the weekend. During the open practices, he was only the fifth fastest, and during the qualifying he started in P4. But in the last qualifying lap, he dropped the hammer.

Pole position was only half the battle. "To command the race, I needed a great start. That seemed to work, and it was also great to see that two teammates were right behind me," sums up Jaxon, whose success continues the Porsche Juniors' winning streak in Spielberg.

Pereira secures a double victory for BWT-Lechner

Evans' leadership was completely visible. Tyre management? No problem. Rear distance? Always in the green. Even though his teammate Dylan Pereira never let more than a one-second gap between them, the Luxembourg sports soldier had zero chance to attack Evans. Pereira had to work his way from fourth place on the grid

past Florian Latorre and Leon Köhler. The German Rookie and Pereira took Latorre by the "scruff of the neck" on the first long straight after the start. Pereira on the outside, Köhler on the inside – the Lechner duo gave a lesson in teamwork.

Ox-strong Rookie Köhler defends a place on the podium

Köhler drove an excellent race and held on to third place to the finish, which also meant first place in the Rookie Classification. He was consistently able to keep pace with the more experienced Evans and Pereira: "I didn't expect that," said Köhler, surprised by his own performance. Nevertheless, Köhler successfully managed to keep none other than Porsche Junior Ayhancan

Güven behind him. Starting from grid position five, Güven first had to fight his way past the weakening Latorre, which he managed to do during the first lap. Over the succeeding laps, he was able to close a gap to the first three, pulling his pursuers along for the ride.

Güven's move pulled together a group of eight 485-horsepower Porsche 911 GT3 racing cars, all fighting for the top spot. But apparently this interim surge demanded too much from the tyres and he gradually lost ground during the second half of the race. Coasting in fifth place without any pressure, he unfortunately exceeded track limits a number of times. This resulted in a five-second penalty and threw him back to eighth place in the final Race Classification.

We've waited a long time: 252 days in fact since the 2019 season finale. But the time has finally come for the lights to turn green for the Porsche Mobil 1 Supercup, and 12,125 horsepower delivered a thrilling performance.

Three into the Rindt corner. How's that going to work?

Güven's lag in the back was in part due to Latorre's defensive battle throughout the race. From the outset of the first lap, Latorre engaged in a gripping battle between Pereira, Köhler and Güven and ultimately lost those three positions.

Then Larry ten Voorde, Rookie Jean-Baptiste Simmenauer and Rookie Marvin Klein pushed Latorre into the fight for fifth position. At the outset, Jaap van Lagen joined in the fun, but retired due to a punctured tyre.

The group let it rip in the 10th lap. Three Porsche 911 GT3 Cup simultaneously headed into the Rindt-Kurve. While Ten Voorde was able to maintain control on the inside, Latorre and Simmenauer collided slightly. Somehow they all managed to recover from the situation and the fronts were cleared.

Three Rookies in the Top 10

Finishing fifth was Ten Voorde, while Latorre's tedious race in the rear-view mirror landed him a sixth-place finish. Simmenauer was unable to manage his way past the French showdown but did secure himself second place in the Rookie Classification. And, due to the time penalty against Güven,

everyone was bumped up a place. The same applied to Rookie Marvin Klein, who came out strong with a seventh-place finish in his first race.

In the middle of the field, Marius Nakken drove a lonely race in ninth position for quite a while, but eventually received a visit from Laurin Heinrich in the final laps. Heinrich worked his way up to 10th position with some fine manoeuvres on Daan van Kuijk, Jordan Love and Julian Hanses, but the race was too short for an attack on Nakken.

Last point photo finish

Placing 11th to 13th were Hanses, Love and Daan van Kuijk. The last points were awarded to Daan's older brother, Jesse van Kuijk, and Max van Splunteren. The remaining point was lost to Lucas Groeneveld in a photo-finish ending. A subsequent time penalty for track limits put Groeneveld in P17 and Van Splunteren in P15. A well-deserved point for the speedy Max, who had turned away early in the race when attacking GP Elite teammate Daan van Kuijk in the Lauda corner and fought his way back into the race.

In a family duel between father and son, it was dad Philipp Sager who was left behind. But in the ProAm Classification, it was the father who took first place: Felix Austria. What a "home game" for the Sager boys! Roar Lindland,

who started the race from the pit lane due to brake problems in the outlap, took second place in the ProAms, ahead of teammate Stéphane Denoual.

Age record! Youngest driver in the history of the Porsche Mobil 1 Supercup.

Beyond points, Mateo Llarena set a new record for the series. At 16 years, four months and nine days, the youngster from Guatemala has become the youngest driver to start in the nearly 30-year history of the one-make cup, finishing his first race in 19th position.

The Porsche Mobil 1 Supercup has demonstrated that wheel-to-wheel combat is an essential part of its DNA. Nearly half of the starting field are Rookies. Six of whom drove directly into point positions, heating up many "old hands".



"A perfect start to the season. The first race with the new team, and with a win on top! That's how it should continue!"

JAXON EVANS



Top 3 Race Results Round 1

Overall

1	1 JAXON EVANS	Lechner Racing
2	2 DYLAN PEREIRA	Lechner Racing
3	3 LEON KÖHLER ^R	Lechner Racing

Rookie

1	3 LEON KÖHLER ^R	Lechner Racing
2	4 JEAN-BAPTISTE SIMMENAUER ^R	Lechner Racing
3	23 MARVIN KLEIN ^R	Maxinet by Almeras

ProAm

1	12 PHILIPP SAGER ^P	DINAMIC
2	20 ROAR LINDLAND ^P	Pierre Martinet by Almeras
3	19 STÉPHANE DENOUAL ^P	Pierre Martinet by Almeras



R2



SPIELBERG ECHOES

RED BULL RING
ROUND 2 – SPIELBERG, AUSTRIA
10–12 JULY 2020



Hit after hit in Styria

Nothing is “normal” this year. The pandemic already turned this season’s racing calendar upside down, and to make things even more interesting, the 25 Porsche Mobil 1 Supercup participants needed to juggle the weather as well. Due to heavy rainfall on Saturday, the Qualifying Session was rescheduled. Formula 1 also had to cancel a training session for the Pirelli Großer Preis der Steiermark. So, there was a double Spielberg Echo on Sunday: the qualifying and the race happening within just three hours, making for an intense Sunday morning.

Part one of the racing day story was well played by Porsche Junior Ayhan Güven. He took the

pole position with 1:30.754 minutes, followed by Rookie Leon Köhler who showed up for the second race in excellent spirits. And poised on grid position three was Pereira – an explosive mix in the top positions. During the Practice Session, the Luxembourger released the gauntlet on the Styrian Red Bull Ring with a best time and was anything but satisfied with third place.

Pereira flies by and then flies away

Lights off and go: Lechner pilot Pereira immediately took a grab at Leon Köhler while Güven defended his lead. The moment Pereira overtook, he began his attacks on Güven. Counterstriking, the Porsche Junior finished the first lap in first place. But despite his aggressive fighting line,



he lost his lead as early as lap two. Using all his racing know-how, Pereira prepared a clean attack heading towards the Remus hairpin. Pereira took the lead with a classic motorsport manoeuvre by leaning into the corner from the outside, then crossing the line and entering from the inside at the end of the turn.

This became victory’s decisive moment, as there was no chance to stop the BWT Lechner Racing car on this consolidated racing day. Pereira had barely passed Güven when he dropped back at the top and flew home with an unchallenged win. Two races and two victories for the Austrian champions, BWT Lechner Racing – Felix Austria also making the second appearance of the week in Spielberg! “I thought to myself: it’s now

or never. I wanted to get to the top as quickly as possible so that I could plan the race,” Pereira remarked on the key scene of the race.

Close match for second place

It was quickly apparent to Güven that a second-place finish would be the best he would get from this race, so he set his sights on the backfield. From there, Larry ten Voorde was pushing ahead. He also used the starting phase to pass Köhler, who was being earnestly reminded of his inexperience in the first turns. The Dutchman made several attempts in the succeeding laps to get within striking distance of Güven – an updated version of the Supercup Virtual Edition title fight was looming. But the Porsche Junior

remained calm, made no mistakes and kept the 2016 Porsche Super Sports Cup Champion behind him.

At this point, Ten Voorde also needed to reorient himself during the final laps of the race. Köhler was keen on winning back his first lap losses, so he had his grill right up into the rear of the Dutchman's 485-horsepower Porsche 911 GT3 Cup. Ten Voorde put all his experience to work in order to keep the aggressive super-Rookie behind him. Köhler was relentless, but Ten Voorde managed to drive with enough caution and enough speed to prevent Köhler from stealing a second Overall podium finish in his second race. At the finishing line, Güven, Ten Voorde and Köhler separated by just fractions over a second, and Köhler once again took the victory in the Rookie Classification.

Evans and Klein are getting close

Porsche Junior and opening race winner Jaxon Evans had a challenging time. Directly following the qualifying, he complained about having a lack of confidence in his car and qualified for grid position eight. But at the start of the race, he showed what the Porsche Junior Programme had taught him. In

the first lap, he made up two positions and in the second lap, heading into Würth corner, he grazed Alméras driver Marvin Klein's car to overtake.

From Evans' point of view, it was clear, "I don't think Marvin Klein saw me coming. We both went into the turn at the same time. There was brief and unintentional contact. Luckily, we were both able to stay on the track and have a thrilling fight afterwards," he summed up the situation. The race director passed the case on to the stewards, but upon investigation, there were no consequences for either driver.

ProAms and Rookies battling it out

Completing the Top 10 was Florian Latorre, Rookie Jean-Baptiste Simmenauer, Rookie Max van Splunteren and the fast SimRacer Laurin Heinrich – again, surprisingly the best driver of his team. Van Splunteren had qualified with a strong fourth place, but unfortunately did not have the best start: he only finished fourth in the Rookie Classification, right behind high-flyer Köhler, Klein and Simmenauer. Four Rookies made it into the Top 10 who continue to shake up the more experienced Porsche Mobil 1 Supercup field.

Nothing accentuated the generational conflict better than the fight for Overall 20th place. At the centre of this was a battle for the ProAm Classification victory between Roar Lindland, who happened to have celebrated his 43rd birthday recently, and Philipp Sager, already 50 years old. During the entire race, the two hung together as if welded together with hot glue. Circling around them was 19-year-old Moritz Sager in 19th place and Mateo Llarena, who holds the age record for the youngest driver in the Porsche Mobil 1 Supercup. Llarena spun out in the last part of the race, learning the hard way. Moritz Sager would have had the opportunity to block Lindland, and thus help his father out, but the "Dinamic duo" refrained from playing games and focused on sportsmanship. Lindland took the ProAm victory with a 0.248-second lead to Overall 20th place, thus denying the Sager clan a second "home team" win.

"Nobody could plan this; it went perfectly!"

DYLAN PEREIRA

Top 3 Race Results Round 2

Overall

1	2 DYLAN PEREIRA	LechnerRacing
2	22 AYHANCAN GÜVEN	Maxline by Alméras
3	25 LARRY TEN VOORDE	GP ELITE

Rookie

1	3 LEON KÖHLER ^R	LechnerRacing
2	23 MARVIN KLEIN ^R	Maxline by Alméras
3	4 JEAN-BAPTISTE SIMMENAUER ^R	LechnerRacing

ProAm

1	20 ROAR LINDLAND ^P	Pierre Maxline by Alméras
2	12 PHILIPP SAGER ^P	DINAMIC
3	21 CLÉMENT MATEU ^P	Pierre Maxline by Alméras



R3



BOILING POINT

HUNGARORING
ROUND 3 – BUDAPEST, HUNGARY
17–19 JULY 2020

To reach the boiling point, two key elements are needed: steaming temperatures and a hot race. The race car drivers brought their part, the Hungarian summer weather did not.

Cold-as-ice Pereira reaches the boiling point

Twenty-five degrees and cloudy does not serve up glowing asphalt, which we know to be typical for Budapest. But it did give us perfect racing conditions. The 22 pilots who entered the race graced us with 15 entertaining laps. And even though the Hungaroring is not an overtaking paradise, there were plenty of wheel-to-wheel duels from start to finish and throughout the entire field. And this was exactly how the Porsche Mobil 1 Supercup brought the 4.381-kilometre-long arena in the outskirts of Budapest to a boil without the blazing sun.

One man was unstoppable: Dylan Pereira. He pulverised the three-year-old qualifying track

record of former teammate Michael Ammermüller (1:46.926 minutes back in 2017) by almost half a second with 1:46.489 minutes! Porsche Junior Ayhancan Güven was 0.286 seconds behind as the second fastest – unusual for the Porsche Mobil 1 Supercup. “I caught a perfect free lap,” said the Luxembourger about his supreme best time.

During the race, we expected Güven to be a bigger threat. The Porsche Junior went in for the attack from race start, but Pereira only left him the outer track – no passing possible. Güven let Pereira know he was right there, giving him two slight nudges in the rear. Showing his excellent driving skills, Pereira maintained his position. Following behind them, Larry ten Voorde took rookie

Marvin Klein by surprise in a corner and could advance to position three. The Dutchman had grid position five at race start but was handed a position from Rookie Leon Köhler, qualified on P4, who had to bow out of the race at short notice due to technical problems.

First safety car deployment of the season

The wild chase was abruptly interrupted by the safety car after only two laps: Philipp Sager hit the rain-soaked AstroTurf at the finishing line and backed into the pit wall – race end for the ProAm Classification winner from the season opener and runner-up of Round 2 on the Red Bull Ring. The good news was that he got out of the car without injury.

At the restart on lap six, Pereira tried to get away using some motorsport trickery. Güven combined his natural instinct with his Porsche Motorsport school training and was able to remain so cool that a serious attack developed. Twice he tried to pass from the outer track during the first two turns, and then from the inner track for the following fast right turn. However, it was Dylan Pereira who advanced to become the perfect defender and kept Güven behind him.

The top positions were settled. Pereira drove relatively unhindered towards victory, winning with a lead of 1.915 seconds, making it his second win in a row and the third out of three races for BWT Lechner Racing. Overall, Pereira and Güven drove with extreme precision, leaving the field far behind.

Exciting race entertainment from position three

Just like at the top, there were plenty more duels happening from start to finish throughout the racing field. Take for instance Marvin Klein, who clearly couldn't accept that Larry ten Voorde had brought his game from the beginning. For more than 10 laps, Klein hung behind the Dutchman. Not impressed by all this, Ten Voorde remained cool and collected 17 points in the championship, keeping the Rookie behind him. Both delivered strong racing performances and fought fairly.

The fight for fifth position was even harder. Porsche Junior Jaxon Evans had to swallow the bitter pill of track limits after the Qualifying Session and instead of starting from P2, he started from P6, which became P5 due to Köhler's race retirement. Shortly after the restart, Jaap van Lagen, the most experienced driver in the whole field, joined in the fun. With eleven seasons participating in the Porsche Mobil 1 Supercup, plus eight seasons of the Porsche Carrera Cup Deutschland, no one can hold a candle to him. Using his chance after the safety car phase in turn 11, he pushed passed Evans with a strong manoeuvre: "I heard Jaxon hit the speed limiter and I used that moment to overtake him."

Bad luck for Van Lagen. Drive-through penalty for Jaxon

From this point, Evans went on the counter-attack but needed to remain calm. Rookie Jean-Baptiste Simmenauer and Florian Latorre were also within striking distance and were waiting for their chances if an opportunity opened up during the duel happening in front of them. So without much of a break, Evans went on the offensive with Van Lagen. Forced back onto the fighting line again and again, Van Lagen was able to keep Evans in his rear, including a few body checks.

The fight escalated, however during lap 12 in turn one: Evans was again in the outer track, while Van Lagen defended on the inside. Suddenly, the front tyres of the two Porsche 911 GT3 Cup grazed, forcing Evans off the track, losing a place to Simmenauer; Van Lagen went out one turn later with a puncture. Bad luck for the Dutchman, who was having his first really strong race of the season. Once again, no measurable result for the 43-year-old veteran of FACH AUTO TECH.

From this point, Simmenauer and Latorre slid into places five and six. Simmenauer also took second place in the Rookie Classification behind the dominant Klein. The Top 10 were completed by Marius Nakken, Jordan Love, Max van Splunteren and Daan van Kuijk: three more Rookies.

All ProAm podiums went to one racing team

The ProAm Classification was a swift affair for Roar Lindland after Philipp Sager had to retire. In 16th place Overall, he had a 10.330 second advantage over teammate Stéphane Denoual. Third place went to Clément Mateu. "It was going well for me all weekend. I'm happy to be back in the lead at this stage of the season," summarized the personable Norwegian.

After three races in just 14 days, the teams and drivers of the Porsche Mobil 1 Supercup had their first opportunity to take a breather, analyse their performances and recalibrate their focus, before they headed to the legendary Silverstone Circuit.

"My heart is broken and the car is broken – but I'm all right."

PHILIPP SAGER

"I'm doing better here than I did last year, but I didn't stand a chance against Dylan."

AYHANCAN GÜVEN

Top 3 Race Results Round 3

Overall

1	2 DYLAN PEREIRA	LectineRacing
2	22 AYHANCAN GÜVEN	Maxinet by Almeras
3	25 LARRY TEN VOORDE	GP ELITE

Rookie

1	23 MARVIN KLEIN ^R	Maxinet by Almeras
2	4 JEAN-BAPTISTE SIMMENAUER ^R	LectineRacing MOBILE CART
3	6 JORDAN LOVE ^R	FACH AUTO TECH

ProAm

1	20 ROAR LINDLAND ^P	DINAMIC
2	19 STÉPHANE DENOUAL ^P	Pierre Maxinet by Almeras
3	21 CLÉMENT MATEU ^P	Pierre Maxinet by Almeras



R4



HIGH SPEED TRADITION

SILVERSTONE CIRCUIT
ROUND 4 – TOWCESTER, UK
31 JULY–2 AUGUST 2020



Oranje dominates Silverstone

Oranje was the measure of all things. Larry ten Voorde set the tone on the legendary Silverstone Circuit, leaving opponents in the dust. The “Flying Dutchman” dominated the fourth round of the Porsche Mobil 1 Supercup in every respect. Taking the motto “High Speed Tradition” literally, Ten Voorde took the victory with an astonishing lead of 11.741 seconds.

Rarely has there been a comparable gap in the history of the Porsche Supercup. The bottom line: during the course of 13 laps on the famous 5.891-kilometre circuit in Northamptonshire, Ten Voorde was nearly one second faster per lap than the rest of the competition, despite everyone

driving technically identical Porsche 911 GT3 Cup cars. He had the best time during the Free Practice Session, pole position with a 0.305-second lead and a start–finish win with the fastest lap: a supreme Porsche Mobil 1 Supercup performance.

Van Splunteren defends like a champ

It wasn't just a perfectly tuned car that handed Ten Voorde a victory, but also the assistance of his teammate Max van Splunteren, who sensationally qualified for P2 on the grid. At race start, Van Splunteren was able to defend his position, outmanoeuvring the field behind him. Throughout the race, he was then attacked by Porsche Junior Jaxon Evans. Making amends after the drive-through penalty in Budapest, the New

Zealander struck fairly again and again.

No matter where Evans tried to manoeuvre, Van Splunteren covered potential overtaking lines. At the braking points of Arena, Village, Brooklands and Stowe, he drove slightly in the middle of the track, leaving zero chances for Evans. The student from Amsterdam spewed out 13 laps of non-stop fire, holding steady without batting an eyelid. A stellar defensive performance not only against the Porsche Junior, but to the entire fleet of 485-horsepower Porsche 911 GT3 Cup cars in tow.

Evans couldn't take any unnecessary risks because behind him was Florian Latorre just waiting for the New Zealander to misjudge an attack on Van Splunteren. But remaining flawless, Evans

didn't give the Frenchman a single chance to overtake. Latorre positioned himself with a strong start: during the first half lap, he was able to overtake both Porsche Junior Ayhançan Güven and Jaap van Lagen. Without any chance to pass Evans, he landed himself in fourth place.

Güven: off on the wrong foot

For Güven, who won Silverstone last year, the initial phase of the race didn't happen according to plan. While having had a decent start, Dylan Pereira came in for the attack at the end of the first lap, sending Güven into a reverse spiral. Taking advantage of the situation, several opponents passed and the Porsche Junior was knocked into ninth position. From there Güven didn't have much of a chance.

Larry ten Voorde ends BWT Lechner Racing's winning streak with one of the cleanest wins of all time during the Porsche Mobil 1 Supercup at Silverstone. Teammate Max van Splunteren fixes a double victory for Team GP Elite in a defensive masterpiece.

Once positions two to nine were sorted, there wasn't much more to do. The narrow field in the group was extremely balanced and nobody made decisive mistakes. Behind Ten Voorde, Van Splunteren, Evans and Latorre, Van Lagen clinched his first single-digit result of the season with fifth place. Championship leader Pereira ran damage control with sixth place, and Rookie Marvin Klein took seventh, despite the ongoing smoke signals coming from his Porsche 911 GT3 Cup. Behind Klein, who also secured second place in the Rookie Classification, there was a shift at the end of the race: Güven caught Rookie Leon Köhler, who was struggling with his tyres during the final phase of the race. But during the overtaking manoeuvre, Güven pushed Köhler a bit too hard, causing the race stewards to cancel his place win after the race. Köhler also took the third spot on the podium in the Rookie Classification.

Completing the Top 10 was Jean-Baptiste Simmenauer, who was 21.330 seconds behind first place – a lifetime in the Supercup. He fought his way past Marius Nakken in a hard manoeuvre during the early stages of the race.

After contact with Simmenauer, Nakken got so far out that even Jordan Love was able to slip through. Love and Nakken only finished 12th and 13th because guest driver Berkay Besler crossed the finishing line in 11th position. The final points were awarded to Jesse van Kuijk, Lucas Groeneveld and Jukka Honkavuori.

"I benefited from being able to drive at the front on the racing line, while the rest of the field behind me was battling for positions and losing time."

LARRY TEN VOORDE

Another ProAm victory for Lindland

In the ProAm Classification, Roar Lindland took a third consecutive victory. He finished in 18th place Overall and had a buffer of two cars between himself and his pursuers. At Silverstone, it was Clément Mateu who had to start from the very back of the grid because he did not reduce speed under yellow flags in the Qualifying Session. And Philipp Sager who came back after his accident in Budapest two weeks ago with third place.

Top 3 Race Results Round 4

Overall

1	25 LARRY TEN VOORDE	GP ELITE
2	24 MAX VAN SPLUNTEREN ^R	GP ELITE
3	1 JAXON EVANS	Leclime Racing

Rookie

1	24 MAX VAN SPLUNTEREN ^R	GP ELITE
2	23 MARVIN KLEIN ^R	Maxinet by Almeras
3	3 LEON KÖHLER ^R	Leclime Racing Middle East

ProAm

1	20 ROAR LINDLAND ^P	Pierre Maxinet by Almeras
2	21 CLÉMENT MATEU ^P	Pierre Maxinet by Almeras
3	12 PHILIPP SAGER ^P	DINAMIC



R5

PORSCHE
MOBIL 1
SUPERCUP



TRIBUTE TO SPEED

SILVERSTONE CIRCUIT
ROUND 5 – TOWCESTER, UK
7–9 AUGUST 2020

A year after his first Silverstone win, Porsche Junior Ayhancan Güven gave us a repeat victory performance. A triumph that made the fight for the championship title during the last three rounds even more exciting.

Güven does it again

What makes for a perfect 70th Anniversary Formula 1 Grand Prix? A thrilling race featuring 25 Porsche 911 GT3 Cup cars! After the first rather clear race at Silverstone, the Porsche Mobil 1 Supercup turned up the volume and gave us plenty of overtaking action. One driver stood out from the rest: Porsche Junior Ayhancan Güven, who realised his second Supercup victory at exactly the same point where he had won last year.

That doesn't mean there wasn't a fight for the win. Two Porsche Mobil 1 Supercup experts, Larry ten Voorde, who took the win at Silverstone the week before, and Overall Classification leader Dylan Pereira were turning up the heat. On paper,

it seems like a simple start–finish victory, but that wasn't the case.

Porsche Junior keeps calm under pressure

Having had a good start, Güven immediately turned his pole position into the lead. In addition, the starting grid positions right behind him also stayed the same: Ten Voorde followed by Rookie Max van Splunteren, Pereira, and the surprisingly strong Rookie Jean-Baptiste Simmenauer.

The pack of five should have determined the race, however it was interrupted for two laps by a safety car just after the start. When the race restarted, Pereira was able to overtake Van Splunteren, a manoeuvre no one was able



to achieve during the last Round's race. Heading into turn three (Village), Pereira pushed forward on the outside of the Dutchman and was therefore in the faster inside lane at turn four (Loop). This moved him into P3 and put him within striking distance of Ten Voorde.

Team GP Elite's top driver and the last Round's winner put Güven under pressure at the restart, but pulling out some of his racing driver tricks, the Porsche Junior defended well. Meanwhile, Pereira's attempts to get closer were unsuccessful against Ten Voorde, which handed the Dutchman another three points against the Overall leader. Güven and his two racing companions crossed the finishing line within just 1.135 seconds!

Rookies fight the tougher battles

Once again, the Rookies provided plenty of entertainment. For several laps, Max van Splunteren defended his Rookie victory over intense attacks from Simmenauer. The Frenchman drove his strongest Porsche Mobil 1 Supercup race so far in his young career. He attacked Van Splunteren several times and was even able to come abreast of him in Brooklands. But Van Splunteren managed to keep the upper hand through Luffield and finished fourth.

Beyond the Top 5, another group provided plenty of action. In the middle of it all, Porsche Junior Jaxon Evans, who took third on the last Round's podium, was contending with a number of young

savages. One of whom was the Norwegian Marius Nakken, who, in turn, got into two jostles: once with Rookie Leon Köhler and another time with Julian Hanses. Evans also found himself in several situations where he needed to brake sharply.

The person who benefited the most from these varying scenes was Rookie Marvin Klein. Using the battles for position in front of him to his advantage, the French Rookie made an outstanding advancement from 11th place on the grid to P6 and third place in the Rookie Classification.

At the start of the race, contact wasn't so gentle. A collision between Daan van Kuijk, Jordan Love and Moritz Sager triggered the safety car phase

during the first lap. After being hit by Van Kuijk, Jordan Love stood perpendicular on the track with his foot still on the gas, getting in Moritz Sager's line, who was approaching from behind and hit him at the rear axle. Both drivers were forced to park their heavily damaged racing cars. Van Kuijk, who caused the accident, however, was able to continue driving, but received a time penalty. Love will be moved five grid positions back in the next race.

Sager breaks Lindland's ProAm winning streak

Turning up the heat even more was the fight for the win in the ProAm Classification. Philipp Sager, Roar Lindland and Clément Mateu were glued

together for 13 laps in their 485-horsepower Porsche 911 GT3 Cup. At the finishing line, only 0.882 seconds separated them! In the end, it was Sager who broke Lindland's three back-to-back race victory winning streak.

This brings us to the conclusion of the second Porsche Mobil 1 Supercup "double header" of the 2020 season. Without any pause to catch their breath, the series continued the following weekend on the Circuit de Barcelona-Catalunya.

"I had to defend myself against the chase group, but it worked out well. A great victory!"

AYHANCAN GÜVEN

Top 3 Race Results Round 5

Overall

1	22 AYHANCAN GÜVEN	Maxfinet by Almeras
2	25 LARRY TEN VORDE	GP ELITE
3	2 DYLAN PEREIRA	LeclimaRacing

Rookie

1	24 MAX VAN SPLUNTEREN R	GP ELITE
2	4 JEAN-BAPTISTE SIMMENAUER R	LeclimaRacing
3	23 MARVIN KLEIN R	Maxfinet by Almeras

ProAm

1	12 PHILIPP SAGER P	DINAMIC
2	20 ROAR LINDLAND P	Pierre Maxfinet by Almeras
3	21 CLÉMENT MATEU P	Pierre Maxfinet by Almeras





R6

ACCELERATING PASSION

CIRCUIT DE BARCELONA-CATALUNYA
 ROUND 6 – BARCELONA, SPAIN
 14–16 AUGUST 2020

One collision at the start. Two newcomers in the clinch. Three Rookies fighting for the class win. Two leader changes. And one beaming winner, Larry ten Voorde. The heat was turned way up at the Circuit de Barcelona-Catalunya.

Ten Voorde takes the lead

Was this race the turning point of the Porsche Mobil 1 Supercup 2020 season? Larry ten Voorde won on the circuit near Barcelona and took away the Overall Classification lead from rival Dylan Pereira.

Pole position and victory. But the race itself wasn't as squeaky-clean as the results suggest. At the start of the race, Porsche Junior Jaxon Evans took "Accelerating Passion" quite literally with a show-stopping overtaking manoeuvre, using the outside lane in the first turn that gave him the lead.

But the field didn't get far: Jean-Baptiste

Simmenauer, frozen due to clutch issues on his eight starting position, caused several collisions. The safety car took over for two laps, followed by a red flag and a race interruption.

Evans' lead is short-lived

After the forced break, the race started again with Evans in pole. But once again, P2 proved to be the better starting position.

In an acceleration duel, Evans and Ten Voorde were on the same level, but in true master class fashion, the Dutchman secured the inner track into the first turn and overtook – even more impressive as this required him to squeeze up against Pereira, who was shooting from behind!



Ten Voorde defended his lead for the remaining nine of 14 laps without any major challenges, taking his second victory of the season.

Another candidate for the championship of the Porsche Mobil 1 Supercup, Dylan Pereira, flaunted his master overtaking skills. After a disappointing P5 on the first start, he gained a position against Rookie Max van Splunteren and did it again during the second start against Florian Latorre. He followed this up by putting pressure on teammate Evans, whom he nearly overtook after the restart. Now the question was whether or not BWT Lechner Racing would swap positions because Pereira was leading the title. Team manager Walter Lechner Senior refrained from such gimmicks and let his drivers fight it out amongst themselves.

At the end of lap eight, the battle decided itself while the entire Lechner team held its breath. Heading into the New Holland corner and into the home straight, Pereira made a driving error, pulling his 485-horsepower Porsche 911 GT3 Cup dangerously crosswise towards the pit wall. But demonstrating perfect vehicle control, he managed to stabilise his car and didn't even lose a position: Latorre, who was behind him, braked briefly in response and wasn't able to take advantage of the situation.

Rookies in the dance-off for fifth

Behind the leaders, Van Splunteren was once again, like in the first Silverstone race, on the defensive against a pack of competitors, blocking

one attack after the other. Among them two speedy Rookies: Leon Köhler, who's attempt failed as his car gently clipped Van Splunteren while pulling up next to him on the outside of the Campsa corner. Köhler went wide and Marvin Klein slipped into P6.

Now the Frenchman and the Dutchman began to really work their racing cars. But as in Silverstone, Van Splunteren created a bulwark in a class of its own; slightly braking into the corners in the middle again and again. Eventually he managed to drive Klein into a mistake. Penultimate lap, corner one: missing the braking point, Klein slipped off the track and fell into eighth place. Both Köhler and the experienced Jaap van Lagen took the gifts of sixth and seventh place like true gentlemen. Not relenting, Van Splunteren secured the Rookie Classification victory once again.

Klein also lost eighth place in the final lap to his teammate and Porsche Junior Ayhancan Güven, who dramatically lost ground in the championship fight. After a collision during the Qualifying Session, the Istanbul native had fought his way up from ninth to sixth position on the grid when a brake misjudgment in the La Caixa corner caused him to slip into the run-off zone, losing important positions. The Top 10 was completed by Marius Nakken behind Klein, who took ninth.

Collision of the newcomers

Three new drivers took the cockpits for Round 6 of the Porsche Mobil 1 Supercup. Jaden Conwright, who hadn't been able to join his Italian team from the USA due to COVID-19 travel restrictions, took over from Moritz Sager. Adam Eteki drove Team CLRT's second Porsche, which Philippe Haezebrouck and team boss Côme Ledogar had been driving in earlier races. Coincidentally, these two newcomers clashed in the first turn for

the fight for 12th position. Conwright spun out Eteki, who dropped back to the end of the field, finishing 19th. The US American was given a 10 second time penalty, which threw him back to 18th place.

That left Nicolas Misslin to cross the finishing line as the best new entrant, taking over from previous guest driver Julian Hanses. Misslin has been racing in the Porsche Supercup since 2018, but that weekend was his first race of the 2020 season, and he finished in 15th place.

Start collision pulls Michael Fassbender out of the race

Another newcomer in the race was Michael Fassbender. The Hollywood actor (*Inglourious Basterds*, *12 Years a Slave*, *X-Men*) wasn't replacing anyone in the cockpit, but rather introduced an additional Porsche 911 GT3 Cup into the field. Its debut, however, was short lived. What happened, you ask? Well, for that, we'll need to go to the beginning.

As we all know, Simmenauer wasn't able to launch due to clutch problems. Starting on the grid position behind him, Lucas Groeneveld pulled out and hit his teammate, Jesse van Kuijk, who, after a check-up and tyre change in the pit, finished in 17th place. Rookie Daan van Kuijk took it even harder: not able to see Simmenauer's standing car because it was blocked by a competitor driving in front of him, he crashed into the Frenchman. This initiated a chain reaction, in which Philip Sager, Roland Bervillé and Fassbender were all involved; of this bunch, it was only Sager who was able to continue. The German-Irish actor got to meet the tough side of motorsport first-hand, and was forced to park his race car with a flat tyre.

The collision led to a red flag and a race interruption, an extremely rare occurrence in the Porsche Mobil 1 Supercup. The reason? The clean-up of

two completely damaged race cars on the home straight took longer than expected. So having a continuous safety car phase would have potentially reduced the race distance to less than seven laps, therefore halving the number of awarded points. And in the last third of this season's championship fight where every point counts, is a difficult option to consider. At short notice, Formula 1 officials granted the Porsche Supercup an extended time window, so the race was interrupted after four laps and restarted again for an additional nine rounds after the track was cleaned.

Lindland marches towards the ProAm title

Dominating the action once again in the ProAm Classification was Roar Lindland. With his position 18 start, he already had a clear four-place lead over his competitors. Knowing how to leverage his track position in the race, he was able to avoid the starting collision and placed several racing cars between himself and his direct rivals, clinching his fourth win of six races and 16th Overall. Second place went to teammate Clément Mateu, who crossed the finish line with a mere 0.264 seconds ahead of Philipp Sager. Sager recovered from the starting collision, but wasn't able to find his way past Mateu. After Round 6's dramatic performance and three back-to-back racing weekends, both Porsche Mobil 1 Supercup drivers and teams had a well-deserved 14-day break.

Top 3 Race Results Round 6

Overall

1	25 LARRY TEN VOORDE	GP ELITE
2	1 JAXON EVANS	Leclime Racing
3	2 DYLAN PEREIRA	Leclime Racing

Rookie

1	24 MAX VAN SPLUNTEREN ^R	GP ELITE
2	3 LEON KÖHLER ^R	Leclime Racing MIDDLE EAST
3	23 MARVIN KLEIN ^R	Maxinet by Almeras

ProAm

1	20 ROAR LINDLAND ^P	Pierre Martini by Almeras
2	21 CLÉMENT MATEU ^P	Pierre Martini by Almeras
3	12 PHILIPP SAGER ^P	DINAMIC



R7



ARDENNES AWAITING

CIRCUIT DE SPA-FRANCORCHAMPS
ROUND 7 – SPA-FRANCORCHAMPS, BELGIUM
28–30 AUGUST 2020

Ready, set, victory at Spa for Ayhancan Güven! Taking his second win in the Ardennes, he didn't buckle under pressure. Tensions are mounting in the fight for the championship: Dylan Pereira heads into the final with a narrow margin over Larry ten Voorde!

Güven makes things exciting

Not only at Silverstone can Porsche Junior Ayhancan Güven take the top spot on the podium, but also at the Circuit de Spa-Francorchamps. Güven scored his second Porsche Mobil 1 Supercup 2020 victory, making it his third in his Supercup career and the first win on the European mainland. To achieve this though, he had to defend himself against another Porsche Junior, Jaxon Evans, for an excruciating nine laps. Not to mention during the last two laps, Dylan Pereira was breathing down his neck, who in the end took second position, bringing him back into the championship lead.

The Porsche Junior from Turkey had a nearly per-

fect weekend: best time during the Free Practice Session (despite it being cut short due to rain), pole position in the Qualifying Session – and the race victory. The only thing Güven did not walk away with was the fastest lap time, which was driven by Dylan Pereira. One of the decisive factors for a Circuit de Spa-Francorchamps victory is the start, which leads all the way to the Les Combes chicane. Surprisingly, even from the slipstream, there were just few attacks in the first lap. Güven managed to keep himself ahead of Evans and Pereira, but the three of them stuck together for nine of 11 laps.

Pereira hunts Evans into a mistake

There was one attack from Evans on Güven in lap

five before Les Combes, but then he had to focus on the defence against Pereira. Having had to give up his lead in the standings in Barcelona to Larry ten Voorde, the Luxembourger was showing up strong. Pereira progressively improved through Eau Rouge and Raidillon. The 485-horsepower Porsche 911 GT3 Cup usually enters the rev limiter in fifth gear before the steep slope of the curve. At Raidillon's exit, Pereira had gained momentum, but unfortunately wasn't able to convert this into a position gain – largely due to Evans' masterful defence before Les Combes.

Fighting up to the finish, Evans suddenly had a lockup before the chicane at the end of Kemmel straight and drove on to the run-off. He was lucky despite his misfortune: it only cost him one posi-

tion against Pereira. But Pereira set his intention on winning, knowing full-well that heading into the championship at Monza with a four-point lead would not be a comforting enough cushion. Leaning into the pedal, Pereira took the fastest lap at 2:24.868 minutes and worked his way up to Güven. But Güven was unrelenting and took home the victory with a 0.608 second lead.

During the last lap, Evans had a second lockup in the Fagnes curve (also known as "Pif-Paf"), which finally cost him third place.

Florian Latorre was able to grab third place just a half lap before the finish. The Frenchman was in the Top 3 for the race duration. Sensing Evans' problems with his flat spot, he took his chance

to pass the Porsche Junior. With a stealth manoeuvre during the last lap, he was able to overtake, giving him and Côme Ledogar's team their first podium place in the Porsche Mobil 1 Supercup – a strong performance for CLRT's first season.

Ten Voorde and Köhler clash

Ten Voorde only crossed the finishing line in fifth position. Unlike in Silverstone and Barcelona, Team GP Elite struggled on the longest racetrack on the calendar (7.004 kilometres). Starting at sixth on the grid, the Dutchman quickly made up a position by taking a firm approach: at the beginning of lap two, he launched an attack against Rookie Leon Köhler and grazed him in La Source. Not wanting to give in, the two drove side-by-side into Eau Rouge where they had contact again, only this time it was more violent. Köhler's front right tyre was damaged and the young German only barely missed the wall, sealing the fate of his race.

Ten Voorde unwaveringly continued by fending off an attack by his compatriot Jaap van Lagen. Only then was he able to bring home fifth place, followed by the "Snellen Japie" and Marvin Klein, who took the Rookie victory.

Promising series newcomer promptly in the Top 10

And there was another controversial collision behind it: Marius Nakken was in eighth position when Adam Eteki sharply torpedoed him in La Source. Nakken spun out but was able to continue and finished 15th. Eteki received a 10-second time penalty for the collision, but Karma was more efficient: a tyre puncture threw the Frenchman back to 23rd position.

So, Rookie Max van Splunteren inherited eighth place, closely followed by another Rookie, Jean-Baptiste Simmenauer. Simmenauer had a checkered qualifying and started the race only from grid position 16. Exploiting several situations in front of him with drivers being caught in close fights, he made up an astounding seven positions. An impressive race for the 19-year-old Rookie.

Just as impressive was Loek Hartog's 10th place performance. The 17-year-old Dutchman had already garnered some attention during a guest appearance and for taking fourth place at the race in Spa in the Porsche Mobil 1 Supercup Virtual Edition in April. Now, only in his second race in the most international of the Porsche one-make cups, he drove straight into the

Top 10 – on the most demanding track on the series calendar. Yet another name to add to the list of young racers to watch who have had noteworthy performances during this year's Porsche Mobil 1 Supercup.

Premiere victory for ProAm driver Denoual

Stéphane Denoual is exactly three times older than Hartog. But let's be honest, 51 years of life experience is no obstacle to driving a Porsche 911 GT3 Cup fast. Denoual impressively proved this with his first victory in the ProAm Classification in Spa. Second place went to Philipp Sager, while persistent winner Roar Lindland had to settle for third. Nevertheless, Lindland still had reason to celebrate: third place was enough for him to secure the Porsche Mobil 1 Supercup 2020 ProAm Classification title.

"It's a dream to win the title before the final race."

ROAR LINDLAND

"Winning at Spa is great! Towards the end of the race, I had some minor problems with the car's balance. But luckily I was able to keep both Jaxon Evans and Dylan Pereira behind me."

AYHANCAN GÜVEN

Top 3 Race Results Round 7

Overall

1	22 AYHANCAN GÜVEN	Maxinet by Almeras
2	2 DYLAN PEREIRA	Lechner Racing
3	33 FLORIAN LATORRE	CLRT

Rookie

1	23 MARVIN KLEIN ^R	Maxinet by Almeras
2	24 MAX VAN SPLUNTEREN ^R	GP ELITE
3	4 JEAN-BAPTISTE SIMMENAUER ^R	Lechner Racing Middle East

ProAm

1	19 STÉPHANE DENOUAL ^P	Pierre Maxinet by Almeras
2	12 PHILIPP SAGER ^P	DINAMIC
3	20 ROAR LINDLAND ^P	Pierre Maxinet by Almeras



R8



GRANDE FINALE

AUTODROMO NAZIONALE MONZA
ROUND 8 – MONZA, ITALY
4–6 SEPTEMBER 2020



Nothing could stand between Larry ten Voorde and the championship title. Even two safety car phases, two defensive attacks and the dreaded Monza slipstream didn't confuse him. A commanding start–finish victory for the Team GP Elite driver!

Ten Voorde wins the championship

There couldn't have been a better place for the Porsche Mobil 1 Supercup #GrandeFinale other than Monza with its nearly 100 years of motorsport history, top speeds of over 275 km/h in the 485-horsepower Porsche 911 GT3 Cup, and a front-pulling slipstream rumoured to rival that of gravity. From the get-go, we had second in the standings Larry ten Voorde on pole position edge ahead of leader Dylan Pereira, who after braking in curve one demoted himself to fourth. Action delivered!

Ten Voorde leaves no doubt

And then came Ten Voorde, transforming Monza's Royal Park into a one-man show and impres-

sively securing the Overall title. A triumphal ride of the finest order, in which, with just two brief exceptions, he kept everyone at bay. This is how champions race.

Not to say that the victory was simply handed to him. Two times the safety car was sent onto the track. The first time immediately after the start and the second time right after the restart. The first accident between Philipp Sager and Clément Mateu happened on the start/finish straight and ended the race for Sager before even reaching the first chicane. That was his second accident-related race retirement this season, the first being in Budapest. Shortly after the restart on lap three, Hugo Nerman had an accident in Lesmo 1 due to Jaden Conwright, who was unable to catch



Variante della Roggia, forcing him to take the emergency exit. While entering the track again, he hit Nerman, who crashed into the tyre barriers. No penalty consequences were suffered by Conwright because he was forced to retire after a tyre puncture on lap 11 after running over the curbs in the Roggia corner.

And Ten Voorde? He remained cool, calm and collected. At the actual start, Florian Latorre attempted an outside attack into the first chicane, but his braking point was too late so he had to rejoin the field behind the Dutchman. At the first restart, the Frenchman calculated his braking point well, but Ten Voorde blocked him on the inside track, and subsequently also blocked CLRT's first Porsche Mobil 1 Supercup win.

Pereira didn't stand a chance

Making a quick decision at the second restart, Ten Voorde surprised the whole field and pulled away. Latorre immediately was under pressure from Pereira, who had passed Rookie Leon Köhler at the start and was in third. The Frenchman had to drive a defensive line, slowing down the entire field. The gap between the chasers and Ten Voorde quickly expanded to one second, breaking off the slipstream – the Flying Dutchman was alone in front.

Even more bitter for Pereira, Latorre defended second place using every trick in the book. He was unable to take up the chase with Ten Voorde, nor could he allow Latorre to take over. The gap

continued to grow wider and wider: 1.0 – 1.5 – 2.0 seconds. Nothing was going to stop Ten Voorde's triumphant drive.

Holding on to second place, Latorre finished 1.887 seconds behind Ten Voorde. This was Latorre's second podium finish in a row for the Côte Ledogar team. Sadly for Pereira, things just got muddier and muddier. Not only did he lack speed in the second half of the race to keep on attacking Latorre – also Köhler managed to overtake, taking the last podium place and leaving the Luxemburger with a fourth place finish.

Behind the front four, Porsche Juniors Ayhanca Güven and Jaxon Evans battled it out for fifth position. Unlucky for Güven, his Porsche 911 GT3 Cup suffered a puncture in the last lap. Evans had already overtaken him and finished fifth, therefore securing the team championship for BWT Lechner Racing.

Behind him, the drivers inherited positions accordingly: Rookie Jean-Baptiste Simmenauer finished sixth and fellow Rookie Jordan Love finished seventh (his best result of the season), securing him 10th place in the Overall Standings ahead of his experienced teammate Jaap van Lagen. Marius Nakken gave his Italian team a strong home performance, as well as his second personal best of the season after Budapest: starting from 14th on the grid, he made up seven positions.

Old hand decides Rookie Classification

Köhler managed to take the Rookie victory in Monza with his Overall third place finish, putting him within striking distance of the Rookie Classification championship. But despite having a consistently strong season, it wasn't enough for him to take the title.

At the same time, Marvin Klein maintained his position in the Rookie Classification for quite some time. But it was the most experienced driver in the field who wound up making the decision to Klein's disadvantage. In the Variante Rettifilo, Van Lagen pushed the young Frenchman off the track in lap seven of 15. Klein fell back to 10th place behind Love.

Van Lagen received a 10-second time penalty, which pushed him back to 19th place, but that was no help for Klein. In fact, it was Max van Splunteren who finished 13th and, despite a less than perfect weekend in Monza, still won the championship in the Rookie Classification with a narrow two-point lead. Overall, it's been one of the strongest Rookie years the Porsche Mobil 1 Supercup has ever seen.

25th ProAm victory for Lindland

The only championship in which the decision was made before Monza was the ProAm Classification. Roar Lindland crowned his season with his 25th victory in the series, followed by his teammates Clément Mateu and Roland Bervillé.

Italian guest drivers mix up the field

Four Italian guest drivers – three of them successfully contested the Porsche Carrera Cup Italia (PCCI) – provided a special treat at the Autodromo Nazionale Monza. Gianmarco Quaresmini impressively held onto eighth place for quite some time but fell behind in the final laps. So it was 2019 PCCI runner-up Diego Bertonelli who made the best of his home advantage, taking ninth place Overall.

With the eventful Grande Finale, the Porsche Mobil 1 Supercup ends its most compact season ever. In sporting terms, it has been the perfect preparation for the remaining events in the national Porsche one-make cups. After all, most of them are only now beginning their seasons, keeping racing fans around the world on tenterhooks this autumn.

“For me, a dream has come true.
I didn't think it was possible at the beginning of the season.”

LARRY TEN VOORDE

Top 3 Race Results Round 8

Overall

1	25 LARRY TEN VOORDE	GP ELITE
2	33 FLORIAN LATORRE	CLRT
3	3 LEON KÖHLER ^R	Lechner Racing MIDDLE EAST

Rookie

1	3 LEON KÖHLER ^R	Lechner Racing MIDDLE EAST
2	4 JEAN-BAPTISTE SIMMENAUER ^R	Lechner Racing MIDDLE EAST
3	6 JORDAN LOVE ^R	FACH AUTO TECH

ProAm

1	20 ROAR LINDLAND ^P	Pierre Martini by Almirés
2	21 CLÉMENT MATEU ^P	Pierre Martini by Almirés
3	19 ROLAND BERVILLÉ ^P	Pierre Martini by Almirés





THE CHAMPIONS

Winning a championship is every race driver's goal, but only a few attain it. Nothing compares to the moment you've realised that you've made motorsport history, forever. Or as one famous driver once said, "Champagne tastes better when it's for free!"

OVERALL CHAMPION 2020

THE RISE OF THE FLYING DUTCHMAN

Our 2020 Porsche Mobil 1 Supercup Champion has the perfect story, and it began in the Netherlands, but more precisely in De Rijp, where GP Elite has its headquarters. It was here where 18-year-old Larry ten Voorde started his motorsport career washing team cars and bringing customers cups of coffee. Six years later, Ten Voorde is the leading Dutch talent behind the wheel of a 911 GT3 Cup car. We say: *Gefeliciteerd met de kampioenstitel beste Larry.*



My season in one sentence:
Never give up! I didn't give up and here we are.

My favourite moment:
It definitely was winning the race and therefore the championship in Monza.

The key to my success:
Working closely with the team, continually improving and finding the sweet spot.

What makes the series special:
The high amount of competition.

My favourite circuit:
Monza, for sure. I love the high speed and smashing over the curbs.

My highlights:
P1 in Silverstone (Round 4) was definitely a highlight this year! Thanks a lot to the team,

who made it possible – the vibes were just great that day.

What I like about my 911 GT3 Cup:
I love driving on the limit with the 911 GT3 Cup and that it doesn't have ABS or traction control. For the new model I am looking forward to the design, the spoiler, the steering and how it drives on the limit.

My special thanks go to:
I would like to thank Marc Schipper, Vincent van der Valk, Torsten van Haasteren, Jake Alikar and everyone else who made it possible.

I dedicate the title to my team and my dad.

Winning the #virtualPMSC title:
It means a lot to me winning both titles this year. It also brought big progress to my driving,

which I could transfer to real-life racing. Most importantly: to drive steady and keep calm.

My future plans:
For the rest of the year I will race the Porsche Carrera Cup Deutschland and the WEC. The plans for 2021 are not yet fixed, but I am looking forward to an exciting season!

Will I race the Supercup next year?
We will see ;-)

ROOKIE CHAMPION 2020

RACING TO THE MAX

The 2020 season of the Porsche Mobil 1 Supercup was exceptional for the Rookies. Of the eight Rookie drivers, one came out on top: Max van Splunteren. At nearly two metres tall, not only did he literally stand above the others, he also convinced everyone of his talents with his stellar driving performance. Congratulations to the 2020 Rookie Champion.



Marco's eight and Max' road to Le Mans

With an impressive number of eight Rookies, the season was dominated by the "young and wild". Some of whom even managed to finish on the Overall podium. Because Max won the Rookie Classification title, he was competing as the official Porsche Mobil 1 Supercup driver at the Porsche Carrera Cup Le Mans, a support race of the famous 24h of Le Mans. In a field of 53 Cup cars from both the Porsche Carrera Cup Deutschland and France, Van Splunteren finished on P18. In addition, Max drove his first 24h race in the GTE-AM class for Proton Racing in a Porsche 911 RSR. This certainly speaks for the young Dutchman's outstanding season.

My season in one sentence:

The season was an amazing rollercoaster ride which I have enjoyed to the fullest together with my fellow Dutch teammates.

My favourite moment:

The double podium in Silverstone with Larry. That was my first podium in the Supercup and the first P1 and P2 Overall podium for the team.

The key to my success:

Good teamwork is crucial to get our operation working smoothly and our car going fast.

What makes the series special:

The fact that we are driving great cars that are all equal and competing at a very high level, as well as the overall ambiance of the weekends. Awesome people made the championship a special experience for me.

My highlights:

The 24h of Le Mans. This year I got to drive both races, the the Porsche Carrera Cup Le Mans as well as the 24h of Le Mans. This has always been a dream for me!

My special thanks go to:

Definitely my father and my partners who have made this special season possible for me. Without them, it would not have been such a great season!

I dedicate my title to:

To GP Elite. These guys have worked so hard this season to get everything going in the right place at the right time!

Will I race the Supercup next year?

Absolutely!

ProAm CHAMPION 2020

LET THE ENGINE ROAR

Experience plays a major role when it comes to the title fight in the Porsche Mobil 1 Supercup. And the 2020 ProAm Champion, Roar Lindland, has plenty of it. Halfway into the season, the warm-hearted Norwegian made it clear that he wasn't going home without a back-to-back championship title. Congratulations to the former and current ProAm Champion!



My season in one sentence:
It was quite different, but great!

My favourite moment:
The podium in Monza! It's such a special atmosphere racing on this great track. I did my first ever Supercup race here, and I could close the season with a win, without any pressure for the championship title! Just pure enjoyment!

The key to my success:
Stability and a great teamwork!

What makes the series special:
Simply the best series in the world, a challenging car on great tracks and locations, together with a professional crew from Porsche Motorsport!

My favourite circuit:
This season, Silverstone! It has a bit of everything: technical, fast with nice flow and combinations all the way through. And for sure it was also the 70th anniversary of Formula 1 on this historical soil!

My future plans:
I hope to be back in Supercup next year to work with the new car! If it is possible, I would also like to race a 24h race! For the rest of the year I will work on different events and activities on and off the track.

What I like about my 911 GT3 Cup:
The 911 GT3 Cup is always a challenging car in different ways and on different circuits! During my 230 cup races, I was behind the wheel of four past models, and for sure I would very much like to try out the new model! As far as I know, the new car will look very good and will be even faster and more advanced. I expect quite a big step from the model we have now.

My highlights in 2020 beside the title:
I bought myself a Porsche tractor, a Junior diesel.

My special thanks go to:
There are many. First of all, I need to give a huge thanks to Philippe Alméras and his team – they did a great job. All my sponsors and partners who stayed in, even for this special year with an unpredictable situation for most companies.

Additionally, I would like to thank my awesome wife Connie and our kids Jenny and Tobias as well as the whole family for their support. And my followers and fans of course.

I dedicate my title to:
My dad and role model who gave me faith and trust to follow my dreams!

Will I race the Supercup next year?
Definitely yes.



TEAM CHAMPION 2020

BEST WORKING TOGETHER

Team BWT Lechner Racing has become a permanent fixture and prominent name in the Porsche Mobil 1 Supercup. And once again, Walter Lechner Sr's team was able to prove what it means to consistently deliver great performances to secure the Team Classification title for a third year in a row.



The season 2020 was a special challenge for BWT Lechner Racing because in addition to COVID-19 and the tight racing calendar, the team started a rejuvenation with the drivers. Here is the personal season summary from team manager Michael Schöch!

Describe this season in your own words.

It was a balanced competition between championship contenders. It also was a short and intense season. The COVID-19 restrictions made it a little bit harder to race this year.

What was your favourite moment?

Definitely the Top 3 podium for Lechner Racing in Round 1.

What was the key to your success this season?

Hard work, team spirit and a team with experienced professionals and strong drivers made the championship title possible for us.

What makes this series special to you?

It is probably one of the most competitive racing series in the world.

What are your plans for the rest of this year and next season?

We will take part in the Porsche Carrera Cup France and we are organising the Porsche Sprint Challenge Middle East. The plans for the 2021 season are to continue competing and fighting for the drivers' championship in the upcoming Porsche Mobil 1 Supercup as well as defending the Team Champion title in 2021.

Are you looking forward to the new 911 GT3 Cup car?

We haven't seen it yet, but we are looking forward to working with the new car and mastering this new challenge.

Any persons who you want to thank especially for the season?

All the team members, who made this season successful, as well as our sponsors BWT, MSG and Agility for their great support.

Do you dedicate your title to someone?

To Walter Lechner Sr for having faith and trust in each and every one of the team members.

Will we be seeing you again next year?

Definitely yes.

MICHELIN

Mobil 1

M.

THE PEOPLE

A racing series is only as good as the people who are involved in it. This year again, it was the passion and commitment of a large number of people that made this championship outstanding.

THE MANAGEMENT

ORGANISATION IS EVERYTHING



Oliver Schwab
Project Manager



Tamara Falkenstein
Organisation



Even when the racing cars are in hibernation, Oliver and Tamara are in full swing planning, coordinating and managing the complexities of pulling off an international motorsport event. And this year in particular, the team was hand-delivered some pretty spectacular challenges. This season's excitement and success is in large part due to the immense commitment and passion that these two put into the series every single day. So, how do they feel about this year? Let's hear it in their own words.

Please describe the season in one sentence!

Oliver: Once in a lifetime – hopefully!
Tamara: All's well that ends well!
(William Shakespeare)

What was your personal highlight?

Oliver: The start of the Free Practice Session with 25 cars at our first racing event in Spielberg.
Tamara: The Season Finale in Monza was the true highlight for me. Being able to celebrate with everyone after such a challenging season at one of the best circuits on the calendar will always have a special place in my memories.

What was your biggest challenge this year?

Oliver: The preparation of my personal highlight moment, see above.
Tamara: As plans were changing daily due to the unique circumstances of this season, it was a huge challenge to keep all the teams up to date without giving them information overload!

What surprised you the most in 2020?

Oliver: That the already exquisite quality of the food and service in our hospitality was taken to new limits once again.
Tamara: I can honestly say after organising a season during a worldwide pandemic, there is really nothing that can shock or surprise me anymore.

What impressed you the most?

Oliver: The outstanding spirit, companionship and dedication of everybody in our paddock and championship.
Tamara: The team spirit in the paddock, for sure! Everyone was working hard and doing their absolute best to adapt and keep racing.

What was your favourite circuit and why?

Oliver: Each stop of our championship is iconic enough to make me enjoy every single circuit.
Tamara: Although it didn't make the final calendar this year, I have to mention Monaco. It is such a unique circuit that you won't find in any other one-make series. I look forward to hopefully seeing it again in 2021.

Regarding next season, what are you looking forward to?

Oliver: To bringing our positive spirit of 2020 into a hopefully less restricted season and welcoming the brand-new generation of the 911 GT3 Cup.
Tamara: A new season always brings things to look forward to, but next year is especially exciting with the introduction of the new-generation 911 GT3 Cup. I am also looking forward to welcoming new teams and hopefully being able to venture outside of our Porsche Mobil 1 Supercup "bubble"!

Your statement to the Supercup family?

Oliver: Have a well-deserved rest and looking forward to seeing you again in just a few months!
Tamara: Thank you to everyone in the paddock for going the extra mile to make this season happen. We couldn't have done it without you!

EVERYTHING UNDER CONTROL



Richard Norbury
Permanent Steward

Peter Roberts
Race Director

Christian Menzel
Driver Steward

Keeping everything under control with approximately 30 Porsche 911 GT3 Cup cars racing simultaneously is no easy job. But these three professionals make sure that the results comply with the rules, even if that sometimes means having to hand out penalties to drivers and teams. Thanks to their likeable personalities and years of experience, they rarely lose their cool. Dear ladies and gentlemen, may we introduce: Richard Norbury, Peter Roberts and Christian Menzel.

Your résumé of the season?

Peter: The 2020 season was one of the most challenging years, but also one of the most rewarding. There was an atmosphere of positivity with everyone working to make it a success and that extended to the drivers on the track, where there were fewer incidents than in previous years and a very high standard of racing.

Which rule is challenging to judge? And was there an incident this season?

Peter: The words “track limits” instantly provoke a reaction from anyone involved in motorsport, with people having a number of different views on the control and penalisation processes. The 2020 season was an improvement on previous years both in terms of driving standards and also in the reporting, either from the marshals on the track or when using electronic detectors.

Which word comes to your mind on track limits?

Peter: “Understanding” is the word I would choose, as there were far fewer challenges made by drivers after the sessions when their lap times had been deleted.

Richard: Safety. There is often too little respect shown by drivers for the defined track limits. Each circuit configuration is licensed on the basis of simulation work as to the consequences of incidents at different turns, but this is based on cars being driven within the track limits. If drivers exceed those limits, they risk negating the safety margins which have been assessed, as well as potentially gaining advantage over cars. The race director’s first concern is the safe running of the session, but when he and other race control personnel have to be fully focused on monitoring track limits, they can easily miss more serious incidents taking place or other safety issues arising.

Christian: Nürburgring Nordschleife. There are no problems with it – you can hear violations of the track limits very well over there.

Is there any decision that has been particularly tricky?

Peter: Barcelona, without hesitation, when we had to suspend the race to enable the multi-car incident on the starting line to be cleared up, including the debris on the track. The decision ultimately enabled us to race for more laps than if we had continued using the safety car.

How do you see your relationship to the drivers and teams?

Peter: There is a professional understanding between the permanent officials and the teams and drivers. But this extends beyond the formalities to being able to share a greeting and a smile each day.

Is there any decision you’d want to revise this year if you could?

Christian: This season, there is no particular decision that I would change. We were always in agreement with our observations, analyses and

opinions – we tried to debate a lot and punish little. Nevertheless, it is important to review each event to see if there is any way to make further improvements.

Is it right to say: “The more Rookies on the track, the more you have to do?”

Richard: No, I would not say that is the case. It is great to have Rookies coming through the series and many of these are really talented drivers gaining experience and learning their trade. We have had a good number of young, upcoming drivers this year and that has not resulted in more work for the stewards. In terms of hints, I would simply urge all drivers to make sure they read and understand the regulations they are racing under – from both a safety and a sporting perspective. This will stand them in good stead for both their current season and for the future.

What comes to your mind when it comes to race control wisdom?

Peter: Professional, calm and focused. The depth of knowledge and experience in race control is amazing, and whilst there will always be something that you have never experienced before, when it suddenly happens, there is always a solution.

Are there any plans for changing the rules or regulations?

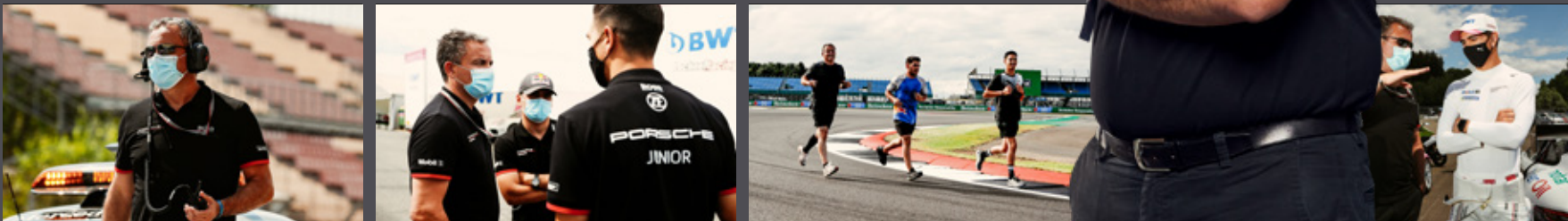
Peter: There will be a few small adjustments to the regulations for 2021, mainly to add clarity. We constantly review the regulations to ensure that they are clear and unambiguous.

Richard: We made some significant changes to the sporting regulations a couple of years ago. No major changes of direction, but a general tidying up and filling of gaps, which has provided a much more robust set of regulations. Each year, we try to improve them a little by noting the issues or questions which have arisen during the season and making sure these are clarified for the following year. A good example was the red flag situation and restart at Barcelona, where we identified a number of learning points for the future and these will be incorporated into the 2021 regulations.

How do you manage to keep an eye on all the racing cars at the same time?

Peter: Whilst race control rooms differ from circuit to circuit, they generally consist of a wall of TV screens displaying the images from the cameras around the circuit. We also have the TV broadcast picture, timing screens, circuit map and message board, so it’s quite busy. The local clerk of the course is linked into the radio system and provides messages about any incidents that the marshals have reported. Over time, you develop a skill to spot something out of the ordinary, so whilst you are looking at 32 screens, a spinning car will catch your eye almost immediately.

GOALS



The 2020 season was ...
compact, intense and exciting till the end.

To coach the next Supercup generation is like ...
being a shepherd dog, trying to keep the herd safe while going in the right direction.

If I would race in the Porsche 911 GT3 Cup now, ...
I would ask my Juniors for advice.

The "racing driver youth of today" is ...
going through a lot more than I was in the past because many more abilities are demanded nowadays.

My personal highlight of this season was ...
the Qualifying in Spa-Francorchamps. Two Juniors ended up in the front row.

My favourite moment of a racing weekend is ...
the race – that's when it counts and what everybody is working for.

My protégés often hear me say ...
Stay focused!

It is particularly important to me that ...
the Juniors know I am here for them and they are the most important persons in the programme!

The focus of my coaching is on ...
developing the drivers' set of skills in order to become a "complete" racing driver.

My motto is ...
enjoy what you do and feel blessed to be allowed to do it!

The most important characteristics for a successful Porscher Junior in my opinion are ...
being able and willing to learn and to accept that they are not perfect yet.

On the track walk, it is most important to ...
make sure the Juniors exchange ideas about what would make sense to try or what wouldn't.

The Porsche Junior of the past years on which the others can measure themselves is ...
not existing

... because ...
they will be measured against professional drivers like the factory drivers. The Juniors are allowed to make mistakes, but each one only once.



Sascha Maassen
Porsche Junior Coach



Marco Seefried
PMSC Rookie Coach

The 2020 season was ...
the shortest but most intense coaching season ever!

To coach the next Supercup generation is like ...
herding cats.

If I would race in the Porsche 911 GT3 Cup now, ...
I would hire Sascha Maassen as my coach.

The "racing driver youth of today" is ...
wearing headphones while browsing through Instagram.

My personal highlight of this season was ...
when a Rookie ended up on the Overall podium, which happened three times this season.

My favourite moment of a racing weekend was ...
Christian Menzel's web cam adjustments during our digital internal "Daily Staff Meeting".

My protégés often hear me say ...
Don't forget to send the Rookie Race Report back to me in time!

It is particularly important to me that ...
I am fair to everybody and treat them all the same. Plus, that at least one Rookie finishes the race in front of the best Porsche Junior.

The focus of my coaching is on ...
finding the weak points of every single Rookie and trying to get rid of them.

My motto is ...
flat out, that's the only way! (Markku Alén)

The most important characteristics for a successful Rookie in my opinion are ...
high ground speed, being able to adapt and being open-minded in order to change habits or behaviours.

On the track walk, it is most important to ...
recognise details which you would not see while passing by in performance speed.

The PMSC Rookie or Porsche Junior of the past years on which the others can measure themselves, is ...
Timo Bernhard and Marc Lieb

... because ...
they went through the Porsche Junior Programme up to LMP1 drivers and achieved Le Mans 24h Overall wins and became world champions.

THE HOSPITALITY

THE MAKE-YOU-FEEL-GOOD TEAM



Despite additional logistics, process and meal prep challenges, our Porsche Mobil 1 Supercup Hospitality Team once again exceeded expectations. It's fair to say that there was high performance happening off the race track as well! Right after entering, you wouldn't even know you were inside a mobile tent. The interior design, the use of technology and the excellent service was equally matched to the quality and variety of the daily menu. Hospitality was a true well-being oasis for all series participants. One more reason why we are already looking forward to next season!

Hospitality Manager

Birgit Sauermann

KHH Süllberg Catering

Karlheinz Hauser (CEO, 2 Michelin stars), Antonia Laubinger, Gabriela Plösch, Helena Berg, Mario Schett, Marc Mehner, Nenad Lazic, Christian Csak, Victor Herberholz, Rosa Tamm, Kiki Papadopoulou, René Schäfer, Felix Eberle, Georgios Tziouvaras, Markus Kompass

Vilito Event Technology

Andreas Röder, Viktor Kusikov, Tim Milner

Gorges Tent Management

Holger Seiwert

TECHNICAL CUSTOMER SUPPORT

GOODBYE 991



We say goodbye 911 GT3 Cup (991) and hello Dominik Quosdorf, the technical manager of the Porsche Mobil 1 Supercup. He knows the iconic racing car in every detail. That's why he calls it an old friend and has been with it through thick and thin for the last six years. But it's best to let him speak for himself.

Please give us a brief introduction of yourself. How good do you know the Porsche 911 GT3 Cup (991)?

I am the technical manager of the Porsche Mobil 1 Supercup and the responsible relations engineer to several markets for the 911 GT3 Cup, so I know the car fairly well. After six years with that car, it's like with an old friend, you know its strengths and weaknesses and what it likes.

Could you give us a sneak peak of the new 992 model?

The 911 GT3 Cup (992) will definitely be a step forward with its sportier design. It will combine elements of the 911 GT3 (992) street car with its bigger brother, the 911 GT3 R (991). Cockpit and driver usability will be greatly improved.

What will be the main new features?

The new design of the 911 GT3 (992) street car will have a changed shape and improved engine and gearbox to help reduce running costs.

How long did the development of the new model take?

From concept to production of the first batch, the development took around two years.

Have you ever driven one yourself? Did you like it?

I was able to drive the predecessor of the current model in Finland on frozen lakes. The Porsche Iceforce experience has three 911 GT3 Cup cars exclusively for racing on ice with 6-millimetre spikes and a heated interior. It's really a pleasure to drift on ice roads at 120 km/h and still being able to turn the car in the direction you want while having complete car control. I did not expect the car to accelerate and brake so well with these studded tyres. It's a great experiences that, to my knowledge, only Porsche offers.

What are the most used parts in the vehicle?

Brake pads and discs are usually changed for every race in the series, but you could run them three races without a problem.

After how many kilometres is it necessary to replace parts like brakes, the clutch, chassis components or engine?

On a standing start, a car needs a new clutch every five races. The gearbox is rebuilt after one season and majory overhauled after two seasons. An engine will be rebuilt after three Supercup seasons.

What total mileage is possible with a Porsche 911 GT3 Cup (991)?

A car that is used in long-distance races is running up to 50,000 kilometres until it leaves the race series that we directly support. After that, they are run on track days where we don't see them anymore. All components can be rebuilt and the chassis replaced after a major crash, so typically a Cup car never dies but retires after 10 to 15 years.

How much influence do the teams have when it comes to the development of a new model?

Teams are the biggest influence, as we build the cars for them and we combine their requests along with our philosophy of improving safety and reducing running cost. All that is merged with the typical 911 street car design and built into a new model.

How long was the cup car used in the series?

911 GT3 Cup (991 II) (2017–2019)

How the Cup car has developed from 1993:

<u>911 Carrera RS (964)</u>	<u>911 GT3 Cup (991 II)</u>
275 hp @ 6200 1/min	485 hp @ 7500 1/min
Air-cooled	Water-cooled
No servo-assisted steering	Servo-assisted steering
Empty weight of 1,120 kg	Empty weight of 1,225 kg

Dominik Quosdorf
Technical Manager



TECHNICAL SCRUTINEERING



UP AND RUNNING

Where there is smoke, there is fire. Having the right spare parts on hand during the Porsche Mobil 1 Supercup can be the difference between victory and defeat. Thankfully, we have the on-site technical support team. What they do and what they manage to travel with throughout the series is remarkable.

Porsche Race Parts Service

Klaus Lenzner,
Christian Pelters

Schnabl Engineering

Technical Support
Sven Schnabl, Maurice Häuser,
Tim Wagner, Lukas Sagert

VIP Car

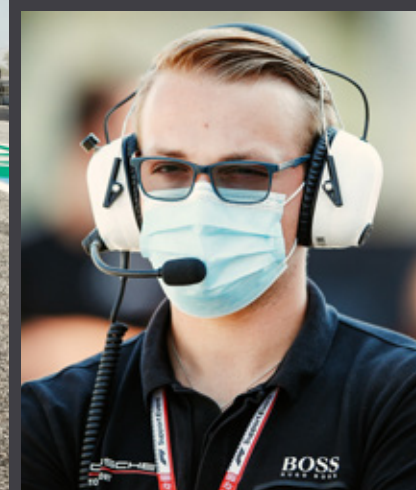
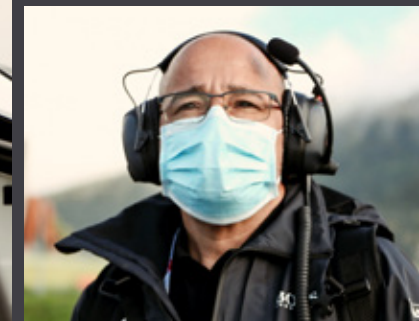
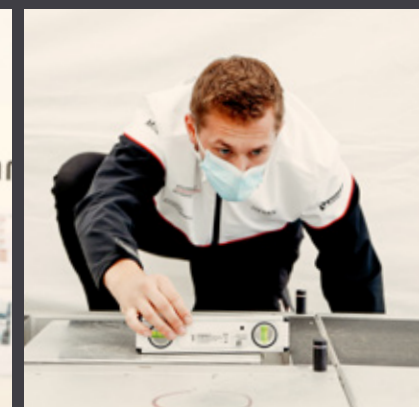
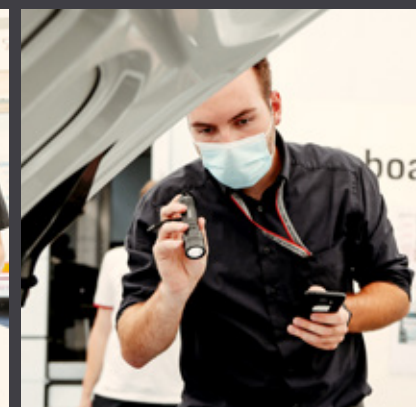
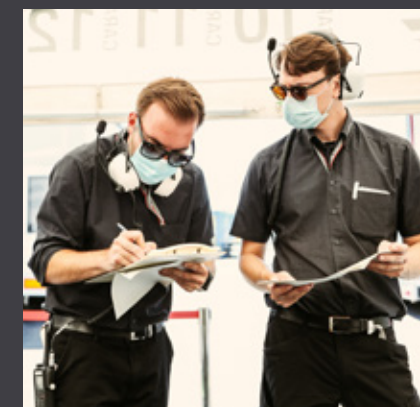
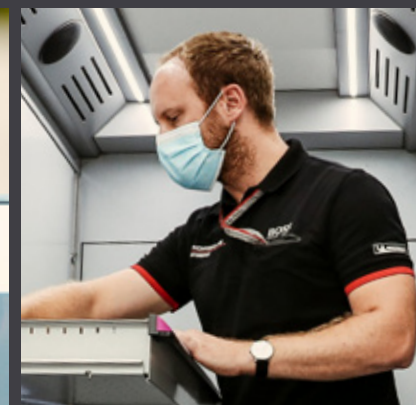
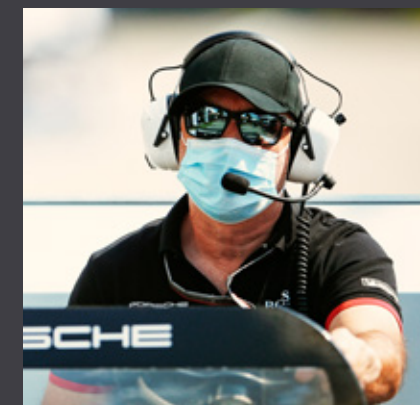
Patrick de Groot, Andreas Bayer,
Christopher Halama

DMSB

Korbinian Beckert, Tim Zessack,
Leonhard Hermansdorfer

Riedel Communications (Radio)

Tomasz Siechowski



Michelin Tyres

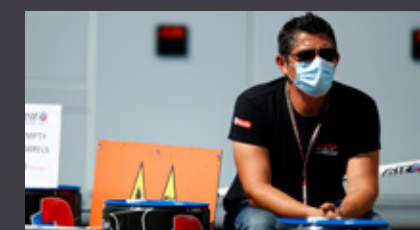
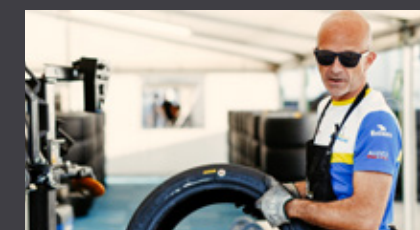
Clothilde Riom, Donatello Bardi

Total Fuel

Francois Lapoutte, Morad Gueroui

Truck Logistics

Gregorz Lesiewicz, Michael Labaj





THE COMMUNICATION PARTNERS

WE SUPERCUP

Communication is key to success. And especially this season, where coverage was essential for bringing motorsport fans and spectators as close to the circuits as possible. These people played a major role in making our claim "Be part of us" a reality, sparing no effort in doing so.

K.A.P. (PR Agency)

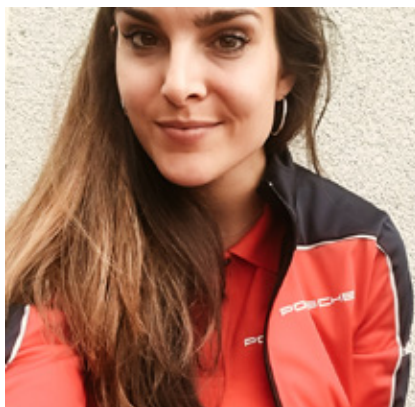
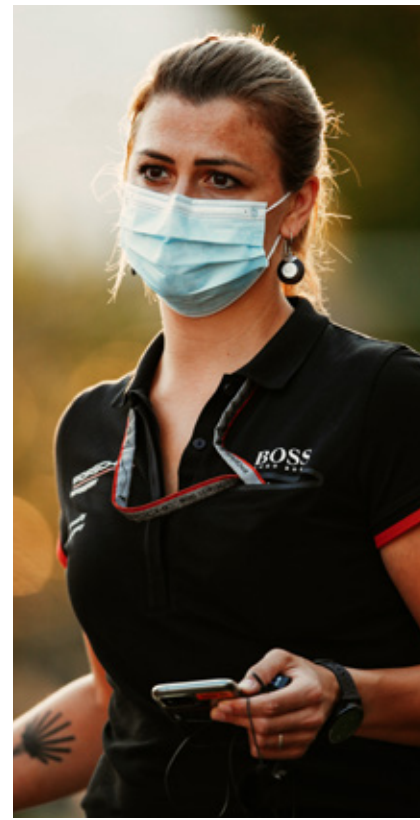
Christian Schön

Honest (Film Production)

Malte Heitmann, Max Müller

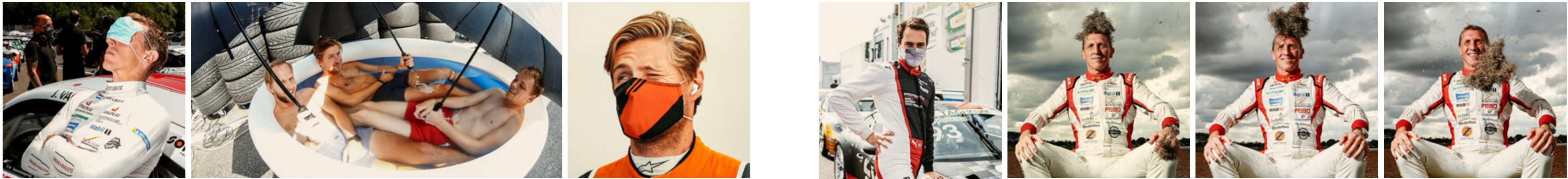
Hoch2 (Photography)

Jürgen Tap, Michael Kunkel



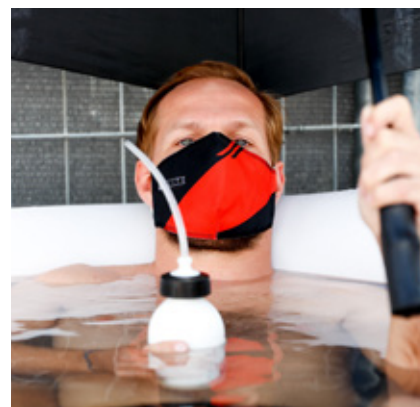
ASAC (Communication Agency & Social Media)

André Saueracker, André Clever, Caro Schwind, Philipp Dischl, Lili Klein, Hannes Ritter and Ronja



MOTORSPORT IS FUN.

A season packed with memorable moments comes to an end. As we say farewell to 2020, we are already looking forward to another exciting season in 2021. Thank you for being part of us.



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Porschestraße 911, 71287 Weissach, Germany

IMPLEMENTATION

ASAC Gesellschaft für Kommunikation mbH
Distlhofweg 24, 81369 Munich, Germany

PROJECT MANAGEMENT

Caroline Schwind, Lili Klein

EDITING AND COPY EDITING

André Clever, Philipp Dischl, Christian Bach, Heiko Stritzke, Burkhard Bechtel

TRANSLATION

Carrie Forster

BOOK DESIGN

André Saueracker, Hannes Ritter, Johannes Schreiber

PHOTOGRAPHY

HOCH ZWEI GbR
PO Box 11 14 22, 20414 Hamburg, Germany

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OF US**

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