

**PORSCHE**

**MOBIL 1  
SUPERCUP**

**2021**

**RECORD-BREAKING**



2021



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By Thomas Laudenbach and Oliver Schwab.

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# PREFACE



## Dear motorsport enthusiasts,

Among the many motorsport events Porsche is involved in, the Porsche Mobil 1 Supercup was once again a record-breaker this season. This was certainly at least in part due to the new race car – and we are proud to help all the teams reach new heights with the 992 model of the Porsche 911 GT3 Cup. This season also witnessed the 300th race in the series, adding another memorable milestone to Porsche's motorsport history.

As the new Vice President of Motorsport Porsche AG, I am delighted to be leading the Porsche Motorsport family in the future. Having contributed to various developments for Porsche Motorsport in my previous roles already, I am very much looking forward to building on the excellent work done by my predecessor here, Fritz Enzinger.

Our focus is the future of motorsports, including customer racing of course: What can we do to preserve not only our wonderful sport, but also our natural resources? In this area, too, the Porsche Mobil 1 Supercup serves as a role model for Porsche customer racing. And we are delighted to have taken a first step here with the switch to renewable racing fuels in 2021 and the upcoming introduction of eFuels to the series.

I am hoping to meet you at the circuit in 2022 – the 30th anniversary of the Porsche Supercup. It is certainly going to be a year full of more new records!

Keep racing,

## Thomas Laudenbach

Vice President Porsche Motorsport

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

I remember at the end of 2020 when we said that the upcoming 2021 season would be easier for everyone. Unfortunately, the opposite was the case. But in spite of all the challenges we had to face, we still enjoyed another memorable year in the Porsche Mobil 1 Supercup – with a new Cup car, new track records, a new circuit and new champions. Congratulations to all the winners!

In the name of the Porsche Mobil 1 Supercup Organisation, I want to thank all the teams for their hard work: You kept the excitement in the Porsche Mobil 1 Supercup high, and brought all the potential of the new race car to the track. And my thanks also go to the hardworking team members in the background, the people who played a major role in maintaining the high standards at the pinnacle of Porsche one-make cups.

Next year we will celebrate the anniversary of the Porsche Mobil 1 Supercup: for the 30th time, we will be competing in eight rounds on the best tracks in Europe, as part of the FIA Formula 1 World Championship. We have invested a lot to make our series more and more popular – and it makes me proud to see how much it has all paid off. You can see that on every page of the yearbook you are holding. So enjoy reading!

I am looking forward to next year under the new leadership of Thomas Laudenbach and to many new records in our series!

Yours sincerely,

## Oliver Schwab

Project Manager Porsche Mobil 1 Supercup



# THE DRIVERS

Heroes of the track with an indomitable will to win.





# 1

## JEAN-BAPTISTE SIMMENAUER

BWT LECHNER RACING

"It was a difficult season with more downs than ups, unfortunately. All I can do is stay positive and build up a stronger pace for next year."

Overall Classification

P14





# 2

## AYHANCAN GÜVEN

BWT LECHNER RACING

"It was a crazy year with so many ups and downs. The team and I worked really hard, and even though we had some bad luck, we can still be proud of our comeback in the second half of the season."

### Overall Classification

P3

### Podium Results

P1 – R7

P2 – R2, R5

P3 – R8

### Pole Positions

R7





# 3

## DYLAN PEREIRA

BWT LECHNER RACING

"It was a really difficult season for me. Luck wasn't on our side this year, but I still had some highlights, finishing second in Round 3, and first on my home track in Spa-Francorchamps in Round 5."

### Overall Classification

P7

### Podium Results

P1 – R5

P2 – R3

### Pole Positions

R3







# 4

## TIO ELLINAS

LECHNER RACING MIDDLE EAST

"This season was one of the toughest in my entire racing career. It was really hard for me to race in only one series, in a completely new car, not having tested the car at all before the season. But I learned a lot and I'm hoping to come back!"

Overall Classification

P11





# 5

## NICOLAS MISSLIN

LECHNER RACING MIDDLE EAST

"This year's Porsche Mobil 1 Supercup was amazing, and even though we had a difficult start in Monaco, we made seven ProAm podiums in a row, with six victories in total. Thanks to my team and all the Porsche staff for making this possible."

Overall Classification

P21

ProAm Classification

P1





# 6

## CHRISTOPHER ZÖCHLING

FACH AUTO TECH

"Don't follow someone else's racing line –  
find your own."

Overall Classification

P10





# 7

## MARIUS NAKKEN

FACH AUTO TECH

"It was a great experience driving the new Porsche 911 GT3 Cup this season. We didn't achieve our goal in the end, but we showed our potential more than a few times."

Overall Classification

P15





# 9

## LUCAS GROENEVELD

GP ELITE

"It was a long season, but totally worth it!"

Overall Classification

P19



L. Groeneveld



# 10

## DAAN VAN KUIJK

GP ELITE

"It was a year with a rough start that turned around mid-season, with lots of great memories! We're hoping to carry this momentum into 2022."

Overall Classification

P18





# 11

## FLORIAN LATORRE

CLRT

“It was a great pleasure to work with the CLRT team again, and to enjoy every aspect of driving the new Porsche 911 GT3 Cup.”

Overall Classification

P8

Podium Results

P3 – R4





# 12

## STEVEN PALETTE

CLRT

"Work hard, drive fast!"

Overall Classification

P16







# 15

## PHILIPP SAGER

DINAMIC MOTORSPORT SRL

"I'll be back for more next season."

Overall Classification

P25

ProAm Classification

P2





# 16

## SIMONE IAQUINTA

DINAMIC MOTORSPORT SRL

"There were quite a few ups and downs in my first Supercup season, but the race in Zandvoort will stay in my memory forever."

Overall Classification

P12

Podium Results

P3 – R6





# 17

## HARRY KING

PARKER REVS MOTORSPORT

"My Rookie season in the Porsche Mobil 1 Supercup was an incredible experience."

Overall Classification

P13

Rookie Classification

P3





# 19

## DORIAN BOCCOLACCI

MARTINET BY ALMÉRAS

"I had a lot of fun driving the new Porsche 911 GT3 Cup in the Porsche Mobil 1 Supercup 2021. It's a very competitive series with a lot of good drivers and an awesome Rookie Programme. Thank you, Marco, for all your help this season!"

### Overall Classification

P6

### Rookie Classification

P2

### Podium Results

P2 – R7

P3 – R1





# 20

## JAXON EVANS

MARTINET BY ALMÉRAS

"If you ain't first, you're last."



Overall Classification

P2

Podium Results

P1 – R3

P2 – R1, R4



# 21

## CLÉMENT MATEU

PIERRE MARTINET BY ALMÉRAS

"I will come back stronger next season!"

Overall Classification

P26

ProAm Classification

P5





# 22

## STÉPHANE DENOVAL

PIERRE MARTINET BY ALMÉRAS

"I'm proud to have been a part of the Porsche Mobil 1 Supercup grid this year. As a ProAm, it's a dream to race on these famous racetracks against all the professional drivers."

Overall Classification

P23

ProAm Classification

P6





# 23

## AARON MASON

PIERRE MARTINET BY ALMÉRAS

"The Supercup is very competitive. I'm looking forward to building on my 2021 success next season."

Overall Classification

P24

ProAm Classification

P4







# 24

## MAX VAN SPLUNTEREN

TEAM GP ELITE

"This season came with some ups and downs, but in the end I'm really happy to have finished ninth in the Overall Classification. And being part of the Team Champion title with Larry was a very cool experience!"

Overall Classification

P9





# 25

## LARRY TEN VOORDE

TEAM GP ELITE

"As a Japanese saying *Kaizen* teaches us: everyone on a team has to grow every day for the greater good of the team. A small step every day adds up to big progress across the year, which describes our 2021 season very well."

### Overall Classification

P1

### Podium Results

P1 – R1, R2, R4, R8

P3 – R3, R7

### Pole Positions

R1, R2, R5, R8





# 26

## JESSE VAN KUIJK

TEAM GP ELITE

“Driving on the Circuit de Monaco for the first time was a really great experience, and I’m hoping to come back next season!”

Overall Classification

P17





# 27

## ROAR LINDLAND

NEBULUS RACING BY HUBER

"You always make the most progress  
in the face of adversity."

Overall Classification

P22

ProAm Classification

P3





# 28

## LEON KÖHLER

NEBULUS RACING BY HUBER

“A tough season with a lot of ups and downs, but in the end my team Nebulus Racing by Huber can be proud of our performance.”

### Overall Classification

P5

### Podium Results

P2 – R6

P3 – R2





# 29

## LAURIN HEINRICH

NEBULUS RACING BY HUBER

"My first year in the Supercup was a key step in my development into a complete racing driver, also thanks to the Rookie Programme and the tough competition on the track."

### Overall Classification

P4

### Rookie Classification

P1

### Podium Results

P1 – R6

P2 – R8

P3 – R5

### Pole Positions

R6



# PART OF THE FAMILY.

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

8



**MAXIME BOULIN**  
FACH AUTO TECH  
Round 1

8



**FABIO SCHERER**  
FACH AUTO TECH  
Rounds 2–8

18



**MICHAEL CREES**  
PARKER REVS MOTORSPORT  
Rounds 1–3

18



**GARRY FINDLAY**  
PARKER REVS MOTORSPORT  
Rounds 4–8

30



**GEORGIOS P. FRANGULIS**  
MRS GT-RACING  
Round 3

14



**LODOVICO LAURINI**  
DINAMIC MOTORSPORT SRL  
Rounds 1–4

14



**JAAP VAN LAGEN**  
DINAMIC MOTORSPORT SRL  
Round 6

16



**ALESSANDRO GIARDELLI**  
DINAMIC MOTORSPORT SRL  
Round 4 | Rounds 7–8 (#14)

30



**MICHAEL VERHAGEN**  
MRS GT-RACING  
Rounds 6–8

31



**JUKKA HONKAVUORI**  
MRS GT-RACING  
Round 3 | Rounds 6–8

32



**MORRIS SCHURING**  
GP ELITE  
Rounds 4–6

33



**ROLAND BERVILLÉ**  
MARTINET BY ALMÉRAS  
Round 2 | Round 4 | Rounds 7–8

33



**ALESSANDRO GHIRETTI**  
MARTINET BY ALMÉRAS  
Round 5

34



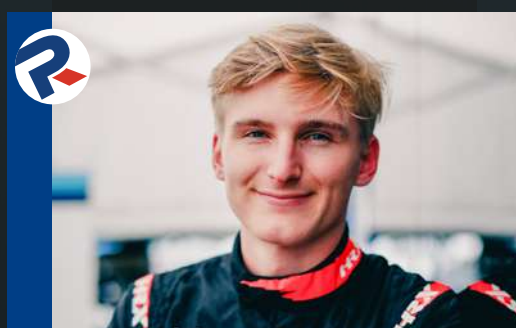
**MORITZ SAGER**  
DINAMIC MOTORSPORT SRL  
Rounds 2–4 | Round 5 (#14)

35



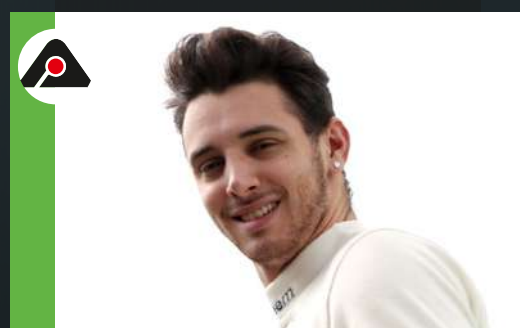
**MARVIN KLEIN**  
CLRT  
Round 4 (#12) | Round 5  
Rounds 7–8 (#12)

36



**LOEK HARTOG**  
PARKER REVS MOTORSPORT  
Round 4 (#17) | Rounds 5–6

37



**GIANMARCO QUARESMINI**  
DINAMIC MOTORSPORT SRL  
Rounds 7–8





2021

# 911

## MICHAEL FASSBENDER

VIP DRIVER – PORSCHE MOTORSPORT

“It was a very steep climb for me and very challenging to race with this super-competitive field of drivers.”

Participation

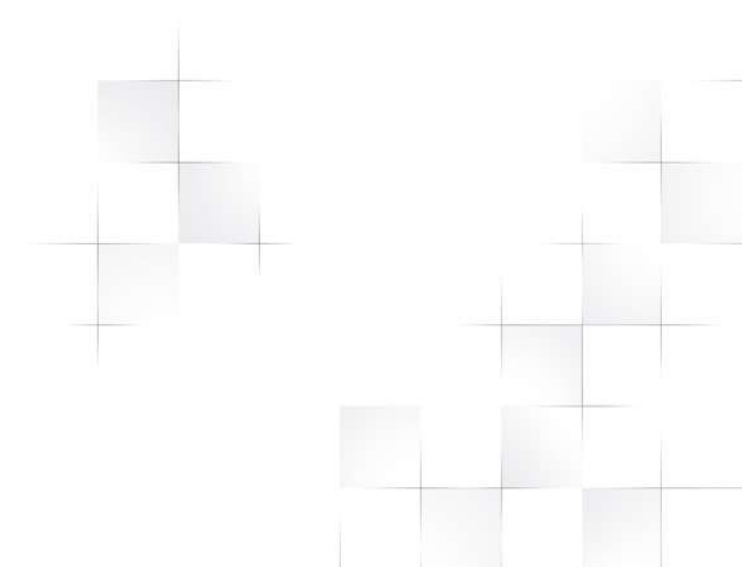
Season Test Monza | Round 3 Spielberg





# THE TEAMS

Giving everything for the win – together.



Martinet<sup>®</sup> by  
Almèras



LA GRANDE ÉQUIPE.

**The likeable Frenchmen of team Almèras have been an integral part of the Porsche Mobil 1 Supercup for years. It's a position that the team from the south of France work hard to maintain.**

The story begins with the brothers Jean-Marie and Jacques Almèras turning their small-town workshop in the outskirts of Montpellier into a technically skilled and passionate racing team. In fact, their race cars set some of the standards for Porsche models in France – both in private development and race preparation.

Team Martinet by Almèras' series of successes in the Porsche Mobil 1 Supercup began during their 2015 debut season: a podium finish by Côme Ledogar, who today competes in the Supercup with his own team, CLRT. Almèras boasts ambitious drivers, such as Mathieu Jaminet, Florian Latorre and Ayhancan Güven, who help them secure success, when their driving talent is paired with the team's overall racing expertise.

Today, Philippe Almèras continues the family tradition. With Martinet by Almèras and Pierre Martinet by Almèras, his racing team Pro GT by Almèras participated in the 2021 Porsche Mobil 1 Supercup with two team licences and five race cars. At the wheel of his brand-new Porsche 911 GT3 Cup cars were talented drivers like last year's Porsche Junior #20 Jaxon Evans (NZL), #21 ProAm Clément Mateu (FRA) and former Formula 2 driver #19 Dorian Boccolacci (FRA), participating as a Rookie.

**"Young and ambitious drivers brake later and accelerate earlier. They also help to push our ProAm drivers to become faster."**

Marc Drudis, official representative of Pro GT by Almèras

**A successful season with ups and downs.**

Just like last year, Martinet by Almèras finished third in the team standings. Jaxon Evans finished second in the Overall Classification, while Dorian Boccolacci was the runner-up in the Rookie Classification.

All in all, quite a performance for the experienced French team, which Philippe Almèras (PA), the team manager of Pierre Martinet by Almèras and Martinet by Almèras together with Marc Drudis (MD), the official team representative, are proud to highlight in the interview.

**Philippe, how would you describe your overall performance this season?** (PA) This season was a special one with an almost normal calendar and the double-header on the Red Bull Ring, which was really satisfying for the team. The double podium finish in Monaco with P2 and Dorian Boccolacci as a Rookie driver on P3 were quite unexpected, and we tried to continue in Austria with Jaxon Evans winning the third race of the season.

**With Jaxon and Dorian you had two title contenders in the team. Why do you think it didn't work out for you this year?** (PA) I have known Dorian for a long time, and I'm sure that he is really quick. But the Supercup is different from anything he experienced before in the single seaters, or in the French Carrera Cup. So he has to build up some experience in the new Porsche 911 GT3 Cup – his time behind the wheel will pay off next year. Jaxon is the only top driver who is not competing in both – a national Carrera Cup and the Supercup. It now seems clear that you need a lot of time with the car to stay on top in this fierce competition.

**Marc, how did you like the performance of the new Porsche 911 GT3 Cup?** (MD) What we liked most about the new Porsche 911 GT3 Cup is the new front suspension. It gives the car way more grip compared to the previous model, and the difference really tells around corners.

**Which race will you remember most – and why?** (MD) Definitely Monaco is a race that we will remember for a long time. Second and third on the podium is a memorable one – plus our ProAm win! In the opening race of the season, with a new car, on such a special racetrack. WOW, it really was impressive!



## Season Results

### Team Classification

P3 (Martinet by Alméras)  
P11 (Pierre Martinet by Alméras)

### Overall Podium

P1 – R3  
P2 – R1, R4, R7  
P3 – R1

### Rookie Podium

P1 – R1, R2, R7  
P2 – R3, R5, R6  
P3 – R4, R8

### ProAm Podium

P1 – R1  
P2 – R3, R6, R7, R8  
P3 – R4, R5, R6

### Participating Teams

Martinet by Alméras  
Pierre Martinet by Alméras

### Team Manager

Philippe Alméras

### Team Nationality

French

### Participating since

2014

### Drivers

- 19 Dorian Bocololacci
- 20 Jaxon Evans
- 33 Roland Bervillé
- 33 Alessandro Ghiretti
- 21 Clément Mateu
- 22 Stéphane Denoual
- 23 Aaron Mason



# CLRT



## FRESH AND READY FOR ANOTHER ROUND.

After their successful debut in the 2020 Porsche Supercup, the team led by principal and racing driver Côme Ledogar set their sights even higher this season and focused on expansion, podium finishes – and experience behind the wheel.

It was an eventful and instructive year for the likeable Frenchman. In his day job, he's a full-time racing driver in endurance events around the world. In his spare time, he founded his own racing team, almost as a sideline. The new team immediately competed in the Porsche Carrera Cup France and the Porsche Mobil 1 Supercup. This is a man who's not only fast on the circuit, but able to live several lives in parallel.

Côme Ledogar's career took him through formula racing into the Porsche Carrera Cup France, where he finished second outright on his debut for the Pro GT by Alméras racing team in 2012. The following years were active too, as he raced in numerous endurance championships including Bathurst and Le Mans. He won the GTE-Pro class in Le Mans this year, while the Porsche Mobil 1 Supercup was on its summer break. He always stayed loyal to the Porsche Carrera Cup, and in 2014 he finished first in the series in France with Alméras. He has also raced in the Porsche Carrera Cup Deutschland and Italia, where he finished as champion in 2016 with Team Tsunami RT. He even competed in the Supercup for a season.

**"With the new car, there's even more work than with the previous one, but we're ready for every challenge."**

Côme Ledogar, Team Manager

In addition to his driving skills, he brings his experience as a driver, coach and manager in other teams, all of which is now helping him to build his own winning unit. His focus is on the people – and Côme Ledogar makes no distinction between racing drivers and mechanics. After all, if you can build connections with your people, you can build success out on the circuit. He demands maximum commitment from all his racing drivers – himself included, even when not in the cockpit. In the Porsche Mobil 1 Supercup 2021 season, his drivers #11 Florian Latorre (FRA) and #12 Steven Palette

(FRA) finished 8th and 16th Overall, while guest driver #12 Marvin Klein (FRA) managed to win Round 4 at the Hungaroring – but was excluded from the classification after the race due to a technical infringement.

**A lot of potential – also for optimisation.**

Florian Latorre managed to score a P3 in Budapest – while Team CLRT claimed a solid P5 in the Team Classification. This put them ahead of established players, including Dinamic Motorsport SRL and FACH AUTO TECH. Let's hear from Côme Ledogar himself about what he has planned for 2022.

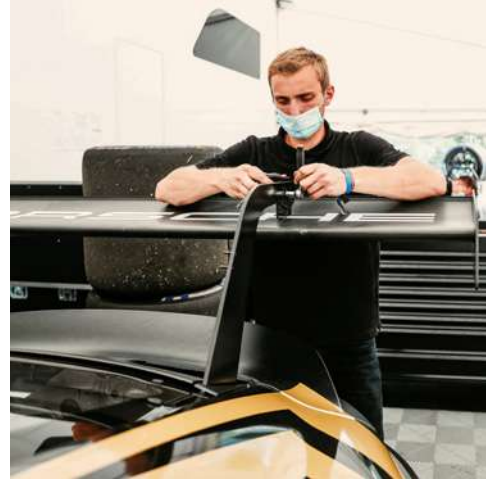
*Hi Côme, people say that your second season is always harder than your first. What's the most important experience you gained this year?* The best thing for me personally was seeing the team getting used to working together and rehearsing things while starting into our second Porsche Mobil 1 Supercup season. But we still haven't brought our team's full potential to the track yet.

*You tried a lot of different drivers, and Marvin did a great job as a guest driver. What are your plans with him next year?* In 2022, we're planning on giving Marvin his own car, and hopefully we can win the Overall Classification with him behind the wheel.

*How did you like the performance of the new Porsche 911 GT3 Cup?* Once again, it's a big evolutionary leap forward from the previous generation. You can feel the Porsche racing DNA in every inch of the new Porsche 911 GT3 Cup. It really helps the drivers to clock fast lap times and improve their overall performance.

*Which race will you remember most – and why?* For me it was definitely Round 4 at the Hungaroring in Budapest, where both of our cars were fighting at the front. It showed everyone what we're capable of as a team.

*Any plans for next season?* We're in racing to win. So that's what we will focus on again next year.



## Season Results

### Team Classification

P5

### Overall Podium

P3 – R4

### Pole Position

R4

### Participating Team

CLRT

### Team Manager

Côme Ledogar

### Team Nationality

French

### Participating since

2020

### Drivers

11 Florian Latorre

12 Steven Palette

35 Marvin Klein





**FORZA ITALIA.  
POWERED BY WEISSACH.**

**A German horse on a golden background instead of a prancing stallion on yellow: the Italian Dinamic Motorsport team under team manager Giuliano Bottazzi drive racing cars made in Weissach, not in Maranello. And it's a winning formula.**

In the garages of the racing team from Reggio Emilia, you won't just find the brand-new Porsche 911 GT3 Cup, but other Porsche racing cars as well. Reliability and efficiency are the two main reasons for this. The team is focused on consistently good performance and good results on the circuits. And there are plenty of circuits close by: Monza, Imola and Misano are all popular test tracks for Dinamic Motorsport.

Dinamic Motorsport was founded in 2011 by ex-racing driver Maurizio Lusuardi. They qualified for the Porsche Mobil 1 Supercup via the Italian Carrera Cup, and in their debut season in 2017, Mattia Drudi was one of the Rookies at the wheel. He immediately made his mark by clinching two podium finishes for the team – one at their home track in Monza. A result, he was even able to top the standings in 2018.

**“We are very proud to represent Italy across Europe. Tifosi, vi amiamo!”**

Davide Noé, official representative of Dinamic Motorsport SRL

Team manager Giuliano Bottazzi describes Dinamic Motorsport as an Italian team with a German mindset: emotional, but dedicated to top performance. With #16 Simone laquinta (ITA), the Porsche Carrera Cup Italia Champion from 2019 and 2020 is at the wheel. He managed to score a podium finish with his P3 in Round 6, finally finishing 12th in the Overall Classification. #14 Lodovico Laurini (ITA) claimed fourth place in the Rookie Classification, while #15 Philipp Sager (AUT) finished as the runner-up in the ProAm Classification.

**The Italian force in the Supercup – a look back.**

In 2021, the solid team performance resulted in a strong 6th place in the Team Classification. Now let's hear from Davide Noé, the official representative of the team, who talks about his Porsche Mobil 1 Supercup season in 2021.

*Hi Davide, how would you describe the season? Are you happy with your performance?* It wasn't the best season for us, but it was an improvement compared to 2020. We had some accidents and some good opportunities to score more points. We will try our best and come back stronger in 2022.

*It was a tough season for Dinamic – and Simone had a serious crash in Imola this year. How did you get him back in the cockpit so quickly?* Simone got the best and most innovative surgery for his injuries. I was shocked to see him back in the car and performing at this level after such a short rehab time.

*How did you like the performance of the new Porsche 911 GT3 Cup?* The car is amazing! The new front suspension and the bigger front tyres really help us to get better lap times, and the drivers enjoyed the driving experience better, too.

*Which race will you remember most – and why?* Zandvoort. It was amazing to claim a spot in the top three in such an astonishing atmosphere, and to see Simone step up on the podium again after his big injury. Wow!

*There might be two Supercup races in Italy next year. How much does that motivate you to keep improving your team?* I can't wait! We didn't get what we wanted from Monza this year, so we want it all in 2022. ;-)

*You're now also quite active in the international “GT business”: is that a logical and typical next step for a team that comes from the Porsche Mobil 1 Supercup?* It's like in the world of Porsche one-make cups. The best drivers and teams from the national Carrera Cups come together in the Porsche Mobil 1 Supercup. And from the Supercup the next step up the ladder is to the world of GT racing, in my opinion.



## Season Results

### Team Classification

P6

### Overall Podium

P3 – R6

### ProAm Podium

P2 – R1, R5

P3 – R2, R8

### Rookie Podium

P2 – R4

P3 – R1, R2

### Participating Team

Dinamic Motorsport SRL

### Team Manager

Giuliano Bottazzi

### Team Nationality

Italian

### Participating since

2016

### Drivers

14 Lodovico Laurini

14 Jaap van Lagen

15 Philipp Sager

16 Simone Iaquina

16 Alessandro Giardelli

34 Moritz Sager

37 Gianmarco Quaresmini

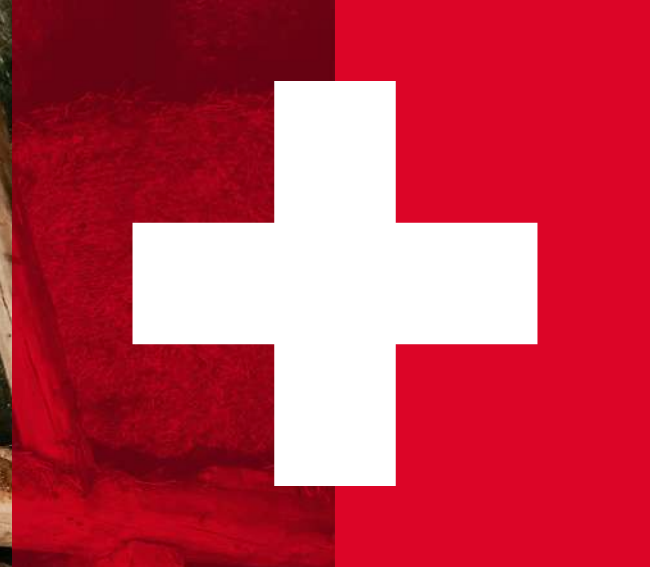




# FACH AUTO TECH



# THERE'S POWER IN THE MOUNTAINS.



**In owner and team manager Alex Fach's team, everything revolves around perfect interaction: technology, people, knowledge and talent – optimally synchronised. It's their recipe for success, demonstrated impressively in 2014.**

That year was the first time an ambitious New Zealander got behind the wheel of the FACH AUTO TECH 911 GT3 Cup. He began his first full Porsche Supercup season as a Rookie and Porsche Junior. By the end of the season, he was not only the overall Supercup Champion, but also a freshly minted Porsche factory driver. His name: Earl Bamber.

**“Earl Bamber was decisive and ground-breaking 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, Team Manager

With the supremely talented Earl at the wheel, Fach was able to play to all his strengths. It was a close, intensive team–driver collaboration, with only one goal: absolute perfection. In addition to dealing productively with feedback, the team also prioritises the way they communicate as well as their social behaviour. These soft skills are crucial for a long driving career at the top. But the sensational 2014 season was not a one-hit wonder for Bamber. It was a decisive step in his professional career.

Alex Fach feels that overseeing development like this is a confirmation of his role as an enabler of success. This is shown in the team's philosophy of promoting young, international drivers. In recent years, it has catapulted some young talents from Fach cars directly into factory driver seats – or elevated them from junior driver to pro racer. In addition to Bamber, other names including Matteo Cairoli, Matt Campbell and Nick Yelloly have all received the Swiss stamp of approval.

**“The most important things for up-and-coming drivers are raw talent behind the wheel and a willingness to work as a team. But outside of the car, they also have to work really hard to become successful.”**

Alex Fach, Team Manager

## **New staff put to the test.**

A Swiss racing team faces its own specific challenges, especially in times of travel restrictions – for example, when it comes to getting track time. That's because Alexander Fach's team doesn't have a home training facility: in Switzerland, it is against the law to build racing circuits. This means that the new Porsche 911 GT3 Cup they used in the Supercup and other Porsche one-make cups this season had to be tested on circuits abroad. Fortunately, Monza and Dijon are both not far away.

With #6 Christopher Zöchling (AUT) and #7 Marius Nakken (NOR), there were familiar faces in the FACH AUTO TECH race cars this season. Zöchling got off to a late start in 2015, and was two races behind in the Porsche Supercup but went on to finish in a remarkable 6th place for FACH. This season, things have not worked out quite so well for the easy-going Austrian, who lives in Dubai. He finished 10th in the Overall Classification, and his teammate Marius Nakken 15th.

## **What happens next, Mr Fach?**

The pandemic has taken an economic toll on the Swiss racing team, as it has on many others. Nevertheless, Alex Fach brought three race cars to the Supercup grid: besides the two for his permanent drivers, he gave the third wheel to former Formula 3 driver #8 Fabio Scherer (CHE) after #8 Maxime Boulin (FRA) dropped out of the series in Round 2. All in all, it was a mixed season, which we talked about in the interview below.

**Hi Alex, how would you describe the season?** Unfortunately, it was our worst season in terms of performance since joining the Supercup. Our plan to have Maxime Boulin as a Rookie driver didn't work out. In addition, we had bad luck in the races – especially Christopher, who retired several times with punctures as a result of contact with other cars on the circuit. The stewards' hard line on track limits didn't help us either.

**How intense were your discussions with the stewards?** It wasn't that intense, because most of the decisions had already been made. We were mostly just disappointed by the decisions, but we had to accept them.

**How did you like the performance of the new Porsche 911 GT3 Cup?** The new car is really great. Its performance with renewable racing fuels, which we also promoted with our vehicle livery, is really impressive. Technically, it was a bit more demanding.

**Which race will you remember most – and why?** No race in particular, but we managed to always keep the team's spirits up. It's a real challenge in a season where you don't get the chance to celebrate success on the racetrack.

**Looking ahead, what are your plans for next season?** Actually, it's like every season: to find good drivers and money as quickly as possible, so that we can participate again. Because the Porsche Supercup is also an important part of our racing business in economic terms.



## Season Results

Team Classification  
P7

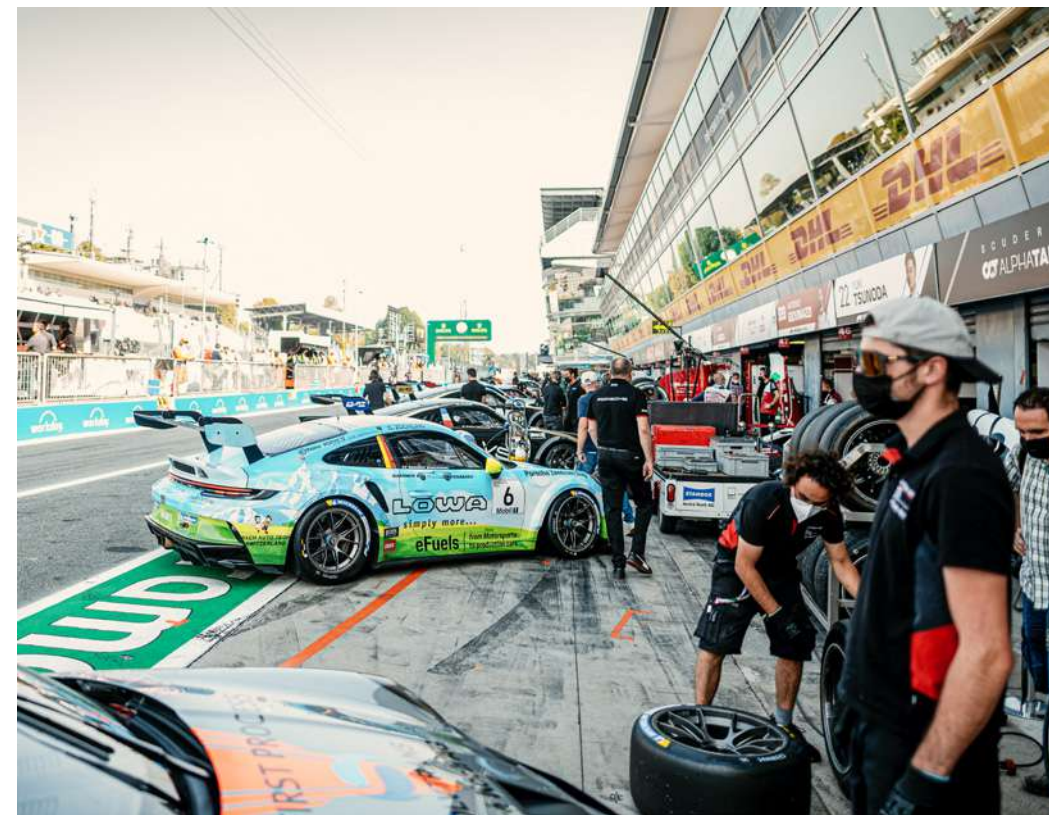
Participating Team  
FACH AUTO TECH

Team Manager  
Alexander Fach

Team Nationality  
Swiss

Participating since  
2013

Drivers  
6 Christopher Zöchling  
7 Marius Nakken  
8 Fabio Scherer  
8 Maxime Boulin





# THE FAST MEN AND THE SEA.

The year 2020 marked the team's first full Supercup season – and they took home two titles to De Rijp in the Netherlands. This year was just as successful for them, but instead of the Rookie title, the Dutch team claimed the 2021 Team Classification title.

With #25 Larry ten Voorde (NLD), GP Elite once again had the title favourite for the champion's trophy in the Porsche Mobil 1 Supercup. But success breeds expectation, and so there was much more attention on their performance this season. And to make things even more exciting, they not only competed in the Supercup, but also in four other Porsche one-make series as well.

Team manager Torsten van Haasteren is still a young man, but he has plenty of experience facing challenges like this. As well as the Porsche Supercup, he has been involved in Porsche one-make racing for more than a decade. One of the secrets to his success lies in promoting and developing a diverse and mostly young team of talented drivers in various disciplines. Away from the chequered flag, GP Elite's know-how is also available to ordinary mortals – the racing team see themselves as a contact point for newcomers to motorsports. They're known for it in Holland. Anyone who wants to get involved just has to commit to the goal that GP Elite has as their company's key motto: Drive to Perfection.

**“Our motivation? Becoming a world-class team. Always on the hunt for a podium finish.”**

Torsten van Haasteren, Team Manager

The lineup for the Porsche Mobil 1 Supercup is dominated by Dutch talent – racing is massively popular there. This was made abundantly clear this season at the very well-attended, first Dutch Grand Prix after 36 years. Van Haasteren is counting on continuity from his golden generation of racers, which includes the Van Kuijk brothers as well as #9 Lucas Groeneveld (NDL). Youngster Morris Schuring also made some appearances this season as a guest starter – another man with racing and Oranje in his heart.

**“As soon as we put a car on the grid and as soon as our driver gets into the car, we want to finish first.”**

Robert van Teijlingen, official representative of GP Elite

## What a season for GP Elite – what's next?

We asked Robert van Teijlingen to summarise the 2021 season for us and here are his thoughts on what was, objectively speaking, a very successful year.

*Hi Robert, what did you think of the Dutch F1 premiere in Zandvoort?* Zandvoort was incredible, especially as a Dutch team. The overwhelming atmosphere of the crowd cheering for all the drivers, but especially the Dutch ones. The arena section around T10–11 was absolutely special for the drivers because of the crowd cheering them on.

*How important is this enthusiasm for the Grand Prix weekends (sold out for the next three years) in the Netherlands?* It's really huge. Motorsports in general is becoming less and less interesting for both the general public and companies, with sustainability playing an important role in day-to-day life. The enthusiasm we feel at these events makes motorsport cool again, and that gives such a boost to every level of Dutch motorsports. The next few years it will be one of the coolest races on the calendar for sure. And the atmosphere is really helped by the excitement of the great driving and overtaking that we saw in all our races.

*Will you also move up to GT racing? What are your plans – is this the logical next step for a Supercup team?* We do have some long-term dreams, that's no secret. But for the moment, we're focusing on where we are, and fighting our battles in the Porsche Mobil 1 Supercup. If we could one day step up and continue into GT racing towards races like Le Mans or WEC, that would be a dream come true. It doesn't have to be our next step, though you saw it in the past with teams like Project 1. But it definitely is something every mechanic and driver dreams of being able to be part of, one day.

*How important is the day-to-day business in the Supercup for your entry into international GT racing?* The Porsche Mobil 1 Supercup is known worldwide as one of the toughest championships for both drivers and teams. With our two championships, we're seen as serious contenders, around the world. If you step up into GT racing though, you start from zero again, and we'd be as determined as ever to prove ourselves once more, because you're always only as good as your last race.



## Season Results

### Team Classification

P1 (Team GP Elite)  
P10 (GP Elite)

### Overall Podium

P1 – R1, R2, R4, R8  
P3 – R3, R7

### Pole Positions

R1, R2, R5, R8

### Participating Teams

Team GP Elite  
GP Elite

### Team Manager

Torsten van Haasteren

### Team Nationality

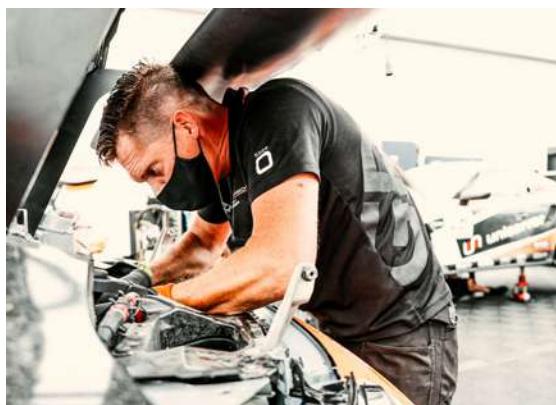
Dutch

### Participating since

2020

### Drivers

24 Max van Splunteren  
25 Larry ten Voorde  
26 Jesse van Kuijk  
9 Lucas Groeneveld  
10 Daan van Kuijk  
32 Morris Schuring





## A NEW GENERATION OF RACING.

**Racing legend Walter Lechner passed away after leading his team BWT Lechner Racing to the Supercup Team Championship title in 2020. Now his sons Robert and Walter Junior are continuing his legacy. One thing that hasn't changed is the team's will to win.**

The Lechner company motto "Racing ahead since 1975" tells you everything you need to know. But success only comes with hard work. That's why, for employees and racing drivers alike, they know they didn't end up at the successful Austrian racing team by accident. And a focus on commitment and top talent pays off: Lechner have at times over the last decade been unbeatable in the Supercup. The eleven Team Champion titles from the last few years speak volumes.

Lechner Racing is a team that's as precise as a telemetry data recorder: everything is exactly coordinated and meshes together perfectly. This includes the two team licences with five drivers in the Porsche Mobil 1 Supercup. The lineup in the brand-new Porsche 911 GT3 Cup is consistently geared toward podium finishes. In addition to the two long-serving Lechner racing drivers #1 Jean-Baptiste Simmenauer (FRA) and #3 Dylan Pereira (LUX), Supercup veteran #4 Tio Ellinas (CYP) and the newly crowned ProAm Champion 2021 #5 Nicolas Misslin (MCO) will take their places on the grid. Probably the biggest surprise has been the addition of Porsche Junior #2 Ayhancan Güven (TUR), who came third in the Overall Classification this season.

### What can we look forward to next season?

Robert Lechner first introduced Ayhancan Güven to his father Walter at the Porsche Night of Champions in Weissach in 2018. Now, the Istanbul native finally sat in a Lechner racing car for a first season and scored some points and podium finishes for the team. Let's hear from Robert Lechner (RL) and Michael Schöch (MS) about how they thought the season went and what they expect for next year.

**Robert, congratulations on winning the ProAm title for the team. Was it your goal from the beginning?** (RL) Thank you very much. It does mean a lot to us, the whole team and especially to Nicolas after he joined our team last year, after winning the Porsche Carrera Cup France ProAm title. His big mission and our overall target was to fight for the Supercup

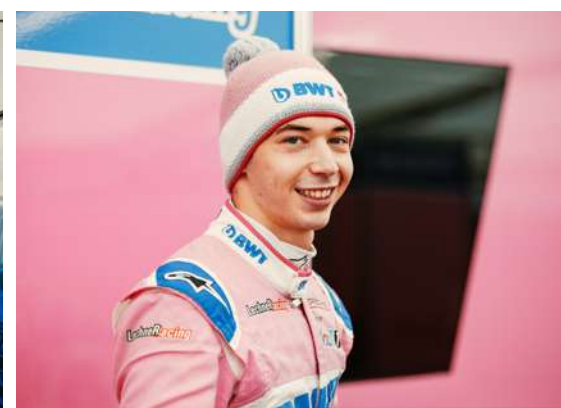
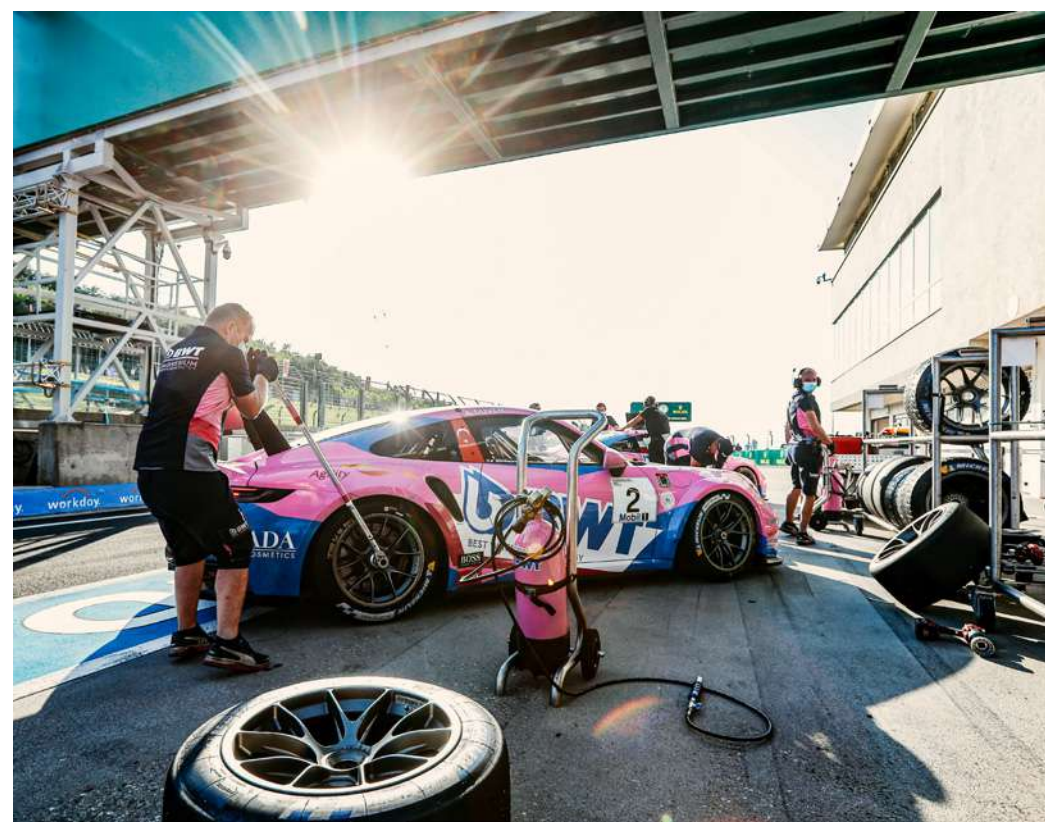
title. And I'm super happy for him and the whole team that he managed to secure that here at Monza.

**How would you describe the team's overall performance this season?** (RL) This season was a challenge in many ways. But what's important is that both of our top drivers won races. So at the end of the day, we are a winning team, with winning drivers. And this is what counts. Points count for the championship, and sometimes we don't manage to score the maximum of points. But we definitely are a winning team with a winning spirit.

**Michael, how about the switch Güven for Evans – how did it change the team?** (MS) We have had many Porsche Junior Drivers in our team, like Sven Müller, Dennis Olsen, Thomas Preining and Julien Andlauer. So we are used to working with these talented young guys. Jaxon Evans and Ayhancan Güven are both very talented, professional, charismatic and easy to deal with, so they were both a great asset to the whole team, each in their own way.

**Which race will you remember most – and why?** (MS) There is no doubt that our one–two victory at the 300th race of the Porsche Mobil 1 Supercup in Spa-Francorchamps was an absolute highlight that we will always remember. The wet conditions there over the whole weekend created very difficult circumstances for the team to find the right set-up, and for the drivers to show a flawless race performance without any mistakes. To have mastered this massive challenge made the victory even more memorable. It also was a huge relief for every single member of the team, as it meant that we were finally able to break our run of bad luck.

**So what about next season?** (RL) Next season, we'll be back in the Porsche Mobil 1 Supercup for sure. We'll try everything to fight for the maximum points and the best results possible. Hopefully we can fight for the Team Championship title again because we are a great team and I'm very proud of everyone involved – we want to bring the Team Classification title back home to Austria.



## Season Results

### Team Classification

- P4 (BWT Lechner Racing)
- P8 (Lechner Racing Middle East)

### Overall Podium

- P1 – R5, R7
- P2 – R2, R3, R5
- P3 – R8

### ProAm Podium

- P1 – R3, R4, R5, R6, R7, R8
- P2 – R2

### Pole Positions

- R3, R7

### Participating Teams

- BWT Lechner Racing
- Lechner Racing Middle East

### Team Managers

- Robert Lechner
- Michael Schöch

### Team Nationality

- Austrian

### Participating since

- 2003

### Drivers

- Jean-Baptiste Simmenauer
- Ayhancan Güven
- Dylan Pereira
- Tio Ellinas
- Nicolas Misslin



# THE HUBER BOYS OF MOTORSPORTS.

**Christoph Huber has been knocking on the Porsche Supercup door for years – now he's on the inside, with Nebulus Racing by Huber. What does he bring to the table? A seventh sense for success and a respect for the high level of professionalism that is key to this international series.**

Originally from Austria, Christoph Huber learned his trade from a racing legend: none other than his compatriot Walter Lechner Senior. Huber was his team manager and right-hand man in the Porsche Carrera Cup Deutschland from 2010 to 2016. He also managed the team at Lechner Racing in the Porsche Mobil 1 Supercup and organised the Porsche Sprint Challenge Middle East as Sporting Director. Today, Huber owns one of the largest motorsport autograph collections in the world, and he has a wealth of experience in Porsche one-make cups – experience that can only benefit his team.

**"I'm really proud that we have a permanent team in the Porsche Mobil 1 Supercup now, and that all our hard work over so many years is paying off."**

Christoph Huber, Team Owner

At the beginning of 2016, the then 33-year-old founded his own team, with the support of Lechner Senior. They picked up the ProAm title with Wolfgang Triller in his very first season in the Porsche Carrera Cup Deutschland – a success they managed to repeat in 2017. In 2019, the team with Larry ten Voorde at the wheel won a total of five races in the Carrera Cup Deutschland, finishing third in the championship and as runner-up in the team standings. The 2020 season was a rollercoaster ride for Nebulus Racing by Huber. The economic impact of the pandemic hit the young team hard. In terms of sport, however, things could hardly have gone better: Ten Voorde clinched the Porsche Carrera Cup Deutschland title for the team and won the Porsche Carrera Cup Le Mans.

#### Here to stay.

With racing driver and endurance specialist Luca Rettenbacher, Christoph Huber has once again used his network and strengthened his organisation for the Supercup. The master plan is to transfer his recipe for success to the international one-make cup. To this end, the team based in Neuburg am Inn in Lower Bavaria manned its three cars with well-known big names from each classification: ProAm title defender Roar Lindland, who failed to defend his title and ended up in 3rd place in his classification. The 2021 Rookie Champion Laurin Heinrich, who also took home P4 in the Overall Classification, and his teammate Leon Köhler, who ended up right behind Laurin in P5 Overall. With this performance, the team managed to leave a lasting impression on the Porsche Mobil 1 Supercup this season.

#### After a great season – what's next?

Christoph Huber is one of a kind compared to other racing team owners. He's not a mechanic, not an ex-racing driver – but he's very well connected with the entire racing circus, and he's equipped with an almost unerring sense for the right people to build a successful team. These skills were demonstrated again this season. But let's hear what he has to say, and find out how the 2021 Porsche Mobil 1 Supercup season was from his point of view.

*Hi Christoph! How satisfied are you with your first year in the Porsche Mobil 1 Supercup?* I couldn't have asked for more in our very first season as a permanent team, and the results we achieved. It started with a podium finish for Leon Köhler at the Red Bull Ring, then the double pole and double victory in Zandvoort, and finally winning the Rookie Championship with Laurin Heinrich. In the end, we also finished second in the Team Championship, only eight points behind GP Elite, so for me, it couldn't have been better. But there's room for improvement and optimisation in many areas, and of course we also learned a lot about where we can improve and do better next season. Especially in the ProAm Classification, where we're highly motivated to do better next season.

*Congratulations on winning the Rookie title. Was it your goal from the beginning?* Winning the Rookie Classification title in our first year – not just the first year for Nebulus Racing by Huber, but also Laurin's first season in the Supercup – is a dream come true for all of us. He had a bad start to the season in Monaco, but it didn't matter, because in the end he raced so well that he picked up more points than anybody else. It was one of the main goals for us this season, and Laurin was the perfect fit. But he's not only clever, he also works very hard for it.

*How did you like the performance of the new Porsche 911 GT3 Cup?* It's an amazing car, with a lot of improvements in comparison to the previous model. The car is state of the art and our drivers are very happy with the way it drives and looks, both inside and out. We're super happy and proud to be among the first to drive the new Porsche 911 GT3 Cup within the Porsche Mobil 1 Supercup.

*Will we see you again next year?* Yeah, we'll be back, and we'll learn from our mistakes. Because now we know how everything works around here. And I'm quite optimistic that I can keep these two young gentlemen and push for even more next season.



## Season Results

### Team Classification

P2

### Overall Podium

P1 – R6

P2 – R6, R8

P3 – R2, R5

### ProAm Podium

P1 – R2

P2 – R4

P3 – R3, R7

### Rookie Podium

P1 – R3, R4, R5, R6, R8

P2 – R2, R7

### Pole Position

R6

### Participating Team

Nebulus Racing by Huber

### Team Manager

Christoph Huber

### Team Nationality

German

### Participating since

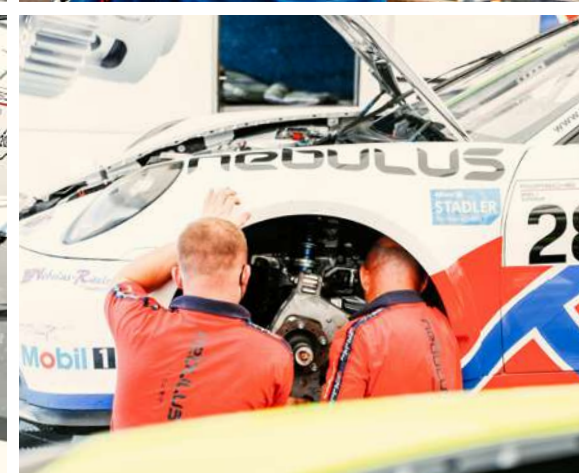
2021

### Drivers

27 Roar Lindland

28 Leon Köhler

29 Laurin Heinrich







# CROSSING THE CHANNEL TO WIN.

**From rivals on the track to friends – it's one of the stories we hear again and again in motorsports. It's less common for these friends to then form their own team together. But what wouldn't you do to represent the UK in the Porsche Supercup again?**

A lot can happen in the course of a motorsports friendship. Especially when, as in the case of Stuart Parker and Patrick de Groot, you've known each other for over 14 years. The British team manager and the Dutch race engineer met for the first time in 2007, when they were on different sides in the Supercup.

A lot has happened since then. Both men led their racing teams Team Parker Racing and Revs Motorsport to success in numerous motorsport series – from national Carrera Cups to endurance championships. In the process, the manager Parker increasingly relied on the expertise of his engineering genius friend De Groot.

In 2020, De Groot was part of Stuart Parker's team for the entire Carrera Cup Great Britain season, a decision that paid off in results: Team Parker Racing won 13 of 16 races and finished first in almost all classifications, with three team licences and a total of six Porsche 911 GT3 Cups. With the young, talented driver Harry King, the team secured the champion's title, while the ProAm Classification was won by Esmee Hawkey, the woman behind the wheel of Parker's 911 GT3 Cup. The team also dominated the AM and Team Classification in what Stuart Parker calls a "stellar year".

## Masterminds from the UK and the Netherlands.

Energised by their success, they were inspired to transfer their winning formula in the national series to the Porsche Mobil 1 Supercup. To this end, the two friends founded their first joint team in 2020: Parker Revs Motorsport. Patrick de Groot brings a wealth of experience in the Porsche Supercup to the table – among other things assisting British driver Richard Westbrook to back-to-back titles in 2006 and 2007.

His focus is on victory, and that's why he configures each car to match the special characteristics of its driver. Stuart's passion is managing the team. It's not an easy task in times of Brexit and a global pandemic, especially for a British team. Persistence and willpower are vital – virtues that make the team led by the two racing veterans what it is: a very serious competitor.

**"Covid is everybody's worst bloody nightmare, especially when it comes to logistics."**

Stuart Parker, Team Manager

The 2020 Carrera Cup Great Britain Champion, #17 Harry King (GBR), competed for the Leicestershire team in the Rookie Classification. This time, however, he had the best international Porsche one-make series drivers breathing down his neck. Another challenge was combining the race

calendars of the two series – he missed two Porsche Mobil 1 Supercup races as a result and ended up third in the Rookie Classification.

## What does the team say about the past season?

The goal for Parker Revs Motorsport was to establish themselves as a competitive team in the Porsche Mobil 1 Supercup – a series that Stuart finds very appealing. Here are his thoughts about the 2021 Supercup season.

**"In the end of the day: to beat the best you need to be the best. We still have a lot to learn, but we're also quite ambitious."**

Stuart Parker, Team Manager

## Hi Stuart, how would you describe your overall performance this season?

It was difficult and frustrating for us, to be honest, with the lasting effects of Covid. And obviously, also Brexit this year, it's made life a lot more difficult than what we originally thought. We've not been able to travel freely to Europe, testing has been impossible for us because unless we have an invite letter, we can't move. So yeah, it's made what was already a difficult programme really, really hard. So we're not happy with where we are on the track. We know we've got a lot to improve, but hopefully we can come back next year, get some more track time and move up the grid.

**Harry is the reigning champion in the Carrera Cup Great Britain, but he also has a lot of potential in the Supercup, don't you think?** For sure Harry's future lies in the Supercup, and certainly not in the Carrera Cup Great Britain. He did a fantastic job and won it last year, and he can win it again this year. But ultimately, the future for him is the Porsche Mobil 1 Supercup and beyond.

**Harry wasn't able to participate in two rounds. In spite of this, did the RP help him to improve?** The Porsche Rookie Programme is second to none. The work that Marco's done with Harry and the other guys is absolutely incredible. And it's testament to them, their support and that programme that you see the results come in. You know, a Rookie won the race last time I assembled, so hopefully that benefit will last for years.

**Which race will you remember most – and why?** Monza, it was the first time during the season where we had the opportunity to test at a circuit beforehand and the results started to come. Watching Harry battle it out at the front of Round 8 and nearly getting 5th at the line was a fantastic end to what had been a difficult year.

**How did you like the performance of the new Porsche 911 GT3 Cup?** The new 992 is a stunningly capable race car that is a privilege to work with.

**The fans really appreciated having a British team back in the series. What's your message to them, both about the past and the upcoming season?** It was disappointing to say the least that we couldn't race on home ground, but as always we want to thank everyone for their support, and we can't wait to come back stronger in 2022.



## Season Results

### Team Classification

P9

### Rookie Podium

P2 – R1, R8

P3 – R5, R6, R7

### Participating Team

Parker Revs Motorsport

### Team Managers

Stuart Parker

Patrick de Groot

### Team Nationality

British

### Participating since

2021

### Drivers

17 Harry King

18 Michael Crees

18 Garry Findlay

36 Loek Hartog



PORSCHE 911 GT3 CUP

# NEW RACE CAR, MORE ACTION.

The Porsche Mobil 1 Supercup features the Porsche 911 GT3 Cup, the world's best-selling race car. For this season, it was the new generation – driven by #DreamSpirit.

The new Porsche 911 GT3 Cup is the first race car based on the current 911 model series 992. Like everything at Porsche Motorsport, the seventh race car generation is equally as committed to sporting success – it's a tradition after all. Since 1990, Porsche has built and sold more than 4,250 copies of the world-renowned Cup car.

Broad and brutish, the new bolide stands on the tarmac, every inch a thoroughbred race car. This is something also highlighted by the significant changes compared to the 2017 version (991.2): 510 hp, optimised intake manifold, electronic gearshift and power steering, fully digital cockpit, larger rear wing, and a double-wishbone front axle – which means the toe at the front is wider for the first time at 1,920 mm compared to the rear axle (1,902 mm).

“How a one-make cup race car performs is the foundation for all the exciting races to come.

The new 911 GT3 Cup is taking on a great legacy. And it has already proven itself!”

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

## Faster than the predecessor.

The new Porsche 911 GT3 Cup produces more downforce with the gooseneck rear wing and a larger front lip. The result: higher cornering speeds and more direct turn-in for faster lap times, especially on winding circuits.

It's not just the racing teams and drivers who are enthusiastic about this new sporting machinery. Porsche one-make cup fans witnessed closer title battles in the 2021 season, when all participants were busy gathering new data from the race car. Porsche Supercup teams chasing points in the national Porsche Carrera Cups in Germany, France and Benelux had a slight advantage though – the new 911 GT3 Cup is also used there. Moreover, the car premiered at the Porsche Carrera Cup Asia and the recently established Porsche Carrera Cup North America.

## Teamwork in the interest of fans and the environment.

There's no denying: it's a prestigious project when the world's best-selling race car comes up for a model change. The development team not only had to weigh up the limits of what is technically possible, but also incorporate input from racing teams across the globe. In addition to top performance and innovations, the teams demand reliability and economic efficiency. Racing, for all its emotions, is a business.

But there's another element that is fast becoming a key focus in vehicle development in times of advancing global warming: sustainability. The drive unit of the new Porsche 911 GT3 Cup, for example, is designed to run on synthetic fuels – allowing a significant reduction in CO<sub>2</sub> emissions when racing. In fact, from mid-2022, the Porsche Mobil 1 Supercup is preparing to run on an innovative, climate-neutral eFuel – generating important insights into climate-friendly combustion engines for Porsche's road cars.

## Digital cockpit with improved ergonomics.

Ease of operation and maintenance is a decisive factor for racing teams when it comes to purchasing a new race car. And here the new digital cockpit represents a quantum leap. It's far more driver-oriented – allowing direct access to multiple functionalities via the newly designed steering wheel. A central interface also simplifies data and error analysis.



Drive type:	Rear-wheel drive
Displacement:	3,996 cm <sup>3</sup>
Performance:	375 kW (510 hp)
Weight:	ca. 1,260 kg
Length:	4,585 mm
Width (front axle):	1,920 mm
Width (rear axle):	1,902 mm
Wheelbase:	2,459 mm





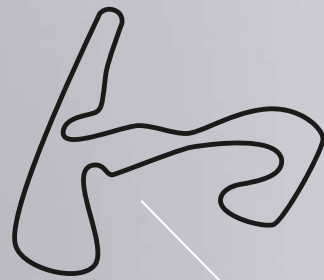
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# THE RACES

Hard to beat for excitement.

# 2021 RACE CALENDAR

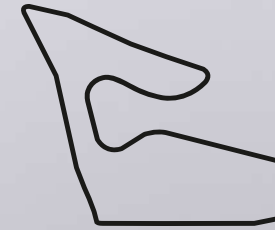
**ROLL-OUT**  
CIRCUIT ZANDVOORT  
🇳🇱 ZANDVOORT, NETHERLANDS  
30 MARCH 2021



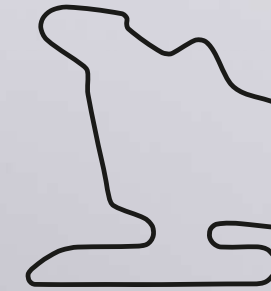
**ROUND 1**  
CIRCUIT DE MONACO  
🇲🇨 MONTE CARLO, MONACO  
20-23 MAY 2021



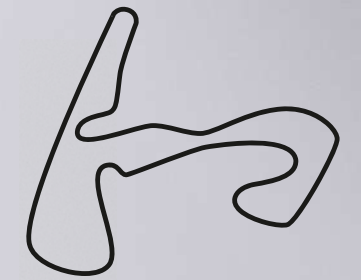
**ROUNDS 2+3**  
RED BULL RING  
🇦🇹 SPIELBERG, AUSTRIA  
25-27 JUNE 2021  
02-04 JULY 2021



**ROUND 4**  
HUNGARORING  
🇭🇺 BUDAPEST, HUNGARY  
30 JULY-01 AUGUST 2021



**ROUND 6**  
CIRCUIT ZANDVOORT  
🇳🇱 ZANDVOORT, NETHERLANDS  
03-05 SEPTEMBER 2021



MARCH      APRIL      MAY      JUNE      JULY      AUGUST      SEPTEMBER      OCTOBER



**SEASON TEST**  
AUTODROMO NAZIONALE MONZA  
🇮🇹 MONZA, ITALY  
20-21 APRIL 2021



**ROUND 2 | CANCELLED**  
CIRCUIT PAUL RICARD  
🇫🇷 LE CASTELLET, FRANCE  
25-27 JUNE 2021



**ROUND 4 | CANCELLED**  
SILVERSTONE CIRCUIT  
🇬🇧 TOWCESTER, UK  
16-18 JULY 2021



**ROUND 5 | CELEBRATING 300 RACES**  
CIRCUIT DE SPA-FRANCORCHAMPS  
🇧🇪 SPA-FRANCORCHAMPS, BELGIUM  
27-29 AUGUST 2021



**ROUNDS 7+8**  
AUTODROMO NAZIONALE MONZA  
🇮🇹 MONZA, ITALY  
10-12 SEPTEMBER 2021

# R1



## CHAUFFER LA PISCINE

ROUND 1 | CIRCUIT DE MONACO | MONTE CARLO, MONACO  
20-23 MAY 2021

**The Porsche Mobil 1 Supercup arrived in Monte Carlo for the first round of the 2021 season. A great venue to open the series and an even greater challenge for the drivers and teams. But let's not get ahead of ourselves ...**

There were 28 cars entered for the race, over the famous 19-turn, 3.3 km circuit, winding through the unforgiving streets of the Principality, used for the Formula 1 Grand Prix since 1929. It would be a severe test for the new Porsche 911 GT3 Cup car – mistakes at Monaco rarely come cheap.

The Free Practice Session on Thursday evening was interrupted twice: first to clear the circuit after #29 Laurin Heinrich (DEU / Nebulus Racing by Huber) dumped fluids on the tarmac after hitting the barriers at Rascasse. And second – with four minutes remaining – after #15 Philipp Sager (AUT / Dinamic Motorsport) crashed at St. Devote.

Early on, it was 2020 champion #25 Larry ten Voorde (NED / Team GP Elite) on top of the times, but Luxembourg #3 Dylan Pereira in his BWT Lechner-run car eclipsed his time on his next lap to go to the top of the scoreboard. In the Rookie Classification, #17 Harry King, in the Parker Revs Motorsport 911 GT3 Cup, set the early pace, fresh from his victory at the Red Bull Ring in the Porsche Carrera Cup Benelux race last weekend. His time

was soon beaten though, by fellow Rookie #19 Dorian Boccolacci (FRA / Martinet by Alméras), who already looked like a good bet for a top six position. Then, the crash of Heinrich led to the first red flag phase.

**Narrow streets, solid barriers – a challenging combination.**

With 15 minutes of the session to go, Larry ten Voorde went quicker again, hurling his Team GP Elite car around in 1m 34.165s, with Turkish driver #2 Ayhan Güven also improving to third fastest in his BWT Lechner car, finishing the session ahead of Evans after these two traded times.

**“Just great. P1 in Free Practice, that's how we start the season!”**

#3 Dylan Pereira (LUX / BWT Lechner Racing)

With five minutes of the session remaining, Dylan Pereira improved again, down to a 1m 34.062s. The question of whether Ten Voorde would have been able to respond was left unanswered as the red flag was shown again – this time it was Austrian ProAm Philipp Sager in the wall, at St. Devote, and the session was not restarted.

Top Rookie was Dorian Boccolacci, who simply got quicker and quicker as the session progressed, ending up a very impressive fourth Overall in 1m 34.698s. That left Evans fifth with #4 Tio Ellinas (CYP / Lechner Racing Middle East), making it three Lechner-run cars in the top six. The fastest ProAm was Monégasque #5 Nicolas Misslin (15th Overall) in his Lechner Racing Middle East entry.

**A chequered Qualifying Session.**

Traffic around the streets of Monte Carlo is a problem at the best of times – and especially when there's a Grand Prix on. Getting a clear lap in Qualifying Session for the Porsche Mobil 1 Supercup race was crucial, and taking your chance when it was presented absolutely essential.

Not participating in the Qualifying Session was Laurin Heinrich, following yesterday's crash – the Nebulus team hoped to have the car ready for Sunday's race. From the practice times, it seemed that in order to be at the front of the grid, a time under 1m 34s would be necessary. Predictably enough, it was the flying Dutchman, Larry ten

**“I drove a perfect lap and in some places even scraped the guardrail slightly. But I was so gentle that the barrier didn't punish me.”**

#25 Larry ten Voorde (NED / Team GP Elite)

Voorde, who was first into the 1m 33s bracket – with 18 minutes of the session elapsed. The time was substantially ahead of the rest: his 1m 33.170s was almost two seconds faster than the pole-setting time of 2019 – and a full second quicker than the next fastest, Dorian Boccolacci. The young Frenchman was making his first start in the Supercup and thus qualified for the Rookie Classification, but he has a good deal of experience racing in both GT cars and single-seaters, including finishing fourth in the F2 race at Monaco in 2019.

Boccolacci's teammate at Martinet, Jaxon Evans, was also in great form, finishing up second fastest with a time of 1m 33.274s on his penultimate lap of the session. Behind Boccolacci, in fourth place, was Christopher Zöchling, for FACH AUTO TECH, saving his best effort for the very last lap of qualifying, then, filling the third row of the grid, Ayhan Güven and Florian Latorre, fifth and sixth in the session.

**Race day in Monaco again. Finally!**

Qualifying had left a somewhat topsy-turvy grid for the 17-lap race, particularly with pace-setter Dylan Pereira at the back of the grid. Also at the back was Laurin Heinrich, in a brand-new car following his shunt in practice on Thursday.

The start was clean, at least for the front dozen or so cars. Ayhan Güven made a great getaway and drove around the outside of Christopher Zöchling at St. Devote to grab fourth place. Behind, it became rather physical as several cars took a shortcut on the inside, leading to some side-by-side jostling up the hill towards Massenet. #24 Max van Splunteren (NLD / Team GP Elite) and #1 Jean-Baptiste Simmenauer (FRA / BWT Lechner Racing) clashed door handles several times before the Frenchman speared off to the right and bounced back into the middle of the track, only to be struck by Roar Lindland, blocking the track and leaving those behind with nowhere to go. #22 Stéphane Denoual's car was also damaged in the incident.



A red flag to stop the race was inevitable – in addition to the blockage of cars, there were also fluids strewn across the track. Some time was needed to pick up the pieces and count the cost. In terms of drivers, #10 Daan van Kuijk (NLD / GP Elite), Nicolas Misslin and #23 Aaron Mason (GBR / Pierre Martinet by Alméras) joined Simmenauer, Lindland and Denoual – unable to take the restart.

#### Restart after the pile-up.

Once the track had been cleared, the safety car led the field out of the pits in the original grid order for a rolling start, optimistically minimising the risk of further carnage, and a 15-lap race. Once again, Larry ten Voorde made a copybook start, stretching the legs of the Team GP Elite entry ahead of the two Martinet by Alméras cars of Jaxon Evans and Dorian Boccolacci. Zöchling made sure that Güven stayed behind him this time, and started putting a lot of pressure on Rookie Boccolacci.

On the second lap, British Touring Car Championship graduate #18 Michael Crees (GBR / Parker Revs Motorsport) got it all wrong at St. Devote and hit the barrier. He tried to get going again, but came to a halt at Casino Square and the Safety Car was deployed to allow the damaged car to be recovered. Meanwhile, #28 Leon Köhler (DEU / Nebulus Racing by Huber) had overtaken #16 Simone laquinta (ITA / Dinamic Motorsport) for seventh place.

#### Safety Car back in business.

The Safety Car period lasted only three minutes, and when racing resumed there were eleven laps still to go. Dylan Pereira, having started from the back of the grid, was now 17th and looking likely to be able to score some points, provided he could keep going – the question was, how many points could he salvage?

For the third time, Ten Voorde made the perfect getaway at the front and again consolidated his lead ahead of New Zealander Evans and Frenchman Boccolacci in the two Martinet cars. Having withstood the early pressure from Zöchling, Boccolacci looked more settled now and by lap 10 he had established a second of a cushion between himself and the Austrian.

Earlier, on lap 7, Rookie #8 Maxime Boulon (FRA / FACH AUTO TECH) collided with the car of #21 Clément Mateu (FRA / Pierre Martinet by Alméras) and trailed back to the pits with damage to the front right corner.

Overtaking may be difficult, but further back, Dylan Pereira was proving it was not impossible as he fought his way up the leaderboard. From 16th on lap 6

**“The start of the Porsche Mobil 1 Supercup’s 29th season couldn’t have been more spectacular. Congratulations to the defending champion Larry ten Voorde on his victory. The race also underlined that some new names will appear in the top group this year.”**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

he made it up to 13th on lap 10, but then became stuck behind Norwegian #7 Marius Nakken in the FACH AUTO TECH car. He finally made the pass on the last lap of the race, and 12th became 11th as teammate Güven suddenly slowed as he crossed the line to start his last lap and ground to a halt before taking the chequered flag.

There was other action further down the field on the last lap as a clumsy move by Max van Splunteren saw both he and GP Elite teammate #9 Lucas Groeneveld (NDL / GP Elite) spinning at the Grand Hotel hairpin. This time, the villain became the victim as Van Splunteren dropped to 17th while Groeneveld was able to salvage 15th place. The real beneficiary was Laurin Heinrich, though, who managed to bring his untried car home in 14th Overall and fourth in the Rookie Classification, behind Boccolacci, Harry King and #14 Lodovico Laurini (ITA / Dinamic Motorsport). With Clément Mateu on P1 and Philipp Sager on P2, only two drivers mounted the ProAm podium.

**“I pushed hard in the first few laps to gain an advantage over Jaxon Evans – he’s the guy I feared the most.”**

#25 Larry ten Voorde (NED / Team GP Elite)

#### Looking forward to Spielberg.

It was a very satisfying victory for Larry ten Voorde, who looked in command of matters throughout the event. His race performance was exemplary, and it was the perfect start to the season for him and Team GP Elite. Martinet by Alméras can also look back on a job well done, filling the remaining two podium positions from second and third on the grid. Dorian Boccolacci in particular made an impressive debut in the Porsche Supercup and will be someone to watch in the remainder of the season.

#### Top 3 Race Results Round 1

##### OVERALL

1	LARRY TEN VOORDE	GP	25
2	JAXON EVANS	ma	20
3	DORIAN BOCCOLACCI <sup>R</sup>	ma	19

##### ROOKIE

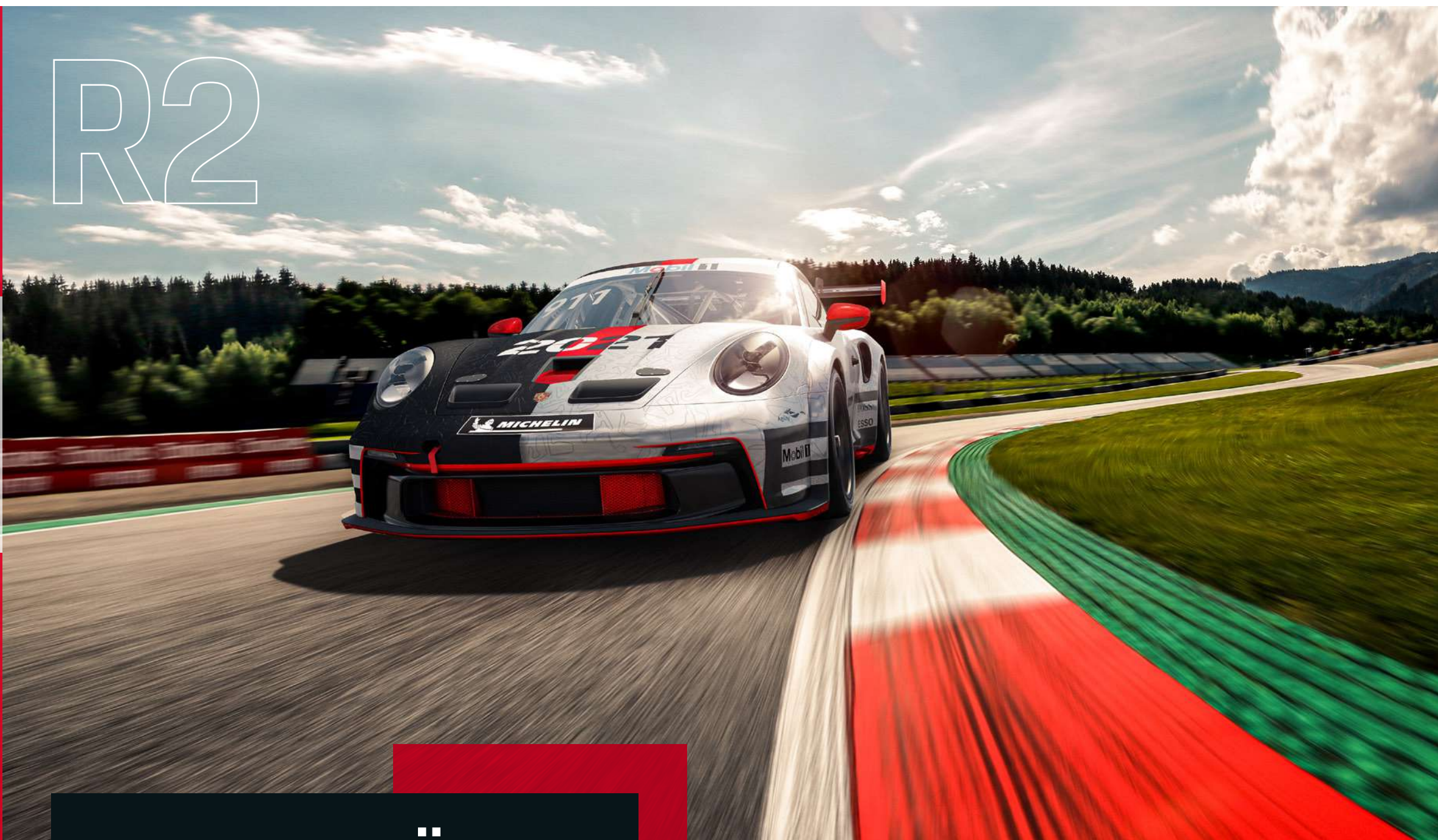
1	DORIAN BOCCOLACCI <sup>R</sup>	ma	19
2	HARRY KING <sup>R</sup>	R	17
3	LODOVICO LAURINI <sup>R</sup>	R	14

##### ProAm

1	CLÉMENT MATEU <sup>P</sup>	ma	21
2	PHILIPP SAGER <sup>P</sup>	R	15



# R2



## ALPENGLÜHEN

ROUND 2 | RED BULL RING  
SPIELBERG, AUSTRIA  
25–27 JUNE 2021

The Red Bull Ring, near Spielberg in southern Austria, was the venue for Round 2 of the Porsche Mobil 1 Supercup. The picturesque Styrian hillsides made a verdant contrast to the city streets of Monaco, and a very different kind of challenge.

The circuit had hosted rounds already this year of the Porsche Carrera Cup Benelux and Deutschland, but not all the entrants had experienced the Red Bull Ring in the new Porsche 911 GT3 Cup car.

The Practice Session late on Friday afternoon began with the sun finding its way through heavy, overcast skies. Storms looked likely – but when would they arrive?

### Exceeding track limits – typical for Spielberg.

When #25 Larry ten Voorde (NLD / Team GP Elite) finally emerged from the pits, #3 Dylan Pereira (LUX / BWT Lechner Racing) was the quickest, ahead of #2 Ayhancan Güven (TUR / BWT Lechner

Racing) and #4 Tio Ellinas (CYP / Lechner Racing Middle East).

With half the session gone, many lap times had already been disqualified for track limit violations, all of the top six had had at least one lap time disallowed. Meanwhile, #10 Daan van Kuijk (NLD / GP Elite) blotted his copybook with a spin over the kerbs and grass.

### Practice, spiced up with red flag and rain.

With 15 minutes to go, Race Director Peter Roberts interrupted the session with a red flag. Due to the numerous violations of track limits, he wanted to give the drivers some time to reflect on their driving.

However, before the green flag was given, raindrops were falling and quickly became a thunderstorm. Despite the green flag being shown, with the track conditions as treacherous as they were, it was pointless looking for any more quick laps. Both Laurin Heinrich and Leon Köhler went out on rain tyres, but having spent so much of the dry part of the session in the pits, their places at the bottom of the timing sheet were assured.

### Qualifying – dry and sunny.

Following Friday's track limit saga, drivers were more than aware that transgressions would be penalised in qualifying. Quick laps would have to be clean and legal: between the white lines, on but not beyond the kerbs. Between them, the BWT Lechner Racing cars of Pereira and Güven had five lap times nullified within the first five minutes!

Midway through the qualifying, the red flag was shown – Michael Crees was off at turn 4 in the sole Parker Revs entry. The clock was stopped as the circuit was cleared, and the session got underway again with 16 minutes showing. Immediately, Laurin Heinrich set a lap good enough for the front row of the grid, but the stewards quickly decided that he had gone over track limits and disallowed the time. Some people never learn.

**"I wasn't at the front during testing here, in the Porsche Carrera Cup Deutschland race or in Free Practice yesterday. My first lap today was the fastest and was enough for the third grid spot. I hope things go as well for me in the race on Sunday."**

#19 Dorian Boccolacci (FRA / Martinet by Alméras)

With six minutes to go, Ten Voorde went quicker again to take pole position and Dylan Pereira, who had been relatively quiet until this point, posted a time which would have put him fifth, but again, his time was disallowed.

Güven was still pushing hard, and with just over a minute to the chequered flag, finally secured a front row start alongside Ten Voorde. The top 15 cars all did times within a second of each other:

promising a close race – although overtaking would be tricky in the race itself.

**"The track changed significantly compared to yesterday, probably because of Formula 1 tyre wear. As a result, my car's balance wasn't ideal."**

#2 Ayhancan Güven (TUR / BWT Lechner Racing)

### The first race lap had it all.

Sunday's race was held in warm conditions under sunny skies – rain threatened, but thankfully failed to materialise during the 18-lap race around the Red Bull Ring's technical corners and sweeping fast curves. As the red lights went out, poleman Larry ten Voorde made a perfect start and headed off unchallenged to turn 1, while Leon Köhler managed to tow through behind Ayhancan Güven to get ahead of Boccolacci and snatch third place.

The left side of the grid had generally made better starts (being on the racing line), and Laurin Heinrich from row 5 was up into seventh place as the field reached turn 3. On his inside was Florian Latorre, trying to make up for a poor start from the fourth row, and the two of them clashed side-to-side several times as they exited the corner. The pair lost places to Van Splunteren and Evans as they sorted themselves out.

In the next group, Dylan Pereira and #10 Daan van Kuijk (NLD / GP Elite) also arrived at the same corner side by side, both going too fast to make the turn: both slid off into the gravel and lost many places as they regained momentum.

### Experts at the wheel.

As they completed lap 1, Ten Voorde was leading by 0.8s. Behind, the closest battle was between Van Splunteren and Evans, for fifth and sixth, with the New Zealander unable to find a way past. This enabled Christopher Zöchling, who had steered clear of trouble on the opening lap to grab seventh place from 12th on the grid, to close up as well, making it a three-way scrap.

It was a clean, well-fought and entertaining display of committed racing from all three – especially from Jaxon Evans, whose attempts to





make an overtaking move were constantly being compromised by the need to defend his position from Zöchling.

**“Jaxon nudged me slightly a few times under braking, but I always managed to keep him behind me on the next straight.”**

#24 Max van Splunteren (NLD / Team GP Elite)

**Ten Voorde unstoppable, Pereira's nightmare.**

Up at the front, half-distance came and went without incident for Larry ten Voorde, as he extended his lead to 1.3s on lap 9 and looked pretty invincible. Ayhancan Güven in second place was similarly comfortable, over a second clear of third-placed Leon Köhler, who had set the fastest lap of the race on lap 5.

On lap 12, Daan van Kuijk had a spin at the exit of turn 1, returning to the pits at the end of the following lap. Meanwhile, Dylan Pereira, a winner here in 2020, was making progress through the field, but not finding overtaking easy. Possibly the undertray had been damaged in his off-track excursion on lap 1, but he had only managed to get up to 13th by half-distance. In the last two laps, he was able to make another two positions, but attracted the disapproving eye of the race stewards as he did so and was penalised a further five seconds for his indiscretions.

**Rookies and ProAms provide good entertainment.**

The chequered flag fell deservedly to Larry ten Voorde, making it two wins from two races and surely giving him high hopes for a third in just a few days' time at the same venue.

**“P1 – incredible. Couldn't have gone any better. Thanks to the team!”**

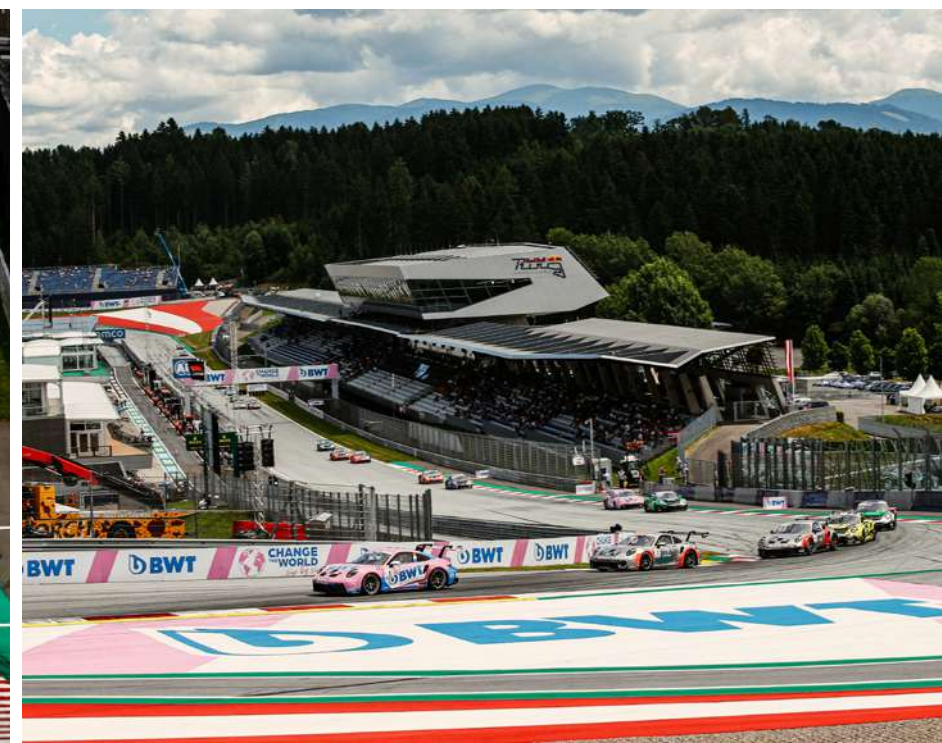
#25 Larry ten Voorde (NED / Team GP Elite)

In the Rookie Classification, Dorian Boccolacci continued his winning ways with another dominant performance ahead of Laurin Heinrich and #14 Ludovico Laurini (ITA / Dinamic Motorsport SRL).

In ProAm, #27 Roar Lindland (NOR / Nebulus Racing by Huber) took the honours, finishing ahead of #5 Nicolas Misslin (MCO / Lechner Racing Middle East) and #15 Philipp Sager (AUT / Dinamic Motorsport SRL).

**No time to relax, get ready to race.**

For Team GP Elite and Larry ten Voorde, it was a good weekend, but for the rest there would be work to be done before the next round. For last year's championship runner-up, Dylan Pereira, things could only get better with only seven championship points from two rounds.



**Top 3 Race Results Round 2**

**OVERALL**

1	LARRY TEN VOORDE	GP	25
2	AYHANCAN GÜVEN	LR	2
3	LEON KÖHLER	NRE	28

**ROOKIE**

1	DORIAN BOCCOLACCI <sup>R</sup>	ma	19
2	LAURIN HEINRICH <sup>R</sup>	NRE	29
3	LODOVICO LAURINI <sup>R</sup>	ma	14

**ProAm**

1	ROAR LINDLAND <sup>P</sup>	NRE	27
2	NICOLAS MISSLIN <sup>P</sup>	LR	5
3	PHILIPP SAGER <sup>P</sup>	ma	15



FIA Formula 1 World Championship™

PIRELLI

# R3



## GIPFELSTURM

ROUND 3 | RED BULL RING  
SPIELBERG, AUSTRIA  
02-04 JULY 2021

**It was only a few days since the chequered flag flew over Larry ten Voorde's second victory out of two – but things turned out very differently in the second race at the Red Bull Ring. A refreshing change, opening up the championship battle!**

From the moment the light went green to start Friday's 45-minute Practice Session, it was clear that the teams had not been idle in the working week separating this from the previous round of the 2021 Porsche Mobil 1 Supercup. And with due cause: the way that #25 Larry ten Voorde (NLD / Team GP Elite) had dominated Round 2 meant that changes would be required from the competition to get back on terms.

Lechner Racing is not used to playing second fiddle, and the team worked out changes which they hoped would improve the prospects of their drivers and used the experience gained from their disappointing showing the previous weekend. The best-placed Lechner driver in the championship

coming into Round 3 was #2 Ayhancan Güven (TUR / BWT Lechner Racing), only sixth; while last year's championship runner-up #3 Dylan Pereira (LUX / BWT Lechner Racing) only had seven points to his name.

### Practice: action all the way.

Quickest in the Practice Session was #20 Jaxon Evans (NZL / Martinet by Alméras). The 24-year-old took his time in a session that was half over when the quick times were set. This was due in part to several quick times being disqualified for track limit violations. The kerbs at the Red Bull Ring are not particularly punishing – and the new Porsche 911 GT3 Cup car is a sturdy machine –

and unscrupulous drivers can take advantage at several points around the circuit.

Not only Evans, but also Dylan Pereira, #24 Max van Splunteren (NLD / Team GP Elite) and Larry ten Voorde suffered from deleted times – Race Control was sending out a clear message. In the second part of the session, a pattern began to emerge. Behind Evans was #11 Florian Latorre (FRA / CLRT) and Larry ten Voorde.

**“Competition is very tight. I'm really looking forward to the qualifying!”**

#17 Harry King (GBR / Parker Revs Motorsport)

### Thrilling final qualifying minutes to the last lap.

The weather was perfect for the Qualifying Session, and the entry – 32 cars – was the strongest yet in the Porsche Mobil 1 Supercup 2021, with the addition of MRS GT-Racing participating as a guest team. Some additional glamour was brought to the grid by #911 Michael Fassbender (IRL / Porsche Motorsport), the Hollywood movie star augmenting his outings in the European Le Mans Series with a one-off race in Austria.

It was Fassbender who drew attention to himself early in the Qualifying Session, getting the power down a little too eagerly coming out of turn 4 and spinning out without contact. Later in the session, the 44-year-old would again get it wrong, this time coming out of the final turn onto the start-finish straight; clipping the front of the car against the pit wall, but being able to continue back to the pit lane.

In the final five minutes, Ten Voorde took provisional pole away from Jaxon Evans, with Ayhancan Güven second fastest. Then Dylan Pereira set the fastest lap: only to find Evans going faster to take pole away again. It came down to the final lap – and Pereira managed to grab pole position, ahead of Evans and Güven then Ten Voorde, fourth.

**“I'm pleased that everything finally ran perfectly again. Last weekend here in Spielberg, things didn't go so well for me. Since then, my team has worked hard and my car now has a significantly better set-up.”**

#3 Dylan Pereira (LUX / BWT Lechner Racing)

### Raceday: a rather different look and feel.

There were low clouds and lower temperatures than the previous week, and hopes were high at BWT Lechner Racing that with two team cars ahead of the championship leader Larry ten Voorde, their prospects for a good championship score were good. Particularly for Dylan Pereira, who last weekend had had an “absolutely catastrophic weekend, the worst of my career” – he had to push from the outset to establish his lead.

Before the green light, #10 Daan van Kuijk (NLD / GP Elite) had a technical problem with his car and the start was aborted. Van Kuijk's car was pushed away, and the race distance was reduced to 17 laps.

At the second time of asking, it was a clean start as Evans, Ten Voorde and Heinrich made the better getaways. From pole position, Dylan Pereira had made a reasonable getaway, but as they reached turn 3, the Luxembourg-born Portuguese locked up the front brakes and sailed straight on. He managed to get things sorted out sufficiently to get back on track again, but Jaxon Evans and Larry ten Voorde were already through. Behind, #21 Clément Mateu (FRA / Pierre Martinet by Alméras) made contact with #15 Philipp Sager (AUT / Dinamic Motorsport SRL), spinning Sager through 180 degrees and leaving the Austrian at the back of the field.

### Safety Car in double operation.

At turn 4, Harry King got caught out on the inside of Jukka Honkavuori and spun into the gravel on the outside of the turn. Meanwhile, a spirited dice ensued between Dylan Pereira and Larry ten Voorde. Pereira made it into second place – cleanly – but as the field completed the lap, they were greeted by the Safety Car, brought out to allow the marshals to deal with the Parker Revs Motorsport car, which Harry King was unable to get out of the gravel.

The Safety Car pulled in as the field set off on lap 4, but almost immediately it was back out to deal with #14 Lodovico Laurini (ITA / Dinamic



Motorsport SRL), who was too late on the brakes before turn 5, damaging Max van Splunteren's car as he went off. At the same time, #28 Leon Köhler (DEU / Nebulus Racing by Huber) got himself into the gravel at the same corner.

**"Not a good season for me so far. It can only get better."**

#14 Lodovico Laurini (ITA / Dinamic Motorsport SRL)

The Safety Car finally pulled into the pits, leaving eleven laps of racing. Evans made a good restart and established a bit of a lead ahead of Pereira, Ten Voorde, Güven and Heinrich. Behind these, the battle for sixth was three-wide at turn 4 - Florian Latorre was on the inside, with #16 Simone laquinta (ITA / Dinamic Motorsport SRL) and #19 Dorian Boccolacci (FRA / Martinet by Alméras) to his outside. Latorre took sixth, as laquinta lost out after contact with #6 Christopher Zöchling (DEU / FACH AUTO TECH) and headed for the pits. Also pit-bound was Max van Splunteren, with damage to the front right corner.

**Lechner attacking!**

Having spent a couple of laps biding his time, Pereira started to close on Evans in the lead, the gap coming down to just over half a second. Behind, Larry ten Voorde had to drive increasingly defensively as Güven began to mount a challenge. Laurin Heinrich was just behind and gave the Turk a hefty bump as he slowed to avoid Ten Voorde. Florian Latorre had also closed up, making three cars right in Ten Voorde's wheeltracks. It made a change to see the championship leader under pressure, and on lap 11, Güven made a committed move at turn 4 to go past.

**"Ayhancan's overtaking manoeuvre was superb. If it hadn't been for the puncture, I'd never had caught him again."**

#25 Larry ten Voorde (NLD / Team GP Elite)

Heinrich was trying to deprive Ten Voorde of fourth place as well with Latorre just behind. There was more action for seventh place, with Zöchling, #4 Tio Ellinas (CYP / Lechner Racing Middle East), #1 Jean-Baptiste Simmenauer (FRA / BWT Lechner Racing) and Leon Köhler close together. In the end, it would be Köhler who made progress: having already overtaken Jukka Honkavuori, he also managed to get past Simmenauer before the chequered flag.

**Despair for Güven – joy for Evans.**

As the remaining three laps unfolded, the first three positions looked set, but fate had other ideas, as Güven suddenly slowed with a left-rear puncture with one lap of the race still to go, allowing Ten Voorde back into a podium position.

**"This race has turned some things upside down. Great for the excitement – because it's close again in almost every classification."**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

The result moved Jaxon Evans to second in the championship standings. Dylan Pereira in second place realised the lost opportunity but put useful championship points on the board. Third place for Larry ten Voorde was as good as it was ever going to get, and Lauren Heinrich, finishing as top Rookie, was just short of a podium position overall.

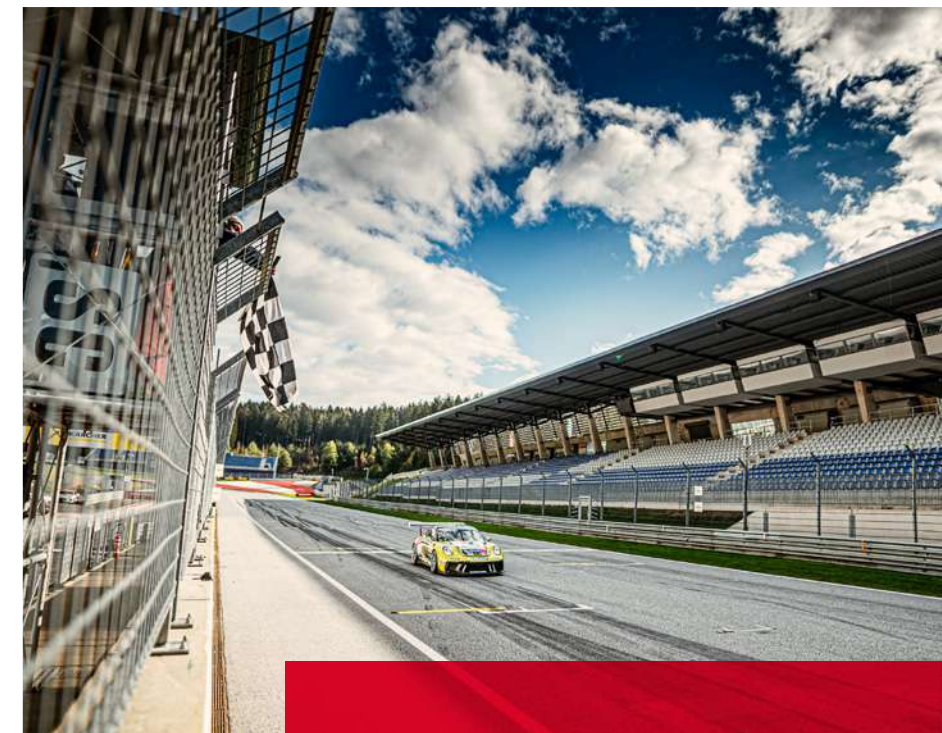
**"A great weekend at the Red Bull Ring – I'm really excited to get the first win of the season!"**

#20 Jaxon Evans (NZL / Martinet by Alméras)

Dorian Boccolacci finished second (and as the only other finisher) in the Rookie Classification, despite a five-second penalty.

In ProAm, the honours went to #5 Nicolas Misslin (MCO / Lechner Racing Middle East), ahead of #22 Stéphane Denoual (FRA / Pierre Martinet by Alméras) and #27 Roar Lindland (NOR / Nebulus Racing by Huber).

With the cancellation of the Porsche Mobil 1 Supercup race supporting the British Grand Prix at Silverstone, it will be a long wait until the next round of the championship at the Hungaroring.



**Top 3 Race Results Round 3**

**OVERALL**

1	JAXON EVANS	ma	20
2	DYLAN PEREIRA	LR	3
3	LARRY TEN VOORDE	GP	25

**ROOKIE**

1	LAURIN HEINRICH <sup>R</sup>	NVR	29
2	DORIAN BOCCOLACCI <sup>R</sup>	ma	19

**ProAm**

1	NICOLAS MISSLIN <sup>P</sup>	LR	5
2	STÉPHANE DENOUAL <sup>P</sup>	ma	22
3	ROAR LINDLAND <sup>P</sup>	NVR	27

# R4



## HUSZÁRVÁGTA

ROUND 4 | HUNGARORING  
BUDAPEST, HUNGARY  
30 JULY–01 AUGUST 2021

Described by some as “Monaco without the walls”, the Hungaroring would provide a crucial venue – the halfway point in the season. Like Monaco, it is a circuit where overtaking moves must be planned carefully but surprises are not unknown, as demonstrated in

**The Porsche Mobil 1 Supercup arrived in Budapest for Round 4 with twelve points separating the top two in the standings. It was a turbulent weekend, with a twist in the tail that no one was expecting.**

the Formula 1 Grand Prix that followed the Porsche Supercup race. There were eleven international Porsche customer racing teams participating, and several guest drivers made the trip to Budapest to play their part as well.

**Marvin Klein – guest driver extraordinaire!**

On the Monday of race week, #12 Marvin Klein (FRA / CLRT) learnt that he would be replacing the car’s regular driver, Steven Palette, to race at the Hungaroring. The Frenchman had already taken three victories in the 2021 Porsche Carrera Cup France.

**“I’m really proud of the team. We didn’t test here at the Hungaroring.”**

#12 Marvin Klein (FRA / CLRT)

There were other changes to the entry list since Austria: Parker Revs arrived with two new drivers in the shape of #17 Loek Hartog (NLD / Parker Revs Motorsport) and #18 Garry Findlay (GBR / Parker Revs Motorsport).

Also, Simone Iaquina did not have medical clearance to race following a recent accident, and was replaced by #16 Alessandro Giardelli (ITA / Dinamic Motorsport SRL).

**Practice – warm, sunny, easy-going.**

Despite the relative inexperience of some of the participants, the 45-minute Practice Session on Friday evening and the 30-minute Qualifying Session on Saturday lunchtime were relatively incident-free. Lechner Racing showed during Practice that their cars were quick – ending the session first and second on the timing screens, with #2 Ayhancan Güven (TUR / BWT Lechner Racing) and #3 Dylan Pereira (LUX / BWT Lechner Racing) separated by just over a tenth of a second; and more than a quarter of a second clear of the rest.

Practice also showed again how closely-matched the field in the Porsche Mobil 1 Supercup is, with 13 cars setting times within a second of the fastest lap of the session.

**“It’s great that spectators are back at the tracks to cheer the drivers on.”**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

**Qualifying with controversy.**

The Qualifying Session was rather different to Practice. The weather was still warm and sunny – but there were some questionable tactical decisions. As usual in the Porsche Mobil 1 Supercup, there was a notable lull in proceedings mid-session, as the teams spent ten minutes in the pits waiting for the ideal moment. The problem was that leaving it until the last minute left no margin for error, with the result that when #11 Florian Latorre (FRA / CLRT) spun at the final turn (T14) with a minute of the session remaining, yellow flags came out and made improvements impossible.

CLRT had a dream result, with its two cars qualifying first and third, sandwiching #20 Jaxon Evans (NZL / Martinet by Alméras) in second place. The best-placed Lechner entry was Güven, a disappointing fifth, behind championship leader #25 Larry ten Voorde (NLD / Team GP Elite). For both Dylan Pereira and #4 Tio Ellinas (CYP / Lechner Racing Middle East), it was doubly disappointing, since their best lap times were disqualified, removing what would have been a pole time for Pereira.

**Race – 26 Celsius and a clean track.**

The weather, which had been uncertain all week, changed on Saturday night, with rain greeting the early risers. By the time the grid formed up for the 15-lap race, the sun had broken through and the track had completely dried.

All 30 cars made it onto the grid, and it was a clean start, with newcomer Marvin Klein getting away well, covering the inside line into turn 1. Making a brilliant start, converting fourth on the grid to second on the road through turn 2, Larry ten Voorde passed both Latorre and Evans.

However, as the field exited turn 3, #28 Leon Köhler (DEU / Nebulus Racing by Huber) and #6 Christopher Zöchling (DEU / FACH AUTO TECH) clashed. Köhler continued without too much damage, but the consequences were worse for Zöchling, who speared off to the right, the rear of the car making a heavy impact with the barrier before it bounced back onto the track. Also involved in the ensuing melee was #24 Max van Splunteren (NED / Team GP Elite), who ended up running wide but was otherwise unscathed. Not so lucky was #14 Lodovico Laurini (ITA / Dinamic Motorsport SRL), who tried to take avoiding action, but got on the grass, and glanced the barriers on the left. He continued, 27th.

With Zöchling’s car obstructing the track, the Safety Car was inevitably brought into action, and stayed out for four laps while the mess was cleared up.

**Safety Car in – back to racing, but still no overtaking.**

When racing resumed, Marvin Klein made another flawless getaway, setting off into the distance and spending the remainder of the race setting fastest laps and opening up an unassailable lead. By the chequered flag, he was 3.5s clear.



Behind, Larry ten Voorde seemed unconcerned – Klein would not be eligible for points anyway, and the Dutchman looked content to play second fiddle for once. Behind these two, a stirring battle developed for third place between Jaxon Evans, Florian Latorre and Ayhancan Güven. Initially, it seemed that Evans was struggling and that Latorre would be able to pass, but the New Zealander was able to prevail ahead of the Frenchman, who in any case had one eye on the rear-view mirror to ensure that the Turkish Porsche Junior stayed where he was. Despite a couple of attempts, stalemate was reached and the positions remained the same to the flag.

“After a less than ideal qualifying, I couldn’t really expect much more.”

#2 Ayhancan Güven (TUR / BWT Lechner Racing)

#### Another difficult race for Pereira.

For others, the resumption of racing on lap 6 was not so simple: Max van Splunteren completely out-braked himself coming into turn 1, running straight on and causing #19 Dorian Boccolacci (FRA / Martinet by Alméras) to run into Dylan Pereira, and the pair of them spun out. Although Van Splunteren came through in ninth, the incident left Pereira in 19th and Boccolacci in 28th place. Both Pereira and Boccolacci spent the remainder of the race showing that overtaking is possible at the Hungaroring: Pereira eventually getting up to 11th, and Boccolacci recovering ten positions to finish 18th. A subsequent ten-second penalty pushed him back to 21st place though.

This left #29 Laurin Heinrich (DEU / Nebulus Racing by Huber) unchallenged as top Rookie. He spent most of the race locked in a fight for sixth with fellow Nebulus driver Köhler, but the Rookie was able to hold the position for the duration.

#### Schuring’s dream, Klein’s nightmare.

Tio Ellinas was next up, the Cypriot finishing in eighth place, ahead of #32 Morris Schuring (NED / GP Elite), who at just 16 years of age showed remarkable speed and maturity. A fine debut and a name to look out for!

It would have been a fantastic result for CLRT, running with a skeleton staff at Hungary this weekend, while the attentions of the team were focused on owner Côme Ledogar, who was busy racing – and winning – in the Spa 24 hours Intercontinental GT Challenge race. But as the celebrations went on in Hungary, news came through of the exclusion of Marvin Klein due to a technical infringement. When crossing the finish line, he did not have the mandatory amount of fuel (2 kg) in the tank. Remarkably, the same fate befell Vettel in the Formula 1 race. The guest driver Klein was ineligible to score points, but nevertheless deserved more credit for his performance. Florian Latorre moved up to fourth in the championship standings, providing further satisfaction for Ledogar.

“Marvin was clearly the best today, a few kilograms of fuel in the tank would not have made any difference.”

#25 Larry ten Voorde (NLD / Team GP Elite)

#### Class winners: Heinrich and Misslin.

Laurin Heinrich’s win in the Rookie Classification enlivened the championship battle of the youngsters – finishing 21st overall – while Dorian Boccolacci was demoted to third Rookie behind Lodovico Laurini following a penalty.

In the ProAm Classification, #5 Nicolas Misslin (MCO / Lechner Racing Middle East) took the championship lead by winning in Hungary, ahead of #27 Roar Lindland (NOR / Nebulus Racing by Huber) and #23 Aaron Mason (GBR / Pierre Martinet by Alméras), making his first appearance on the podium.



#### Top 3 Race Results Round 4

##### OVERALL

1	LARRY TEN VOORDE	GP	25
2	JAXON EVANS	ma	20
3	FLORIAN LATORRE	FL	11

##### ROOKIE

1	LAURIN HEINRICH <sup>R</sup>	NVR	29
2	LODOVICO LAURINI <sup>R</sup>	ma	14
3	DORIAN BOCCOLACCI <sup>R</sup>	ma	19

##### ProAm

1	NICOLAS MISSLIN <sup>P</sup>	LR	5
2	ROAR LINDLAND <sup>P</sup>	NVR	27
3	AARON MASON <sup>P</sup>	ma	23

# R5

## 300RACES

# LE GRAND DÉFI

ROUND 5 | CIRCUIT DE SPA-FRANCORCHAMPS  
SPA-FRANCORCHAMPS, BELGIUM  
27-29 AUGUST 2021

**The weather at Spa-Francorchamps is notoriously fickle, even in August, and when the teams arrived for Round 5 of the 2021 Porsche Mobil 1 Supercup, it seemed likely from the outset that rain would play a part in the proceedings. And so it proved to be!**

Friday's 45-minute Practice Session would turn out to be the only dry running of the weekend and would therefore not be as crucial as usual for the 32 drivers entered for this, the 300th-ever Porsche Supercup event.

At first sight, the grid had a familiar feel to it, with reigning champion and 2021 points leader #25 Larry ten Voorde (NLD / Team GP Elite) scoring his third pole position of the season, ahead of #3 Dylan Pereira (LUX / BWT Lechner Racing) and #20 Jaxon Evans (NZL / Martinet by Alméras).

**"This unique combination of ambitious young drivers, experienced VIP guest drivers and enthusiastic ProAms has been one of the secrets to the Supercup's success since 1993. We can also be proud of the fact that the best teams from the national Porsche Carrera Cups line up on the grid in the Supercup."**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

The grid positions were set in a bizarre 30-minute Qualifying Session on Saturday, which began wet with conditions steadily worsening throughout, making improvements by anyone virtually impossible.

### **Qualifying: wet and worse.**

Most of the front runners completed only two or three flying laps before stopping at the pits and calling it a day. With forecasts suggesting a 60% chance of rain for raceday, very few drivers took the opportunity to go out once it became clear that conditions would not get any better.

**"Sections of the racetrack such as Eau Rouge or Blanchimont are hugely challenging even in sunny conditions. The adrenaline rush is even greater in the rain."**

#3 Dylan Pereira (LUX / BWT Lechner Racing)

Unfortunately for #29 Laurin Heinrich (DEU / Nebulus Racing by Huber), who set a time good enough for the front row, the lap was judged to infringe track limits, and he ended up tenth on the grid.

After the qualifying results were issued, a five-place penalty was given to #11 Florian Latorre (FRA / CLRT) – a result of exceeding track limits too often in the Practice Session, which left championship rivals Ten Voorde and Evans separated at the front of the grid by Dylan Pereira.

### **Race: no respite from the rain.**

Sunday morning's conditions were, if anything, worse than what the teams experienced on Saturday during Qualifying. If it was any consolation, at least the track was uniformly wet. Only #8 Fabio Scherer (CHE / FACH AUTO TECH) elected to go to the grid on slicks. He was in the pit lane at the end of the formation lap for wet Michelin tyres, like the rest of the field.

As the red lights went out, Ten Voorde and Pereira both made good starts, but Pereira got into his stride a little quicker and saw his chance to grab the lead – they headed through La Source side by side. Further back, Florian Latorre, who had made an awful start, was nudged into a spin by #7 Marius Nakken (NOR / FACH AUTO TECH) and ended

up facing the wrong way. The Norwegian was penalised ten seconds for his misdemeanour.

### **Drama at Raidillon – championship turned on its head!**

Larry ten Voorde and Dylan Pereira headed down the hill towards Eau Rouge still side by side; Pereira perilously close to the grass on the left-hand side, but bravely hanging on around the outside as they headed up the hill. There was the briefest contact as they headed into Raidillon, but it was enough to send Ten Voorde into a high-speed spin. Somehow the Dutchman managed to collect it all together without hitting anyone and continued.

**"I was on a line offering less grip and that made me slide."**

#25 Larry ten Voorde (NLD / Team GP Elite)

With Latorre stuck on the start–finish straight, the Safety Car was deployed, and Ten Voorde was back in 14th position. His main championship rival, Jaxon Evans, had also been delayed and was back in eighth.

Those who had kept out of trouble moved up in order: in particular #6 Christopher Zöchling (DEU / FACH AUTO TECH) to fourth from ninth on the grid, and #17 Harry King (GBR / Parker Revs Motorsport) to sixth from eleventh on the grid.

When the Safety Car came in, Zöchling and King were on the move once again, both managing overtaking moves around the outside line into Les Combes. In only his second Supercup race, 16-year-old #32 Morris Schuring (NLD / GP Elite) lost two places: having been overtaken by King, he was passed by Laurin Heinrich at Blanchimont later on the same lap.

Meanwhile at the chicane, Jaxon Evans found himself tagged by an over-aggressive #28 Leon Köhler (DEU / Nebulus Racing by Huber), a move that the stewards determined was worth a ten-second time penalty for the German.

### **Lechner dominating, battles behind.**

As the race began to settle into a pattern, Dylan Pereira and #2 Ayhan Güven (TUR / BWT Lechner Racing) led the way, with Zöchling next up, but dropping away at more than a second per lap.



By the next lap, young Morris Schuring had regained his composure and was putting pressure on Harry King, who had lost a place to Laurin Heinrich. As Schuring tried to go up the inside of King at Stavelot, the two cars touched, and King was spun towards the barriers. He rejoined right at the back.

On lap 5, Laurin Heinrich drafted past #24 Max van Splunteren (NLD / Team GP Elite) at the end of the Kimmel straight, but then had to be brave through Les Combes, to finally complete the move into fourth place as they went into Rivage.

By the next lap, Leon Köhler was all over the back of Van Splunteren, who also had to hold off a challenge from #35 Marvin Klein (FRA / CLRT), who himself had to take to the escape road at Les Combes after leaving his braking too late. He rejoined without losing any time, and as they went into the double left-hander at Pouhon, Köhler was able to pass Van Splunteren for fifth place on the road.

Up at the front meanwhile, Ayhancan Güven was closing in on Dylan Pereira, the two Lechner cars circulating less than a second apart but continuing to draw away at a second per lap from the rest of the field. Zöchling was having a relatively quiet race in third place, but being closed upon by the two Nebulus Porsche 911 GT3 Cup cars of Heinrich and Köhler.

**“On a wet track, I take the kerbs more aggressively to get a more direct racing line.”**

#2 Ayhancan Güven (TUR / BWT Lechner Racing)

With three laps to go, the Safety Car was deployed again following an incident at the chicane: ProAm points leader Roar Lindland tried to go up the inside of #21 Clément Mateu (FRA / Pierre Martinet by Alméras), but ended up tipping him into a spin. Unfortunately, Mateu did not look before rejoining the track and drove straight into the side of his teammate #22 Stéphane Denoual (FRA / Pierre Martinet by Alméras), eliminating both cars from the race.

#### More Safety Car periods with three laps to go.

As the Safety Car pulled in, Pereira allowed Güven to get alongside through La Source and down the hill. The Porsche Junior driver decided to lift first for Eau Rouge, allowing the Luxembourger to keep the line. At the end of the Kimmel straight, both Heinrich and Köhler slipped past Zöchling, but of course there was still that ten-second penalty to take into account for Köhler.

Before the end of the lap, the Safety Car had to be deployed again, as #33 Alessandro Ghiretti (FRA / Martinet by Alméras) was stuck in the gravel at Stavelot. The 20-year-old having his first outing in the Porsche Mobil 1 Supercup had been in contact with #16 Simone laquinta (ITA / Dinamic Motorsport), as the rain fell more heavily in the closing two laps of the race and found himself with nowhere to go.

#### Chequered flag behind the Safety Car.

Thus, the race ended behind the Safety Car – it pulled off at the end of the final lap, no overtaking allowed.

**“I started from tenth place and finished in third – something like this can only happen in a wet race.”**

#29 Laurin Heinrich (DEU / Nebulus Racing by Huber)

In the Rookie Classification, the honours went to an inspired Laurin Heinrich, ahead of #19 Dorian Boccocacci (FRA / Martinet by Alméras) and Harry King. As a result, Heinrich now had a useful lead in the standings.

In the ProAm Classification, it was a win for #5 Nicolas Misslin (MCO / Lehner Racing Middle East), extending his lead in the standings from #15 Philipp Sager (AUT / Dinamic Motorsport SRL) and #23 Aaron Mason (GBR / Pierre Martinet by Alméras), recovering from a spin early in the race. #27 Roar Lindland (NOR / Nebulus Racing by Huber) had finished second in class on the road, but also suffered a post-race penalty as a result of his part in the incident at the Bus Stop chicane earlier in the race.

This was a race to remember to celebrate the 300th Porsche Supercup race. The first race took place in 1993 at Imola, supporting the San Marino Grand Prix, and now 29 seasons later, the series is still going strong and has produced many remarkable drivers.



#### Top 3 Race Results Round 5

##### OVERALL

1	DYLAN PEREIRA	LR	3
2	AYHANCAN GÜVEN	LR	2
3	LAURIN HEINRICH <sup>R</sup>	NRE	29

##### ROOKIE

1	LAURIN HEINRICH <sup>R</sup>	NRE	29
2	DORIAN BOCCOLACCI <sup>R</sup>	ma	19
3	HARRY KING <sup>R</sup>	R	17

##### ProAm

1	NICOLAS MISSLIN <sup>P</sup>	LR	5
2	PHILIPP SAGER <sup>P</sup>	ma	15
3	AARON MASON <sup>P</sup>	ma	23

# R6



## TARZAN ROEPT

ROUND 6 | CIRCUIT ZANDVOORT  
ZANDVOORT, NETHERLANDS  
03-05 SEPTEMBER 2021

The seaside town of Zandvoort on the coast of Holland has a long history in motorsport, and many fans came out to welcome the Porsche Mobil 1 Supercup to its first-ever appearance at the revitalised circuit. A premiere that was celebrated in Huber-style.

From Friday's Practice Session until the chequered flag fell on Sunday's race, Team Manager Christoph Huber of Nebulus Racing had a smile a mile wide. It wasn't only due to the weather, which was as much of a contrast to the previous weekend's miserable clouds and rain at Spa-Francorchamps as one could imagine. The two principal cars from Nebulus had the edge throughout, and were able to make a clean sweep of Practice, Qualifying and the Race.

**"We've continuously improved since the beginning of the season, and now we've been rewarded with a one-two result – I'm mega proud of my squad."**

Christoph Huber, Team Manager  
Nebulus Racing by Huber

### First visit to Holland.

Although Zandvoort first staged a Grand Prix in 1948, the circuit fell from the Formula 1 calendar in 1986 and it seemed unlikely that F1 would ever return. However, a major redevelopment saw a modernised circuit built, which would have been used for the Dutch Grand Prix in 2020 if not for the global Covid-19 pandemic.

The new circuit bears much in common with its predecessor, as it undulates its way through the sand dunes, providing plenty of vantage points. In addition, it brings sweeping, banked corners at turns 3 and 14, giving drivers plenty to think about as they seek out optimum lines.

### Practice – red flags and close times.

It became clear through the run-up to the race that the circuit presented other challenges. Many of the gravel beds run right up to the edge of the track, with the result that small off-track excursions brought all kinds of dust, dirt and other debris onto the circuit during the sessions, often to the detriment of times.

So bad was it during Friday's Practice (which started late) that the red flag was used to stop the session and give the marshals a chance to sweep up. A further red flag halted the session a few minutes before its scheduled conclusion, which further deprived everyone of valuable preparation time.

Bizarrely, on their final laps of the Practice Session, Rookie #29 Laurin Heinrich (DEU / Nebulus Racing by Huber) and #28 Leon Köhler (DEU / Nebulus Racing by Huber) both set identical times, drawing attention to the team that would go on to dominate the weekend. Just 0.017s behind was #3 Dylan Pereira (LUX / BWT Lechner Racing), followed by his teammate, #2 Ayhancan Güven (TUR / BWT Lechner Racing), barely a tenth of a second adrift. It was another illustration of how closely-matched the new, 510 hp Porsche 911 GT3 Cup cars are, especially if you drove for an Austrian team.

### Qualifying – sunny skies, but difficult conditions.

The Qualifying Session provided another chance for Laurin Heinrich to show who had the upper hand, wheeling the dayglo yellow car around 0.154s faster than Leon Köhler in the Norwegian-flagged car.

It was an unusual session, as the fastest lap was set by Heinrich on his first proper attempt at a time. When the competition switched to their second set of tyres, expecting to go faster, they found the track littered with dirt and other debris, making improvements difficult.

Third-fastest was Ayhancan Güven, the Porsche Junior driver well ahead of his teammate Pereira, who was sixth, just behind championship leader #25 Larry ten Voorde (NLD / Team GP Elite). Also ahead of the best of the Dutch drivers was #16 Simone laquinta (FRA / Dinamic Motorsport SRL), who had as his teammate in this race guest driver #14 Jaap van Lagen (NLD / Dinamic Motorsport SRL).

### Race – baptism on the beach.

The grid at Zandvoort looked different from usual. Championship leader Ten Voorde was only fifth, while his closest rivals were #20 Jaxon Evans (NZL / Martinet by Alméras) back in ninth, and Pereira sixth.

Laurin Heinrich was on a roll – having scored his first Porsche Supercup podium at Spa the previous weekend, Zandvoort was his first pole position.

**"Simone made a strong move at the start – after that, I had no real chance to overtake."**

#2 Ayhancan Güven (TUR / BWT Lechner Racing)

As the red lights went out to signal the start of the race, Heinrich set off like a scalded cat and moved over to the right to protect his line into Tarzan. Ayhancan Güven bogged down, allowing Simone laquinta to move up to third, and forced Larry ten Voorde to take avoiding action, and Pereira nipped through into fifth as the field filed through turn 3.

**"I got off the line perfectly and was able to immediately overtake Ayhancan Güven. He then attacked over the entire 16 laps, but I didn't let him rattle me."**

#16 Simone laquinta (ITA / Dinamic Motorsport SRL)





### Battles through the order.

Güven prevented Ten Voorde from getting past until lap 4, and then came under pressure from the next man up, #24 Max van Splunteren (NLD / Team GP Elite).

**“I pulled off a super overtaking manoeuvre against Dylan Pereira – that was fantastic racing.”**

#25 Larry ten Voorde (NLD / Team GP Elite)

Further back, #19 Dorian Boccolacci (FRA / Martinet by Alméras) had been passed by Jaxon Evans, but the Rookie wasn't giving up easily and tried to get the place back as the teammates went into turn 11. Evans took a trip across the gravel, ran wide and lost three places.

At the end of four laps, Heinrich and Köhler led the field by 2.4s, Iaquina was third, ahead of Güven, Ten Voorde and Pereira. Van Splunteren was seventh, challenging Pereira.

On lap 5, 16-year-old #32 Morris Schuring (NLD / GP Elite) locked a wheel into Tarzan and went straight across the gravel. He was able to rejoin, but dropped from 12th to 18th. Further round the same lap, #6 Christopher Zöchling (DEU / FACH AUTO TECH) finally made up a position and passed Boccolacci.

### Nebulus – that old one–two.

There was never really any doubt that it would be a one–two finish for Heinrich and Köhler, although the gap between them was never greater than a second. By the end of the race, the gap to third place had grown to nearly five seconds – but Simone Iaquina had driven an excellent race to withstand the pressure from behind. Despite Ayhancan Güven's best efforts, the Italian held on for his first podium.

**“Pole position and victory in the Supercup – what a perfect weekend. I was cautious with my tyres during the race and managed to pick up the pace a little whenever Leon got closer.”**

#29 Laurin Heinrich (DEU / Nebulus Racing by Huber)

It was not so much a battle for position as a high-speed procession for third down to eighth place, with no quarter being asked nor given, but no mistakes being made and no changes of position. Behind this train, Jaap van Lagen

**“I lacked the speed over the entire race weekend. Now I have to turn my full attention to the finale in Monza.”**

#20 Jaxon Evans (NZL / Martinet by Alméras)

showed versatility and ability, passing Dorian Boccolacci to take ninth place. In the end, ninth for Van Lagen would become eighth, as poor Christopher Zöchling suffered a left rear puncture and had to pull off.

### In the classes.

Laurin Heinrich could not have had a better weekend – an overall podium last time out and his win enabled him to continue to stretch his lead in the Rookie Classification ahead of Dorian Boccolacci, who finished second as the only other Rookie in the race.

ProAm honours went to #5 Nicolas Misslin (MCO / Lechner Racing Middle East), who managed to stay out of the trouble that was going on behind. On lap 15, #22 Stéphane Denoual (FRA / Pierre Martinet by Alméras) spun wide out of second place in class at turn 11, and was hit by #27 Roar Lindland (NOR / Nebulus Racing by Huber), who was running four places further back. Neither finished, which promoted #23 Aaron Mason (GBR / Pierre Martinet by Alméras) into second in class, and #21 Clément Mateu (FRA / Pierre Martinet by Alméras) into third.



### Top 3 Race Results Round 6

#### OVERALL

1	LAURIN HEINRICH <sup>R</sup>		29
2	LEON KÖHLER		28
3	SIMONE IAQUINTA		16

#### ROOKIE

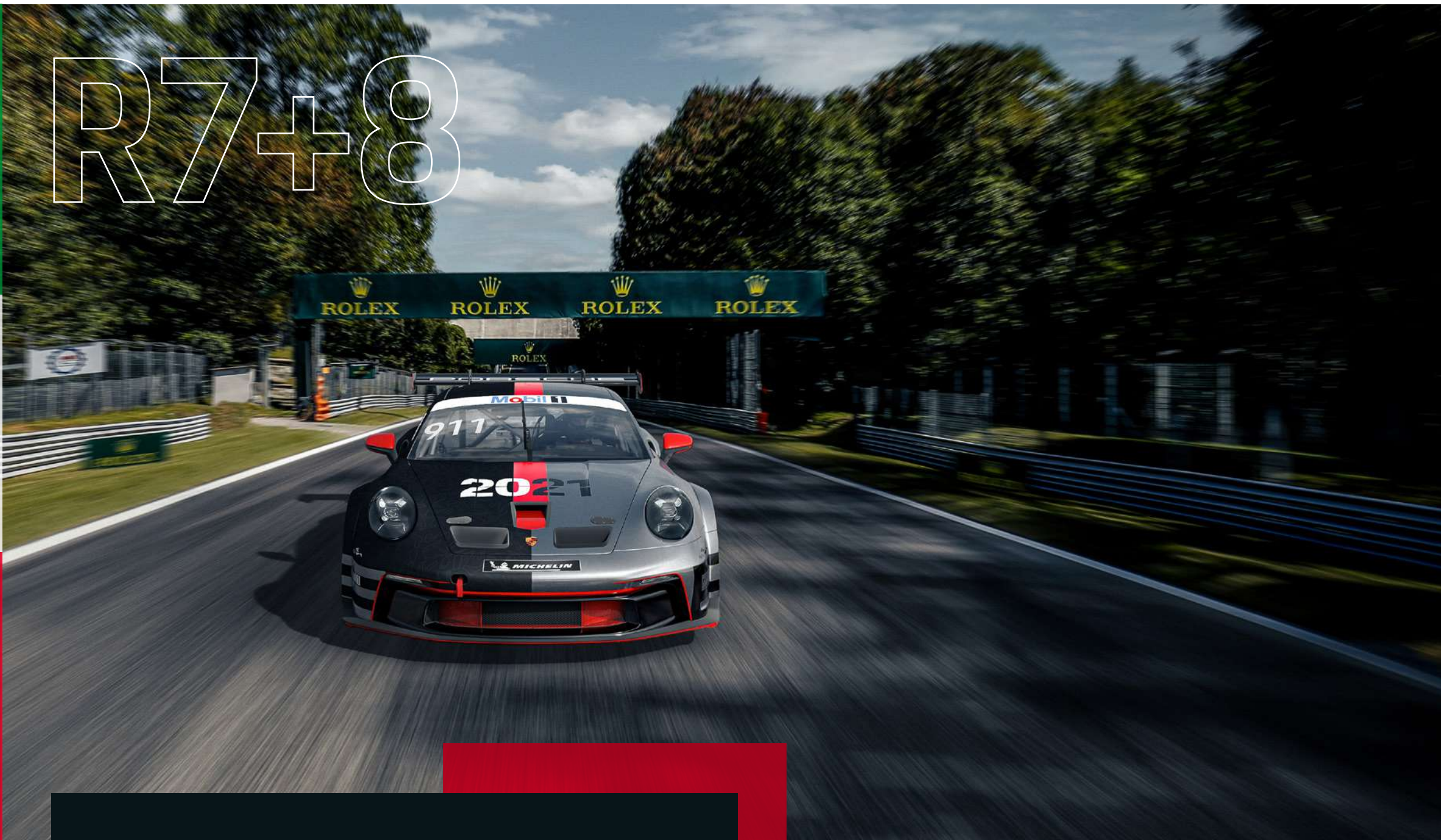
1	LAURIN HEINRICH <sup>R</sup>		29
2	DORIAN BOCCOLACCI <sup>R</sup>		19
3	HARRY KING <sup>R</sup>		17

#### ProAm

1	NICOLAS MISSLIN <sup>P</sup>		5
2	AARON MASON <sup>P</sup>		23
3	CLÉMENT MATEU <sup>P</sup>		21



# R7+8



## VIVA IL CAMPIONE

ROUNDS 7+8 | AUTODROMO NAZIONALE MONZA  
MONZA, ITALY

10-12 SEPTEMBER 2021

The “Temple of Speed” – Monza’s iconic circuit in the park, just north of Milan – played host to the final rounds of the 2021 Porsche Mobil 1 Supercup and provided a worthy backdrop for Larry ten Voorde to secure his second championship title.

It would be a big weekend for the 32 cars arriving at Monza for the finale of the 2021 Porsche Mobil 1 Supercup. The Porsche 911 GT3 Cup 992 car, new for this year, had proven a great success and would be able to unleash all of its 510 hp around one of the fastest circuits on the championship calendar.

Two races over the weekend did not mean any additional time for Free Practice, however – just the usual 45-minute session on Friday lunchtime, which gave everyone the

opportunity to see where they stood in the overall pecking order.

The limelight was initially stolen by #29 Laurin Heinrich (DEU / Nebulus Racing by Huber), who followed up his win at Zandvoort the previous weekend by posting the first representative lap

“Last year I won the Supercup race at Monza, so naturally, at least one win is my goal for the weekend.”

#25 Larry ten Voorde (NLD / Team GP Elite)

time. The 19-year-old Rookie arrived at Monza not only leading the points standings in the Rookie Classification, but he also had a mathematical chance of taking the overall points lead, if everything went his way.

It would be his teammate #28 Leon Köhler (DEU / Nebulus Racing by Huber) who would end up quickest in the session, in which virtually everyone set their fastest times in a frenetic final five minutes.

In those last two flying laps, no fewer than ten cars broke into the 1m 49s bracket, and as the chequered flag waved to end the session, there were 15 cars within a second of Köhler’s fastest lap time. #11 Florian Latorre (FRA / CLRT) ended the session second-quickest, ahead of Heinrich and fellow Rookie #19 Dorian Boccolacci (FRA / Martinet by Alméras). In the end, it was a lottery, who got the best tow down the long straights.

“We want to be in the game for the two races!”

#11 Florian Latorre (FRA / CLRT)

**Qualifying – two times to count.**

With two races on the weekend’s schedule, but only one Qualifying Session, the organisers decided that the drivers’ best lap time from the session would determine the grid for Race 1, and their second-best lap time would determine the grid for Race 2.

“We will push like crazy this weekend.”

#19 Dorian Boccolacci (FRA / Martinet by Alméras)

For this reason, it would be doubly important to optimise the use of the second set of tyres, to keep within the track limits and find someone to slipstream without getting impeded around the 5.7 km of royal parkland.

Just over ten minutes of the qualifying had elapsed when the red flag was shown, due to #33 Roland Bervillé (FRA / Martinet by Alméras) having spun out at the Roggia chicane (T4-5). The car was quickly hoisted to a place of safety, and the session resumed without much delay.

Topping the times at the end of the session was #2 Ayhancaan Güven (TUR / BWT Lechner Racing), but the Porsche Junior driver would have to work harder in Race 2, as his second-best time was only seventh fastest of the second-best times. Champion-in-waiting #25 Larry ten Voorde (NLD / Team GP Elite) may not have made the fastest overall time, but he was second, and his second-best lap ensured that he would start from pole for Race 2.

“We had a few problems in the qualifying, but my team made significant improvements on my car for the race.”

#2 Ayhancaan Güven (TUR / BWT Lechner Racing)

#20 Jaxon Evans’ (NZL / Martinet by Alméras) hopes of the championship were receding: fourth in qualifying for Race 1 and fifth for Race 2 meant that he would have to do a lot of overtaking in both races.

It promised to be a close battle for Rookie honours between overall front runners Dorian Boccolacci and Laurin Heinrich. Heinrich held the upper hand in the standings, but Boccolacci would start ahead in Race 1.

**Race 1: 15 laps and a frantic start.**

The circuit was bathed in evening sunshine as the cars lined up for the start on Saturday evening. The ambient temperature was 27 degrees Celsius and the action was bound to be just as hot as the championship showdowns played out.

It was Ayhancaan Güven’s first pole position of the year, and he was keen not to lose out. As soon as the red lights went out, he veered over to the right, but Ten Voorde had made a good start and was less than a full car length behind, leaving the Dutchman with nowhere to go but further to the right. They both finished up completely off the track, before the Turk relented, but the stewards’ investigation required no action to be taken.

“Ayhancaan blocked me hard but fair and then he pulled away from me.”

#25 Larry ten Voorde (NLD / Team GP Elite)



As the field filed through the Rettifilo chicane, Nebulus teammates Heinrich and Köhler were side by side, but they managed to avoid losing out as the rest elbowed their way through. Ten Voorde challenged Güven hard through Lesmos, but then lost momentum and fell away. Jaxon Evans was using the tow, and by the time they got to the Ascari chicane, the New Zealander was right on Ten Voorde's tail.

### A high-speed train!

At the end of lap 1, Güven led, from Ten Voorde, Evans, Boccolacci, Heinrich and Köhler – the whole field in one continuous train. As they braked for the Rettifilo chicane, Boccolacci made a move to go around the outside of his teammate. Evans bravely held on around the outside of the Curva Grande, but had to give way when they reached Roggia. This allowed Ten Voorde to open a gap that the two Martinet by Almería drivers were unable to recover.

Evans was coming under pressure from Heinrich. The German Rookie made to pass at the Rettifilo chicane (T1) as they began lap 3, but was forced up the escape road and had to give back the position.

Güven, Ten Voorde and Boccolacci were having a relatively quiet race in the top three positions, but Evans was holding up the rest, with not only Heinrich but Köhler and #12 Marvin Klein (FRA / CLRT) crawling all over the back of the green machine. It seemed unlikely that Evans would be able to hold on, but by a combination of defensive driving and good top speed, he managed to hang on.

### Battles for lower positions.

Behind, there was another good battle going on between #17 Harry King (GBR / Parker Revs Motorsport) and #16 Simone Iaquinta (ITA / Dinamic Motorsport SRL), which would last the whole race long, for eighth place. The Italian managed to get past the Briton coming out of the Parabolica (now renamed the Alboreto Curve) on lap 12.

Further back, #31 Jukka Honkavuori (FIN / MRS GT-Racing) and #6 Christopher Zöchling (DEU / FACH AUTO TECH) briefly touched coming into the Alboreto Curve, while battling for twelfth place. Zöchling would fall back later on, possibly as a result of the damage sustained.

On lap 11 out of 15, it looked as if the positions might be settled. Ten Voorde could become champion by finishing in second place, but Boccolacci suddenly closed up on him. In a great move, Dorian successfully challenged for second place at Roggia.

It was a convincing win for Ayhançan Güven, who broke the tow early and was not threatened throughout the race. And it was celebrations for Larry ten Voorde, who had scored enough points to secure the championship. In the ProAm Classification, #5 Nicolas Misslin (MCO / Lechner Racing Middle East) took the honours and sufficient points to secure the championship as well.

“Congratulations to Larry. He had a great season and is a worthy champion.”

#2 Ayhançan Güven (TUR / BWT Lechner Racing)

### Race 2: Sunday situation normal.

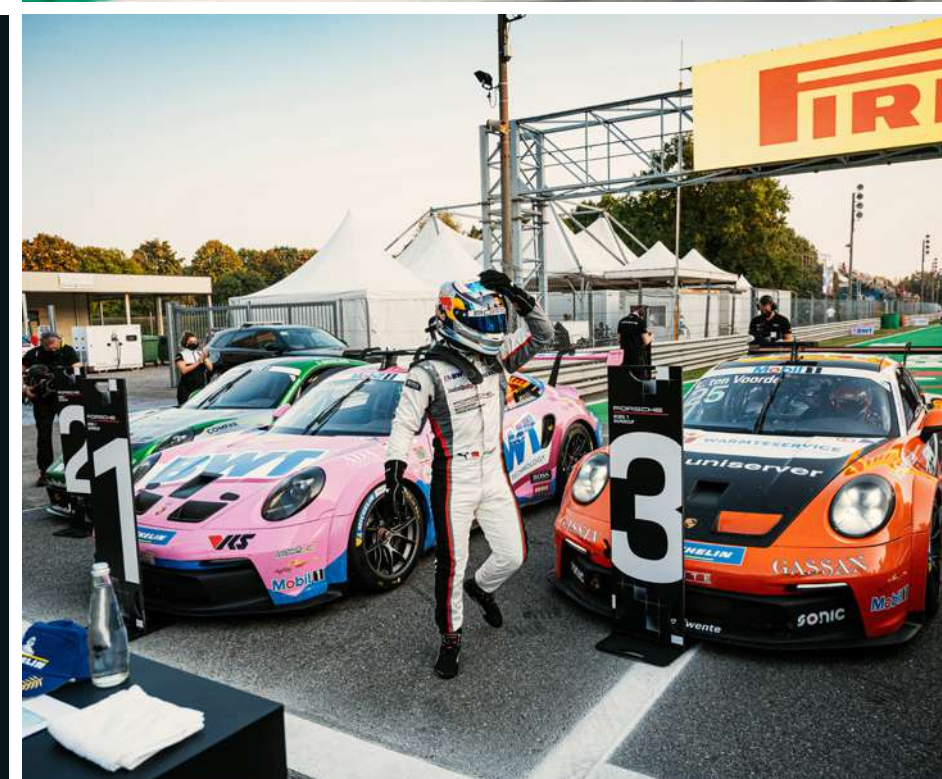
The destination of the titles in the Rookie and the Team Classifications were still to be settled as the cars lined up on the grid for Race 2. Once again, the weather was sunny and warm, and Larry ten Voorde, starting from pole position, wanted to ensure that Team GP Elite clinched the team title to add to his personal one.

As the race got underway, Ten Voorde moved across to the right on Laurin Heinrich in a similar move to Güven in Race 1. Heinrich's tactic was to stay out of the way and switch to the other side of the track to be alongside on the left through the Rettifilo chicane. Ten Voorde hung on and managed to head into the Curva Grande ahead, with Dorian Boccolacci snapping at the heels of Heinrich in the battle for Rookie honours.

“My start was awesome, and I was able to attack Larry as we headed into the first chicane. But then I pulled back because the Rookie title was more important.”

#29 Laurin Heinrich (DEU / Nebulus Racing by Huber)

Through the Lesmo Curves, Florian Latorre was right in the mix, getting himself between Boccolacci and Güven. Jaxon Evans was having another difficult race. He desperately wanted to hold onto second in the championship, but had Heinrich, Boccolacci and Güven all ahead of him, and didn't help himself by running wide through the Alboreto Curve at the end of lap 1 and coming through in eighth place. Things didn't get any better on lap 2, as he had to take to the escape road at the Rettifilo chicane and lost another two places.



### Top 3 Race Results Round 7

#### OVERALL

1	AYHANÇAN GÜVEN	LR	2
2	DORIAN BOCCOLACCI <sup>R</sup>	ma	19
3	LARRY TEN VOORDE	GP	25

#### ROOKIE

1	DORIAN BOCCOLACCI <sup>R</sup>	ma	19
2	LAURIN HEINRICH <sup>R</sup>	NRE	29
3	HARRY KING <sup>R</sup>	R	17

#### ProAm

1	NICOLAS MISSLIN <sup>P</sup>	LR	5
2	AARON MASON <sup>P</sup>	ma	23
3	ROAR LINDLAND <sup>P</sup>	NRE	27



### Larry unable to escape the young chargers.

Try as he might, Ten Voorde couldn't get away from the two Rookie contenders behind: Laurin Heinrich was looking for a way into the lead, but then on lap 5, at Roggia, Boccolacci dived up the inside of him and took second place.

Next time around, Ayhancan Güven was on the move, slotting the pink BWT-sponsored car past Florian Latorre and up into fourth position. #3 Dylan Pereira (LUX / BWT Lechner Racing) was having another one of his weekends to forget – his win at Spa now a distant memory. He had managed to join in the leading pack and was running in a strong sixth place when #4 Tio Ellinas (CYP / Lechner Racing Middle East) made a move at the Roggia chicane. Pereira took the escape road, but lost the position anyway, and was now under pressure from Leon Köhler.

As the leaders went through the Roggia chicane on lap 10 (out of 15), Boccolacci locked up a front right-hand wheel and lost momentum through the chicane, which allowed Heinrich to get alongside as they went up towards the Lesmo Curves. It was another great passing manoeuvre, allowing the German back into second place.

### Boccolacci in trouble, Güven and Latorre battling.

Boccolacci had a similar problem next time around, this time taking to the escape road and losing another two positions. On lap 11, Florian Latorre got alongside Güven in the fight for third, but the Porsche Junior driver held on.

Behind this, Boccolacci, Ellinas and Pereira tried to come through the Rettifilo chicane three-wide. They all lost out, Boccolacci falling back to eighth, Pereira tenth, and Ellinas headed for the pits.

With two laps remaining, Ten Voorde's lead had crept up to 1.2s over Heinrich, who was 1.5s ahead of Güven, then Latorre, Köhler, Harry King and Jaxon Evans next up.

It was Harry King's best-ever finish for Parker Revs Motorsport in sixth place. He finished just over two-hundredths of a second behind (or rather alongside) Leon Köhler, who was right on the tail of Florian Latorre and Ayhancan Güven.

**"Victory at the penultimate round yesterday, P7 to the podium today – that was definitely one of my best Supercup races."**

#2 Ayhancan Güven (TUR / BWT Lechner Racing)

### Larry ten Voorde and Team GP Elite – perfection!

For Larry ten Voorde, it was the perfect end to a perfect weekend and season. A double Porsche Supercup Champion, and Team GP Elite took the Team Championship. The double-header format at Monza worked superbly – the two races ran without any major incidents but with plenty of drama, good clean driving and lots of overtaking. A wonderful demonstration of one-make racing. Despite a woeful weekend, Jaxon Evans held on to claim the vice-champion's award and Laurin Heinrich the title in the Rookie Classification by finishing ahead of Harry King and Dorian Boccolacci.

Nicolas Misslin continued his domination of the ProAm Classification with his sixth win in a row, ahead of #23 Aaron Mason (GBR / Pierre Martinet by Almérás) and #15 Philipp Sager (AUT / Dinamic Motorsport SRL). Only one question remains: will Larry ten Voorde be back in 2022 for his hat-trick?

**"An extraordinary season has drawn to a close with two thrilling races. Despite the travel restrictions, we managed to hold eight races. All of the teams and drivers have once again demonstrated a high level of professionalism. Congratulations to the champions Larry ten Voorde, Laurin Heinrich, Nicolas Misslin and GP Elite. I hope we'll see each other again in the 2022 Supercup!"**

Oliver Schwab, Project Leader for the Porsche Mobil 1 Supercup



### Top 3 Race Results Round 8

#### OVERALL

1	LARRY TEN VOORDE	GP	25
2	LAURIN HEINRICH <sup>R</sup>	NRE	29
3	AYHANCAN GÜVEN	LR	2

#### ROOKIE

1	LAURIN HEINRICH <sup>R</sup>	NRE	29
2	HARRY KING <sup>R</sup>	R	17
3	DORIAN BOCCOLACCI <sup>R</sup>	ma	19

#### ProAm

1	NICOLAS MISSLIN <sup>P</sup>	LR	5
2	AARON MASON <sup>P</sup>	ma	23
3	PHILIPP SAGER <sup>P</sup>	ma	15

# 2021 LET'S SUM IT UP.

Once again, we had a unique season – as you can see by looking at the numbers.

This season, a total of **3,496 race laps** were completed by all drivers, which adds up to **17,053,908 race kilometres**. That's as far as from **Silverstone to Melbourne**, as the crow flies. On average, **96.67% of drivers crossed the finish line**, with the gap between P1 and P2 the smallest in Round 6 at just **0.470 seconds**.

## FULL HOUSE.

The average number of racers on the grid per round this year was:



# 222

With Michael Fassbender again making an appearance, the Porsche Supercup has welcomed 222 celebrity starters across 29 seasons.



... different nationalities drove on the grid. With 11 participants, France was the most represented nation, just ahead of the Netherlands with 9.

## THE NEW GUY.



With the launch of the new 911 GT3 Cup (992) this season, a total of 8 generations of Porsche racing cars have competed in the series.



...and counting. In Round 5 at the legendary Circuit de Spa-Francorchamps, the Porsche Supercup celebrated its 300th race with Dylan Pereira as the overall winner.

## ZANDVOORT DOUBLE MAGIC.

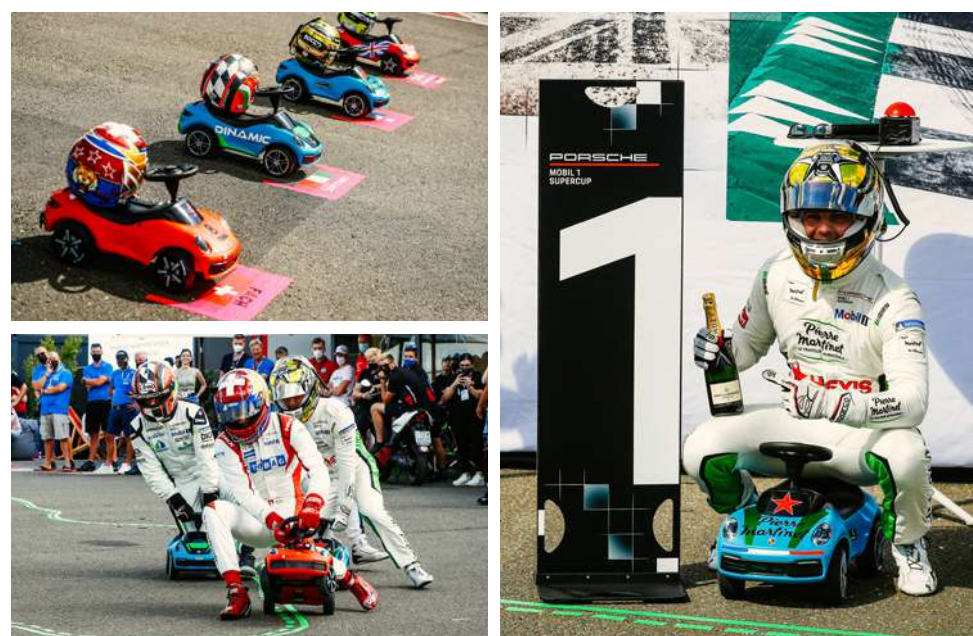
# EX AEQUO EX AEQUO

Laurin Heinrich and teammate Leon Köhler set identical best lap times in the Practice Session with 1m 37.125s. In Qualifying, Larry ten Voorde and Simone laquinta also posted the exact same time with 1m 36.721s.



After our premiere at the Dutch Grand Prix in Zandvoort, the Porsche Supercup has now raced in 17 countries on 23 different racetracks.

## SMALL-SCALE RACING ACTION.



Dorian Bocolacci, racing for Martinet by Alméras, won the unique Bobby Car race, held this year to replace the cancelled event at the British Grand Prix at Silverstone.

## FROM AUSTRIA TO ZIMBABWE.

# 34 96



The 2021 Porsche Mobil 1 Supercup season was broadcast live on 34 TV channels in a total of 96 countries worldwide.

## CHAMPAGNE TASTING.



This season, 9 different drivers made it on the Overall podium – 2 of them were Rookies.



This year, the Porsche Supercup was the first race series in the world to run exclusively on renewable racing fuel. It's a first step towards more sustainability in motorsports.

## I LIKE IT.

The Porsche Supercup social media channels grew during our 8 rounds by **16,500 new followers**. On Instagram alone, we gathered **29,434 followers** by September 2021.



The playback time of the YouTube videos for 2021 so far has been 2,147 hours and our entire contribution has reached 9,380,000 accounts on social media in total.

## RACING GENERATIONS.

Our youngest and oldest drivers this season were both guest starters: Morris Schuring, 16, and Roland Bervillé, 55.



Exact figures are hard to come by, but insiders have suggested that Christian's ice-cream consumption this season might have broken the previous world record.

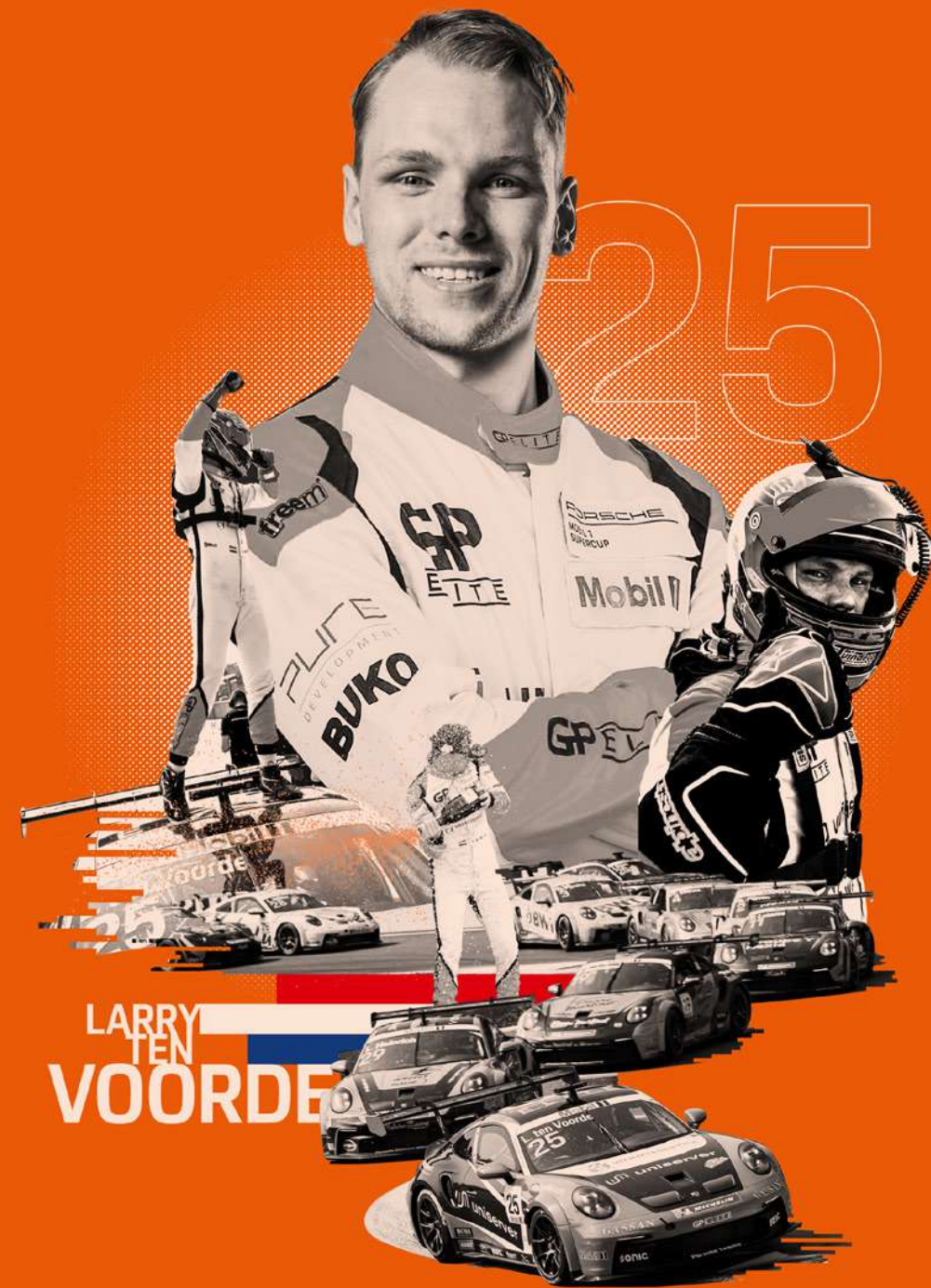
# THE CHAMPIONS

If you make it here, you  
can make it anywhere.



OVERALL CHAMPION 2021

# ONE MORE TIME.



After his successful debut with Team GP Elite in 2020, Larry ten Voorde went full throttle into the championship again this year. By the midpoint of the season, he had already pulled away from the pack. That's why we tip our hats to the newly crowned Porsche Mobil 1 Supercup Champion 2021 – you really earned it.



**You won your second Porsche Mobil 1 Supercup title in a row this season – is it harder to win the championship or to defend it?**

They always say the first title is the most difficult, and I think that applies to me as well. Last year, my GP Elite team were still newcomers to the Supercup. We learned a lot and worked very hard for the title. This year was a different situation. As the defending champion, you can only really lose, and when you're at the top, there's pressure to stay there. I'm delighted that we were able to withstand the pressure and do it again.

**Is there anyone you would like to thank this season, and why?**

I want to give a huge thanks to my team and all the sponsors who made this possible! Without them, I would not be standing here with my second Porsche Mobil 1 Supercup Overall Champion title. It just feels amazing.

**Are you happy with the performance of the new car? How did it change the experience of racing?**

I won the championship last year with the old car and now I've won it with the new model of the Porsche 911 GT3 Cup. I really love it! The biggest difference is the increased downforce now, we have more tow, and the slipstream is really important. It's a bit harder to overtake because when you're next to each other, you really feel how the cars are pulled together. All in all, it was a big step up. Many thanks to Porsche for making this possible!

**You've won quite a few titles in the past years. What's your next goal?**

We will see – but I have to say, I just love racing in the Porsche Mobil 1 Supercup. It's such a great championship with a really high level of driving and a lot of competition. It absolutely pushed me to the next level as a driver. And I'm really looking forward to coming back next season to defend my championship title.

P1	Larry ten Voorde (Team GP Elite)	155
P2	Jaxon Evans (Martinet by Alméras)	111
P3	Ayhancan Güven (BWT Lechner Racing)	110



ROOKIE CHAMPION 2021

# FROM SIM TO TARMAC.



There aren't many racing series where rookies can stand on a Formula 1 podium. Laurin Heinrich did it three times this season – an amazing performance for a driver who has spent most of his time in a sim racer! The Porsche Mobil 1 Supercup is extremely proud to give him and all the other up-and-coming new drivers their chance.



**Congratulations on winning the Rookie title. What did the 2021 season mean for you?**

Thank you so much! Being the Porsche Mobil 1 Supercup Rookie Champion 2021 doesn't just sound amazing – it feels amazing too! I won the Rookie Classification in my very first year in the Supercup, which was my main goal right from the start, even though the beginning of the season was really difficult. I was always playing catch up, but in the end, I couldn't ask for more.

**Do you have any special memories that stand out this season?**

There are so many. Obviously, my first podium finish in Spa, and my first victory in Zandvoort, but also the hardest weekend of my life in Monaco. I crashed in the Free Practice Session, missed out on Qualifying, and had to start from the back. But I really learned a lot – and I came back stronger.

**How much did the Rookie Programme help you this season?**

The Porsche Mobil 1 Supercup Rookie Programme was the perfect opportunity for me to develop as a racing driver. With Marco Seefried, we have a very experienced coach by our side, who also drives a Porsche GT3 R, as well as a Porsche RSR in other series. This gives us the opportunity to learn so much from him. It's always great to be in one-on-one meetings with him, where we analyse all of our sessions. It really helps us to improve on the track.

**Tell us about your sim racing background – how does it help you improve on the "real" racetrack?**

Being a professional sim racer in the World Championship helps me a lot to keep my competitive spirit high, especially during the winter. It has also made me a better driver. But most of all, it gives me the opportunity to learn about new tracks and practice driving them, even before an official test or the Free Practice Session.

**What's your message to young drivers who are thinking about joining the series?**

The Rookie Programme is the perfect opportunity for young drivers to learn how to become a professional racing driver. You have personal support from a Rookie Coach, you get training on health and nutrition, and overall you just learn how to be a complete racing driver.



P1	Laurin Heinrich (Nebulus Racing by Huber)	110
P2	Dorian Boccocacci (Martinet by Alméras)	81
P3	Harry King (Parker Revs Motorsport)	31



ProAm CHAMPION 2021

# SIX WINS IN A ROW.



Experienced amateur drivers have always been an integral part of the series. This year, Nicolas Misslin took home the championship title in the ProAm Classification for Lechner Racing Middle East. Anyone who wins six Supercup races in a row deserves the crowd's cheers and our congratulations!



**Congratulations on winning the ProAm title. What did the 2021 season mean for you?**

This season was just perfect, and I'm very happy because I have now won six races in the ProAm Classification in a row. The first two times on the podium in Spielberg, Austria felt really great.

**Is there anyone you would like to thank, and why?**

The car was just perfect this season, so I want to thank the team and our mechanics for doing a fantastic job. Plus, I'm very grateful to my sponsors and partners who made this season possible.

**What's your message to any drivers who are thinking about joining the series?**

The Porsche Mobil 1 Supercup ProAm Classification gives you the chance to race at a high level, regarding both the organisation and the race management. It's really the perfect championship for experienced drivers to compete in the most international Porsche one-make cup. And, in addition to this, the glamour of our association with Formula 1 adds a sparkle that might be useful in finding sponsors and partners.



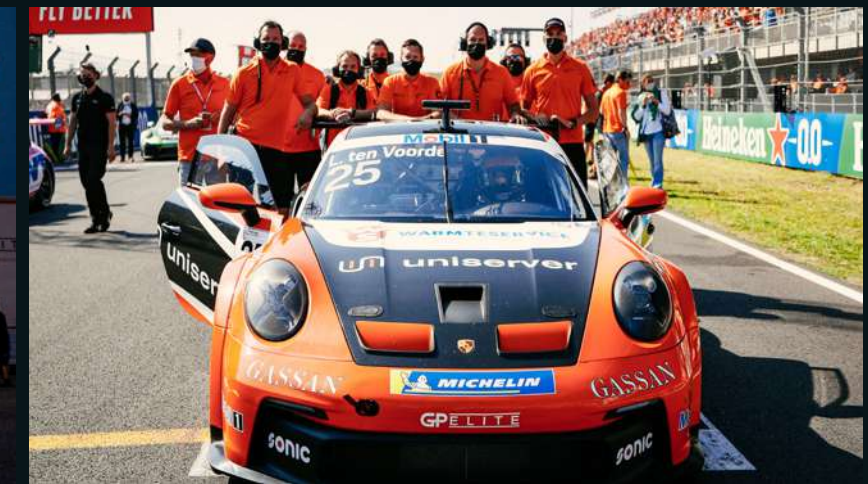
P1	Nicolas Misslin (Lechner Racing Middle East)	170
P2	Philipp Sager (Dinamic Motorsport SRL)	122
P3	Roar Lindland (Nebulus Racing by Huber)	119

TEAM CHAMPION 2021

# ORANJE SUPERSTARS.



Team GP Elite has been a permanent fixture since last season, and is now a prominent name in the Porsche Mobil 1 Supercup. The team led by Torsten van Haasteren and Robert van Teijlingen has lived up to its motto "Drive to Perfection" and secured the Porsche Mobil 1 Supercup Team Champion title 2021.



**Hi Torsten! How would you describe your overall performance this season?**

Last season we claimed two trophies, with Max as the Rookie Champion and Larry as the Overall Champion – and now we've won two championships again. We're all really proud of what we've done this year, and I can't thank the whole team enough for everything they did to make us the first ever champions in the new Porsche 911 GT3 Cup (992).

**A second Overall Champion title in only your second Supercup season. Apart from Larry's performance, what's the secret to your success?**

It's amazing to watch Larry grow, as I've known him for ten years now. He has grown so much from the hungry kid who really wanted to do it all, and his focus was always on one thing: to become the top professional he is today. It's really great to have been on this journey with him. Larry's strengths complement the rest of the team so well, and he helps the rest of us to improve every day.

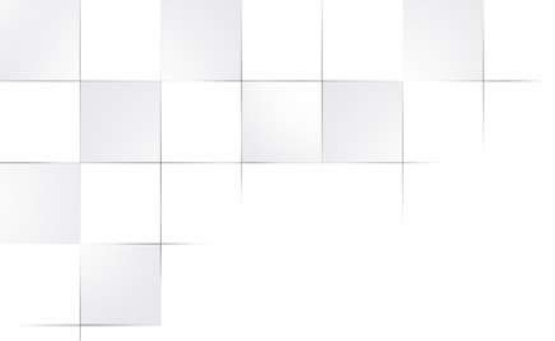
**What was the biggest challenge for you this year?**

Well, basically the beginning of the year when everything was so busy. When we got our hands on the new cars, we went straight into testing. So we asked a lot of the guys in our team, who did an amazing job getting everything done for all the test days that we had planned. And that's not even mentioning the challenges of Covid. So we only went testing at the beginning of the year. We weren't able to race because of the Covid calendar, which was still a big issue. Now, everything has settled down, so it's almost back to normal, but it was really chaotic and hectic at the beginning of the year.



P1	Team GP Elite	210
P2	Nebulus Racing by Huber	201
P3	Martinet by Alméras	190





# THE PEOPLE

The backbone of the series.



THE MANAGEMENT

# PEAK PERFORMANCE BEYOND THE PODIUM.



Running the top international Porsche one-make series is only possible with an absolute passion for motorsport – and a strong talent for organisation. It's about sporting excellence, building a stage for top athletes to perform, and helping teams to achieve commercial success as well as sporting excellence. It's all in a day's work for Oliver and Tamara, as well as Muriel, who took over from Tamara during the season.

**Oliver, can you tell us what the 2021 season meant for you?**

This Porsche Mobil 1 Supercup season was probably one of the toughest we've ever had, even harder than 2020, when Covid took us completely by surprise. When we were preparing for the championship towards the end of last year, nobody expected we would still be facing so many restrictions for such a long time. And the calendar continued to change throughout the season: we had to deal with the cancellation of France, we had to pull out of Silverstone at the last minute due to quarantine regulations. All of that made it hard for the teams to keep their promises to their drivers, their partners and the key people in the background. So I'm incredibly happy that we really managed to put together one of the best seasons we have ever had in the Supercup, by the hard work of everybody in our paddock.

**What impressed you most about the teams?**

Well last year, with GP Elite, we had a newcomer team that really challenged the established teams directly from Round 1. And we had the same situation this year, with Nebulus Racing by Huber, who came in, and were a strong competitor right from the off. They proved in Zandvoort how fast they are, how successful they can be, and how much they can challenge our established teams. It's great to see that these teams make sure the competition always stays as tough and exciting as ever.

**The first season with the new 911 GT3 Cup: how did it do on its "practical test"?**

We're very happy that the first season of the 911 GT3 Cup went so well. It has proven again why it's the most successful racing car in the world. It was introduced to a whole lot of Porsche one-make championships, and it showed that it's a reliable car with incredible performance. And on top of all that, from an emotional point of view, it's the best-looking 911 GT3 Cup ever.

**What are you particularly looking forward to next season?**

I'm looking forward to hopefully having a slightly more "normal" season again, where we have a calendar at the beginning of the year that we all can rely on. And not having too many last-minute changes, so everybody can just focus on what we really love: racing.

**Oliver Schwab**  
Project Manager

**Bye-bye to Tamara and a big welcome to Muriel.**

After five years in the organisation of the Porsche Mobil 1 Supercup, Tamara Falkenstein has taken on new challenges on the other side of the Atlantic. She will remain within the Porsche family as Motorsport & Driving Events Manager at Porsche Cars North America.

Muriel Wiedenkeller, who took over Tamara's role, joined in Round 3 in Spielberg to make the transition as smooth as possible during the ongoing season. Tamara fittingly celebrated her farewell at the 300th anniversary race in Spa-Francorchamps.

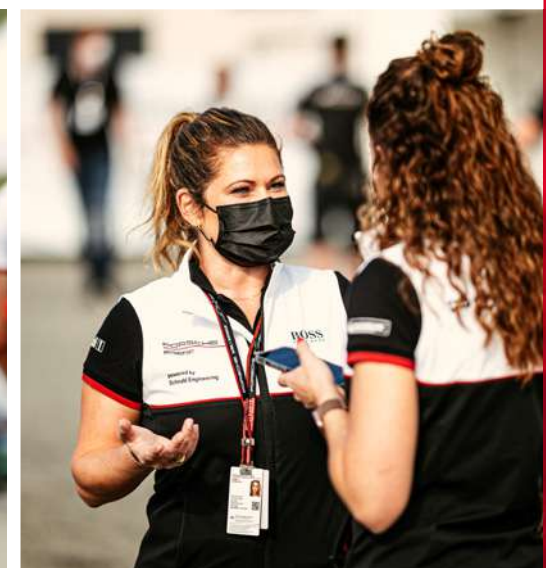
It's been a pleasure working with her – a big thanks to Tamara for everything she has done for the series.

**Tamara Falkenstein and Muriel Wiedenkeller**  
Organisation

**Thanks to Frank's healing hands.**

It's vital to have a doc on the line. Especially one like Frank Mayer, who also takes care of the teams when the going gets tough. If only all the problems in the world could be so easily solved with his magic touch ...

**Prof. Dr. med. Frank Mayer**  
Medical Support



# THE ART AND SCIENCE OF CONTROL.

Keeping an overview can be quite a challenge. Especially when your job involves monitoring over 32 race cars at the same time. Fortunately, it's a three-person job. Committed to adhering to the rules and regulations of the Porsche Mobil 1 Supercup, the guys from race control are often the first on the track and the last to leave it long after the race is over.

**Hello Peter, hello Richard, how would you summarise the 2021 season?**

**Peter:** The 2021 season was one of the toughest, but I would also say one of the most exciting Supercup seasons ever.

**Richard:** Every season is exciting, from our point of view. And yeah, it was challenging. But it was a rewarding one, too.

**What was your biggest challenge this year?**

**Peter:** The most exciting part of the season is the track action. And different circuits present different challenges in different ways, the majority of which, though, remain the same from event to event. But our main challenge is always making sure that we are consistent with our decisions. And above all, my primary role is the safety of the drivers and the teams. And I would like to think that we've been successful in that throughout this year.

**Richard:** Making sure we're consistent in any decisions that we make. Particularly when we're reviewing incidents, because every incident is different. We try as far as possible just to ensure we have consistency and treat all teams fairly, but naturally not everyone likes all our decisions.

**Did the new Cup car have any influence on your job, and if so, in what way?**

**Richard:** From a steward's perspective, it doesn't really matter what the cars are. We treat them all the same way. But it's helpful to have an understanding of what the driver is dealing with, and our Driver Advisor Christian Menzel is really helpful in that regard. He can give us a perspective that we otherwise might not have.

**Are there any special moments away from the spotlight this year you'd like to share?**

**Peter:** When we first felt the atmosphere in Zandvoort at the Dutch Grand Prix this year, it just was incredible – they took fan involvement in the sport to a different level.

**Richard:** Probably leaving the circuit at Spa-Francorchamps after our Practice Session. Having dealt with 30 out of 32 drivers with track limits and leaving the circuit was a really good moment for me, personally.

**Christian, as the official Driver Advisor of the Porsche Mobil 1 Supercup, you were a racer yourself. Are there any particular memories that come back, here at the track?**

I was a driver in the Porsche Supercup for seven years – so I have a lot of positive memories, but standing on the podium will always be one of my greatest moments.

**If you look back to the time when you were racing and compare it to this season, can you see any major differences?**

The series evolves all the time, and with the most fantastic cars, really good drivers and a perfect organisation, it has become more and more professional.

In my day, we had different race directors and stewards for each race, which was really difficult: on one weekend everything worked out well, and on the next one the decisions were very inconsistent. On this point, we're much more professional today, also considering all the technical support we have.

**Did you ever think that you would one day have the job you're in right now?**

No. And it was never my dream job either. Because normally race control and the drivers are enemies. But in 2011, I had the opportunity to work with Peter (Roberts) for the first time and I realised that he's a very competent man. He really understands what we're doing on the track and he is also a racer at heart. Then some years ago, Oliver Schwab called me and asked if I wanted to work for the series as the new Driver Advisor. It gave me the opportunity to have an impact and help with my expertise and knowledge.



**Christian Menzel**  
Driver Advisor

**Peter Roberts**  
Race Director

**Richard Norbury**  
Permanent Steward

## THE COACHES

# TRAINING THE CHAMPIONS OF TOMORROW.



### Hi Sascha, how was the season for you?

The 2021 season was special, because we were all driving the new Porsche 911 GT3 Cup. It was a challenge for the teams and drivers, because we all had to adapt to the new car. We saw a lot of progress and competition, and throughout the season it wasn't always the same team on top.

### What was your biggest challenge this year?

The pandemic restrictions were challenging for all of us, because it made travel pretty difficult. But having a totally new car was quite challenging, too.

### Are you happy with the performance of the new car? How did it influence the driving experience?

The new car is a little bit easier to handle compared to the old model. We see that the lap times are much closer together than they were with the old 911 GT3 Cup. The majority of the drivers are way closer together, and the front of the field was so tight this season. So performance-wise, it's faster on all of the tracks with a lot of corners, plus it's more consistent.

### With a new Porsche Junior next year, can you give us an idea of what to expect?

At the end of this year, we're going to have a grand finale that didn't happen last year because of the pandemic. There will be twelve drivers from the national Porsche Carrera Cups competing for the title of the Porsche Junior. This will be in Spain at the end of 2021, and afterwards we will see who will be racing with the Porsche Junior logo on their car in next year's Supercup season.

**Sascha Maassen**  
Porsche Junior Coach



### Hi Marco, how would you describe your Rookie season in 2021?

This was a really interesting season. It was challenging, because we had a new car, but in the end, our Rookies were able to claim podium finishes in the Overall Classification – personally, I couldn't ask for more.

### What were the biggest challenges this year?

On one hand the new car, and on the other hand the different characteristics of all our Rookie drivers. All of them were very competitive, but they all come from different racing backgrounds. Dorian, for example, comes from the world of single-seaters, so he's used to a lot of aerodynamics and light-weight cars. Then there's Laurin, who's a sim racer with a lot of experience behind the wheel. Harry has the classic one-make cup background, so he's used to a Cup car, but the old model. From my point of view, as a coach, it was really exciting to work with all of them.

### How did it go with the new Cup car?

The new Porsche 911 GT3 Cup is obviously faster compared to its predecessors, but we all had to learn a thing or two. Not just me as a coach, but also the drivers and the teams – we all had to start from scratch. That's why we had a bit more work than usual. But it was fascinating to see how it all came together in the end.

**Marco Seefried**  
Rookie Coach



HOSPITALITY

# HIGH PERFORMANCE OFF THE TRACK.



The Porsche Mobil 1 Supercup hospitality team once again went above and beyond to make the Porsche Paddock a home away from home for all the participants. And finally we were able to welcome guests to the circuit. Just like every season, everyone is now wondering how they'll get through the rest of the year without this super cuisine and courteous service. Thank you to everyone involved for your supreme hospitality!

#### Hospitality Management

Birgit Sauermann,  
Sebastian Sauermann

#### KHH Süllberg Catering

**Standing from left:** Mohammad Reza Shirmohammad, Gabriela Plösch, Tarik Leins, Margeaux Meis, Anton Reichert, Markus Krompaß, Philipp Arenz, Karlheinz Hauser, Tom Hauser, Linus Jonen, Sophia Ermert, Caspar Koch, Tom-Luca Maksimovic, Anne-Marie Schäfer  
**Sitting from left:** Jana Bültemann, Felix Eberle, Kiki Papadopoulous, Kiyan Ghaffari

#### Vilito Event Technology

Andreas Röder, Viktor Kusikov, Timothy Milner

#### Gorges Tent Management

Jochen Tholl



TECHNICAL SUPPORT

# KEEPING THE SHOW RUNNING.

The first season with a new race car is always an extra challenge. But the technical team matched the performance of the 992 model Porsche 911 GT3 Cup: precise, energetic and willing to go the extra mile for the sporting success of the customer teams.

**Porsche Race Parts Service**

Christian Pelters, Dominik Wöhr

**Schnabl Engineering**

Sven Schnabl, Tim Wagner, Lukas Sagert, Fabian Stein, Mario König, Sebastian Schröder, Christopher Halama, Andreas Bayer, Philipp Kamps

**DMSB**

Tim Zessack, Korbinian Beckert, Felix Fent, Patricia Wagner, Lars Altseimer

**Riedel Communications (Radio)**

Joy-Rene van der Berg

**Transportation Specialist**

Angel Mitrov

**Michelin Tyre Service**

Donatello Bardi

**Scuderia Braunschweig (Fuel)**

Kurt Finster

**Richard Wagner (Truck Logistics)**

Daniel Borowski, Josef Sperl, Grzegorz Lesiewicz

**How did your first season with the new Porsche 911 GT3 Cup go?**

It was very exciting, because we had to get to know the new car inside and out, and so did the customers. In the end, we sold 160 GT3 Cup cars – that's more cars than ever before in the first year of release. The pandemic also proved to be a challenge, particularly in terms of spare parts. As always in motorsports, there was a long time when everything was crazy, but after the chequered flag waves, everyone can kick back and celebrate. Customer feedback tells us that Porsche Motorsport can pop the champagne and be very proud of our new 911 GT3 Cup.

**How would you describe the technical performance of the drivers and teams in 2021?**

A good driver will always adapt fast to a new vehicle to be able to get the best performance out of it. And of course you see the same thing with the teams. We did see the young drivers continue their development, other established drivers moved down two to three places compared to previous years. To get a good result in a Porsche one-make championship, you need to completely focus on the GT3 Cup car.

**Dominik Quosdorf**  
Technical Manager







**Cut the Mustard (Film Production)**  
Malte Heitmann, Max Müller



**K.A.P. (PR Agency)**  
Christian Schön

**Hoch2 (Photography)**  
Jürgen Tap, Michael Kunkel



COMMUNICATION PARTNERS

# ALWAYS REACHING FOR NEW FANS.

Communication for the Porsche Mobil 1 Supercup once again set new benchmarks. More and more users follow the series on social media channels, and this is in part because they enjoy the high-quality content we provide. It's a pleasure to tell all the Supercup stories and to convince more fans and participants that it's worth it to be part of our series.



**ASAC (Lead Agency and Social Media)**  
André Saueracker, André Clever,  
Caroline Schwind, Philipp Dischl,  
Lili Klein, Hannes Ritter,  
Johannes Schreiber

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### PRODUCTION

Blank Paper Printmedien Produktion  
Lindwurmstraße 88, 80337 Munich, Germany

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