

PORSCHE

MOBIL 1  
SUPERCUP

20  
22

30 YEARS  
PORSCHE  
SUPERCUP

20  
22



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By Thomas Laudenbach and Oliver Schwab.

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# PREFACE



## Dear Motorsport Enthusiasts,

The 30th anniversary season of the Porsche Supercup is in the books – and it was a continuation of the series' impressive success story. The top teams and drivers from the national Porsche one-make cups kept the competition exciting right up to the last minute of the final race, offering racing at its best across all eight rounds. It's exactly what all of us want to see.

During my visit to the 4th round in Spielberg as part of the Formula 1 Grosser Preis von Österreich 2022, I enjoyed being part of the Supercup family, which includes not only customer teams and the organisation, but also our partners and sponsors. Of course, everyone is burning for victory – but it's about more than just that. It's about being fair sportsmen and sportswomen, and enjoying a friendly atmosphere in the hospitality of the Porsche Mobil 1 Supercup paddock. That really impressed me.

At the anniversary celebration at the Red Bull Ring, I had the chance to watch the sporting highlights of the past 30 years of the Porsche Supercup together with teams, organisers and companions of the series – and we shared many entertaining and memorable stories. While I was there, the excellent level of racing that takes place on selected Formula 1 weekends, with Porsche, once again became clear to me. To be continued in 2023 – and I'm looking forward to it!

Until then – keep racing.

### Thomas Laudenbach

Vice President Porsche Motorsport

## Dear Teams, Drivers and Friends of the Porsche Mobil 1 Supercup,

I have been part of the series for eight years now – and to say it right away: the 30th anniversary season was an absolute highlight for me. Everything was just right: excitement, sporting quality, entertainment value, but also the professionalism of each one who lives for the Porsche Mobil 1 Supercup and its outstanding motorsport. Many, many thanks to all involved!

As the international pinnacle of the Porsche one-make series worldwide, the Porsche Supercup is a role model in Porsche customer sport. I know how much work participation entails for each team. It's about top performance – and for that we have all once again gone the extra mile. Without this commitment, the Porsche Supercup family would not be where it is now. In 30 years of extraordinary series history, we have built a legacy that we can look back on with pride. So please enjoy the review of our anniversary season in this book – you are part of it.

I am certain that when we meet again next year at our eight events as part of the FIA Formula 1 World Championship, we will continue to write the success story of our series. It promises to be an exciting race calendar again – with excellent racing on Europe's most legendary circuits, surprising victories of Rookie drivers and spirited battles for positions in all classifications, from Overall to ProAm driver. My anticipation could not be greater.

Until then, I wish you a peaceful winter wherever you spend it.

Yours sincerely,

### Oliver Schwab

Project Manager Porsche Mobil 1 Supercup



**30** YEARS  
PORSCHE  
SUPERCUP



# THIRTY YEARS

Porsche Supercup anniversary.

# SPEEDING THROUGH THE YEARS.

THIRTY TITLE WINS AND COUNTLESS THRILLING MOMENTS LATER.



**1993**

ALTFRID HEGER

**1994**

UWE ALZEN

**1995**

JEAN-PIERRE MALCHER

**1996**

EMMANUEL COLLARD

**1997**

PATRICK HUISMAN

**1998**

PATRICK HUISMAN



## TWO-TIMER

Guest starter Mika Häkkinen wins both of his appearances, in Monaco and Budapest respectively.

## SHIFTING UP

Three former Formula 1 drivers make the move to the Porsche Supercup: Jochen Mass, Jean-Pierre Jarier and Jacques Laffite.

## SPEED BEFORE AGE

Jean-Pierre Malcher becomes the oldest Porsche Supercup Champion at age 45.

## HUISMAN TAKES OFF

Patrick Huisman claims the first of 24 Porsche Supercup victories in Hockenheim.

## THE END OF AN AIR-COOLED ERA

The Porsche Supercup retires the air-cooled Porsche 911 GT3 Cup (1993) at the end of the season.

## MAJOR UPGRADE

The Porsche Supercup introduces the water-cooled, 360 hp Porsche 911 GT3 Cup (1996).



1999

PATRICK HUISMAN

2000

PATRICK HUISMAN

2001

JÖRG BERGMEISTER

2002

STÉPHANE ORTELLI

2003

FRANK STIPLER

2004

WOLF HENZLER



SAFETY FIRST

Soon to become FIA Formula 1 Safety Car driver, Bernd Mayländer wins his first Porsche Supercup race in Imola.

FOUR TIME'S A CHARM

Patrick Huisman wins his 4th and last Porsche Supercup Championship, a record that remains unbeaten to this day.

GAINING TRACTION

Roughly 26 million people tune in to follow the Porsche Supercup races on TV.

A DYNAMIC DUO

For the first time, the Porsche Supercup and the Porsche Carrera Cup Deutschland race together.

DOUBLE TROUBLE

Frank Stippler is the first driver to win both the Porsche Supercup and the Porsche Carrera Cup Deutschland Championship titles in the same year.

THE WOLF HENZLER SEASON

Five consecutive wins – eleven of twelve races on the podium (nine of these on P1) – eight starts from the pole and ten fastest lap times.



**2005**

ALESSANDRO ZAMPEDRI

**2006**

RICHARD WESTBROOK

**2007**

RICHARD WESTBROOK

**2008**

JEROEN BLEEKEMOLEN

**2009**

JEROEN BLEEKEMOLEN

**2010**

RENÉ RAST



**ARABIAN NIGHTS**

The Porsche Supercup is held for the first time on the Arabian Peninsula in Bahrain.

**TAKING FLIGHT**

The Porsche Supercup goes overseas twice this season with races in Bahrain and Indianapolis.

**EXPANDING ITS REACH**

The Porsche Supercup makes eleven rounds in ten countries.

**FULL STEAM AHEAD**

Jeroen Bleekemolen wins the championship with an astounding 72-point lead over the runner-up Damien Faulkner.

**A TALE OF TWO RACES**

Abu Dhabi hosts the Porsche Supercup twice this season.

**YOUNG, WILD AND A WINNER**

At just 23 years old, René Rast becomes the youngest Porsche Supercup Champion to date.





## 2011

RENÉ RAST

## 2012

RENÉ RAST

## 2013

NICKI THIIM

## 2014

EARL BAMBER

## 2015

PHILIPP ENG

## 2016

SVEN MÜLLER



### THE FIRST OF HIS KIND

Kévin Estre becomes the first Rookie Champion of the Porsche Supercup in the newly established classification.

### TWO DECADES OF THE PORSCHE SUPERCUP

Former Formula 1 driver Nick Heidfeld races the black and gold anniversary edition of the Porsche 911 GT3 Cup as the VIP starter at the GP in Hockenheim.

### DENMARK MAKES THE MARK

Nicki Thiim becomes the first Danish Porsche Supercup Champion.

### IN IT TO WIN IT

Earl Bamber is the first Porsche Junior to win the Porsche Supercup.

### WELCOMING A NATION

Philipp Eng wins the championship, making Austria the eighth nation to hold the title.

### A VERY, VERY GOOD YEAR

Sven Müller wins both the Porsche Supercup and the Porsche Carrera Cup Deutschland and immediately becomes a Porsche Works Driver.



**2017**  
MICHAEL AMMERMÜLLER

**2018**  
MICHAEL AMMERMÜLLER

**2019**  
MICHAEL AMMERMÜLLER

**2020**  
LARRY TEN VORDE

**2021**  
LARRY TEN VORDE

**2022**  
DYLAN PEREIRA



### THE MOST POWERFUL CAR TO DATE

The Porsche Supercup debuts the Porsche 911 GT3 Cup (991 II) with 485 hp.

### THE ACCELERATION TO POWER

Michael Ammermüller wins the second of three championships in the Porsche Supercup.

### DIVERSITY REIGNS

Drivers from 26 nations participate in the 2019 Porsche Supercup season.

### FULL SPEED AHEAD

Larry ten Voorde clocks the highest average speed in a Porsche Supercup Qualifying Session at 191.898 km/h in Monza and becomes champion in the subsequent race.

### THE NEW FAST

In the first season of the new Porsche 911 GT3 Cup (992), the series enters the era of sustainable speed, as Porsche's lighthouse testing ground for renewable racing fuels.

### 30TH ANNIVERSARY

The Porsche Supercup has been thrilling fans for three decades – and counting.

PORSCHE EXCLUSIVE MANUFAKTUR COOPERATION

# CREATION OF A MASTERPIECE.

A unique Porsche 911 GT3 road car to celebrate the 30th anniversary of the Porsche Mobil 1 Supercup.



The Porsche Supercup team decided to mark this special anniversary with a unique masterpiece. The result: a collaboration between Porsche Motorsport and the Porsche Exclusive Manufaktur to produce a complex factory recommission of a road-going 911 GT3, based on the 911 GT3 Cup, in the 30th anniversary livery.

As part of the new Sonderwunsch programme, the unique model was completed in less than six months. At Porsche, a Sonderwunsch Factory Recommissioning is about more than just recommissioning a car – it's about customising it, as well. In other words, a Porsche road car is technically restored to new-vehicle standard, including a complete redesign of the exterior and interior colour concept. Highlights of the anniversary car include the spectacular eight-colour paintwork design with the anniversary logo and a multicolour pixel mesh around the rear wheel arches. The names of all 29 Porsche Supercup champions are immortalised in gold on the rear bumper.

The special model has been seen at several Porsche Mobil 1 Supercup races. When it was not at the track, it also made appearances at the Porsche Museum and the CityLife Showroom in Milan, together with its "brother", the 911 GT3 Cup VIP car.

**"A tight schedule, high technical standards and a great team spirit that ultimately takes you to the finish line – this is something that I've otherwise only seen in the world of motorsport. The 911 GT3 – 30 Years of Porsche Supercup is a worthy ambassador in our anniversary year."**

Oliver Schwab, Project Manager Porsche Mobil 1 Supercup

But this car is more than just an eye-catcher – it is also a key element in communications for the series. For example, past Supercup champions have taken the Sonderwunsch 911 GT3 on excursions and talked about their wins and highlights from their careers. These episodes, called "A Spin With ...", can be seen on the Porsche Supercup YouTube channel.

The foundation for the Sonderwunsch Factory Re-Commissioning was a finished, road-ready Porsche 911 GT3 – the road-going version of the race car used in the series. In a process lasting several weeks, the vehicle was first disassembled and then rebuilt with this special design. It's a unique vehicle that does justice to this spectacular anniversary season.





THE MASTERPIECE ON TOUR

# FROM THE CIRCUITS TO THE STREETS.

A special anniversary calls for a special highlight.



**Altfried Heger**  
1993 champion



**Jörg Bergmeister**  
2001 champion



The 30th anniversary-themed Porsche 911 GT3 accompanied the series through this spectacular season and was an absolute eye-catcher on and off the track. It was not only an ambassador for the Porsche Supercup – it also showcased the capabilities of Porsche Exclusive Manufaktur.

**A car as a link between generations.**

In addition to 28 permanent racing vehicles on Europe's most legendary

race tracks, there was another highlight in the 2022 season. The Porsche 911 GT3, in a variation of the 2022 VIP car design, was the ideal link between the present and the rich history of the series. It was the star of numerous photoshoots, and served as a rolling studio for our YouTube series "A Spin With ...". In addition, the vehicle was a popular photo motif, for former champions and for visitors to the Porsche Mobil 1 Supercup paddock alike.



**Wolf Henzler**  
2004 champion





Manager meeting in Imola



Michael Ammermüller  
2017, 2018, 2019 champion



Larry ten Voorde  
2020, 2021 champion

**The managers of the Porsche Supercup.**

At the first race of the season in Imola, where the Porsche Mobil 1 Supercup held its debut race in 1993, almost all of the former Porsche Supercup managers came together to help us celebrate our anniversary season. It was an illustrious group of people who made their way in the world of motorsport to the highest positions. Whether they work in the management of large automotive companies or run a Formula 1 team, one thing still unites them: their love and passion for the sport.

(Left to right)

- Jost Capito** 1993–1995
- Uwe Brettel** 1996–2002
- Thomas Felbermair** 2003–2004
- Jens Walther** 2005–2010
- Jonas Krauss** 2011–2014 (not in picture)
- Oliver Schwab** Since 2015

**“Anniversaries should be celebrated in a fitting manner. The Porsche 911 GT3 30th Anniversary Masterpiece is definitely a worthy vehicle, and it embodies one of our main messages: what is good on the race track is just right for our road cars.”**

Oliver Schwab, Project Manager Porsche Mobil 1 Supercup

RECORD CHAMPION PATRICK HUISMAN

# MR SUPERCUP.

When you talk about Patrick Huisman, you often hear him called Mr. Supercup. The Dutchman has won the pinnacle of the Porsche one-make series four times, a feat that no one else has ever matched. In the interview below, he talks about what his career would be like without the Supercup and what he will always remember about the series.



Patrick Huisman  
1997, 1998, 1999, 2000 champion



**Hi Patrick, thanks for taking the time to chat. What is your life like now, 22 years after you won your last Porsche Supercup title?**

Life is treating me well, and although I finished my professional racing career after winning the Nürburgring 24 Hours with Audi in 2017, I still race from time to time in the Nürburgring NLS series with Porsche.

**We've heard that you and Larry ten Voorde come from the same region in Holland. Is this the reason why both of you are so incredibly fast?**

Ha ha, probably not, as I was born in The Hague. But the funny thing is that although I lived in the same area as Larry for many years, we actually never ran into each other.

**Which of your Supercup races will you never forget – and why?**

I've been asked that so many times, and I could never come up with the right answer. But in 1999, after winning Le Mans with Manthey Racing, I got a nerve infection and ended up in hospital and rehab for almost 12 months. So between the treatments I went to the track, and every weekend for the second half of the season we decided after Friday practice if I would be able to race because of the pain and restrictions I had. Finally, we turned a points disadvantage into winning the 1999 title over Ralf Kelleners, so that was a very special season for me.

**What advice do you have for young drivers who want to start racing?**

Probably the most important thing is to get a good education.

**What was your best/funniest moment in the Porsche Supercup?**

Basically, my whole Supercup period was really fun. I always had a laidback approach, which was mentally tough for my competitors. But I recall the Istanbul race in 2008 where we had a sponsor's dinner on Friday evening, and then I went with some friends to the opening party of the Supercup and got home at around 5 o'clock in the morning. I felt so bad during the warm-up lap – it was a really warm and humid day. So then when the race got started, there was a crash and I lost my left-side door. The car wasn't so fast on the straights, but the natural cooling helped me to finish the race.

**Did you have any contact with F1 drivers during your time in the Supercup? Is there a story you would like to share?**

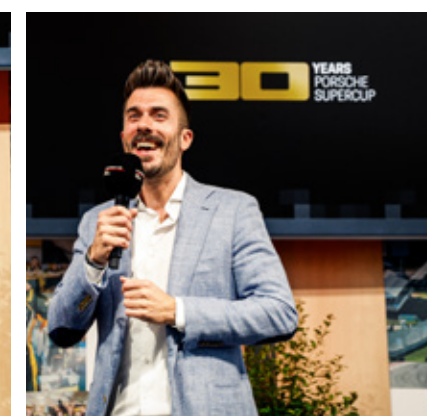
For sure I had contact during my time, as very often in the 1990s there used to be a Sunday evening after party. Fortunately, there was no social media or phone cameras, so that makes it easy not to share anything. \*laughs\*



CELEBRATING 30 YEARS OF THE PORSCHE SUPERCUP IN SPIELBERG

# A GET-TOGETHER WITH A VIEW.

To celebrate the 30th anniversary of the series, an illustrious group of guests gathered for the fourth round at the Red Bull Ring in Spielberg.



**“Thirty years of the Porsche Supercup – that’s an extraordinary time span for the international flagship of our one-make cups. Such success is only possible thanks to the professionalism of everyone involved.”**

Thomas Laudenbach, Vice President Porsche Motorsport

Among the guests were the CEO of Formula 1, Stefano Domenicali, who underlined the importance of the Porsche Supercup as a support event for the Formula 1 race weekends in Europe. Vice President of Porsche Motorsport, Thomas Laudenbach, took the opportunity to emphasise the special role of the series in the world of the Porsche one-make series in an emotional speech.

The cosy get-together in the hospitality area of the paddock was hosted by Burkhard Bechtel, also known as the walking Supercup encyclopaedia, who invited three former drivers – Christian Menzel, Sascha Massen and the current FIA Safety Car driver Bernd Mayländer – to the stage, where they shared anecdotes about the last 30 years of Porsche Supercup history.

Afterwards, the first champion, Altfred Heger, and the 2021 champion, Larry ten Voorde, shared their thoughts on different eras of the series.

All in all, it was a rewarding evening to share ideas and to underline that the Porsche Supercup family has held together over the last 30 years of the pinnacle of the Porsche one-make series. We are looking forward to this continuing for decades to come.



## THE 911 GT3 CUP GENERATIONS

# PASSING ON PERFORMANCE.

### 1993 911 Carrera RS | Type 964

In the inaugural year of the Supercup, drivers raced in the 911 Carrera RS, which had already proven itself in the Porsche Carrera Cup Deutschland. Its air-cooled six-cylinder boxer engine produced 202 kW (275 hp).



### 1994–1997 Porsche 911 Cup | Type 993

The newer model offered 200 cubic centimetres more displacement, which increased power output to 228 kW (310 hp). In addition, the drivers now shifted with a six-speed gearbox. From 1995, a rear wing provided more downforce on the rear axle.



### 1998–2004 Porsche 911 GT3 Cup | Type 996

From 1998, the cars were powered by water-cooled engines. In the course of its active career, the 911 GT3 Cup received several upgrades, including a larger rear wing and teardrop-shaped headlights. The output of the 3.6-litre boxer engine increased from an initial 265 to 297 kW (360 to 390 hp) in the 2004 season.



### 2005–2009 Porsche 911 GT3 Cup | Type 997

The 997 type of the 911 GT3 Cup, which was on the track from 2005 on, was based on the production model of the same name. Among other things, it offered a larger rear wing and a sequentially shifted six-speed gearbox. Power increased from an initial 294 to 309 kW (400 to 420 hp) for the 2008 season.



### 2010–2012 Porsche 911 GT3 Cup | Type 997 II

The second generation of the 997 type was developed from the production model 911 GT3 RS. The boxer engine, which was enlarged to 3.8 litres, produced 331 kW (450 hp). In addition to the Supercup, numerous national Carrera Cups also benefited from the power increase.



### 2013–2016 Porsche 911 GT3 Cup | Type 991

With the 991 model, shift paddles on the steering wheel were introduced in the 911 GT3 Cup – the conventional gearshift had become obsolete. The six-cylinder boxer engine now produced 338 kW (460 hp). A hatch in the roof that could be opened from the outside was introduced, to facilitate access for rescue teams.



### 2017–2020 Porsche 911 GT3 Cup | Type 991 II

From 2017, the cars were equipped with a newly designed 4-litre engine with an output of 357 kW (485 hp). As before, the Cup cars were built in the same production facility in Stuttgart-Zuffenhausen as the production models, before being given a final polish by Porsche Motorsport.



### Since 2021 Porsche 911 GT3 Cup | Type 992

The current GT3 Cup is the first to be based on the lightweight body of the Porsche 911 Turbo. A wider track and more efficient aerodynamics with an eleven-way adjustable rear wing make the handling even more precise. The output of the naturally aspirated 4-litre engine is now 375 kW (510 hp).



# THE PORSCHE SUPERCUP HISTORY IN NUMBERS.

In 30 years of the Porsche Supercup, there have been plenty of good reasons to celebrate. Let's take a look at a few figures that sum up the successful 30-year history of the series.



**VIP DRIVER AS RACE WINNER**

In the first Supercup season in 1993, Mika Häkkinen won two races as a guest driver, in Monaco and Budapest respectively.



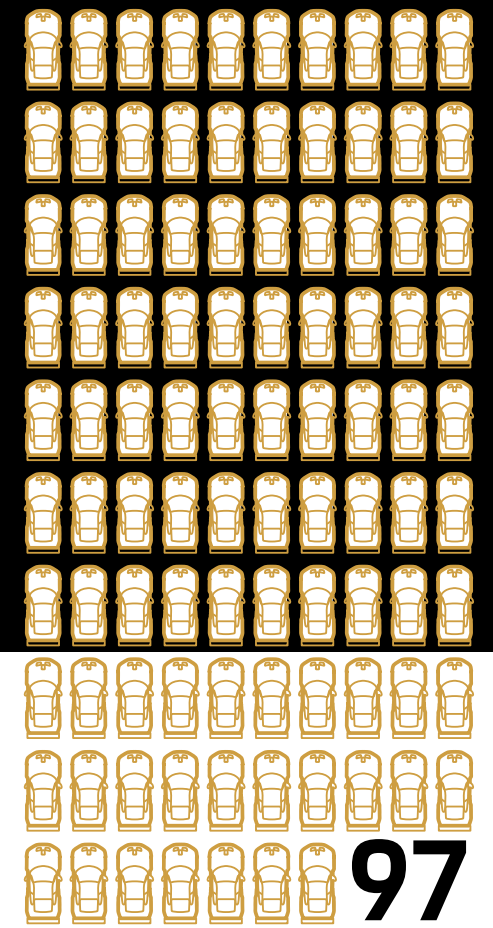
**SUPERCUP CHAMPION**

was Altfred Heger in the first season of the series in 1993, driving a Porsche 911 Carrera RS Type 964.

**23** YEARS **45**

was the youngest Porsche Supercup Champion René Rast when he won the title in 2010.

was the oldest Supercup Champion Jean-Pierre Malcher, winning the title in 1995.



was the highest number of cars on track at the Porsche Carrera World Cup at the Nürburgring in 2011.



**TITLES IN THE PORSCHE ONE-MAKE SERIES**

were first achieved by Frank Stippler in 2003, where he won both the Carrera Cup Deutschland and the Porsche Supercup Championship titles.



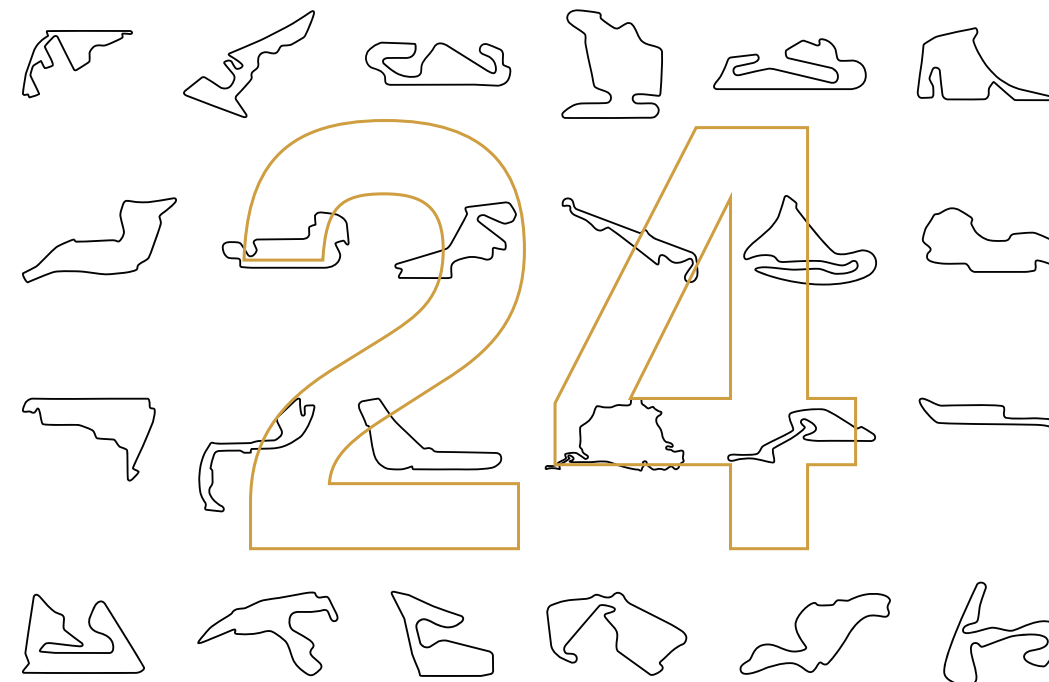
**PORSCHE SUPERCUP CHAMPIONSHIP TITLES**

by Patrick Huisman are the undisputed record to date. He also holds the series record with 24 race wins.



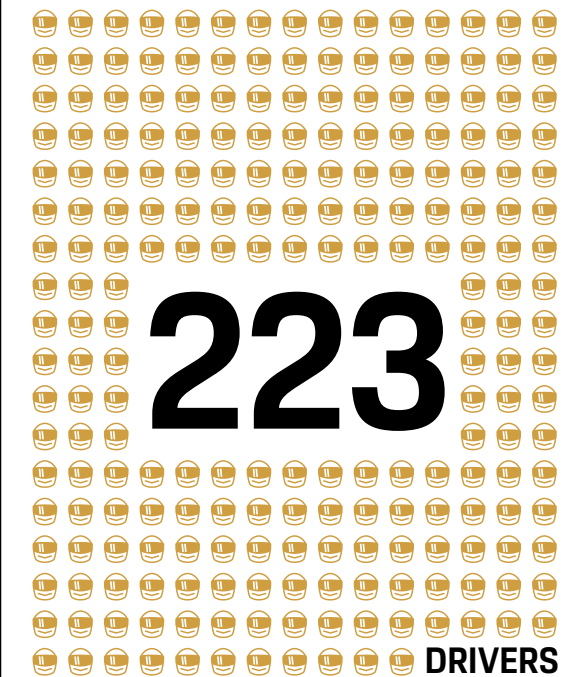
**RACE WINS IN ONE SEASON**

achieved by Wolf Henzler out of a total of 12 races in the 2004 season, which is still unrivalled today.



**RACETRACKS**

have hosted the Supercup to date, with the addition of the Circuit Paul Ricard to the 2022 race calendar.



**223**

**DRIVERS**

have competed behind the wheel of a 911 GT3 Cup in 30 years of Porsche Supercup history.



# THE DRIVERS

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Heroes with an indomitable will to win.





# 1

## MORRIS SCHURING

HUBER RACING

"The most competitive season I've known."

Overall Classification

P13

Rookie Classification

P4





# 2

## RUDY VAN BUREN

HUBER RACING

"It was an up and down season,  
but one I will never forget.  
Thanks to my team."

Overall Classification

P12





# 3

## LAURIN HEINRICH

SSR HUBER RACING

"Being the Porsche Junior in the anniversary season of the Supercup was a dream come true."



### Overall Classification

P3

### Podium Results

P1 – R3

P2 – R4

P3 – R2, R6

### Pole Positions

R6



# 5

## DYLAN PEREIRA

BWT LECHNER RACING

"The 2022 Supercup season was a hard and instructive year for me, and it will help me to fight for higher goals in the future."

### Overall Classification

P1

### Podium Results

P1 – R1, R4, R6

P2 – R7

### Pole Positions

R1, R4





# 6

## HARRY KING

BWT LECHNER RACING

"There's no better feeling than fighting against the world's best and winning. That's what makes the Porsche Supercup so special!"

Overall Classification

P5

Podium Results

P2 – R5

P3 – R1, R3, R8





# 7

## BASTIAN BUUS

BWT LECHNER RACING

“Being the youngest-ever race winner and Rookie Champion – wow! Thanks to BWT Lechner Racing!”

### Overall Classification

P4

### Rookie Classification

P1

### Podium Results

P1 – R5, R8

P3 – R4

### Pole Positions

R5





# 8

## ALEXANDER FACH

FACH AUTO TECH

"A difficult learning season."

Overall Classification

P19

Rookie Classification

P5







# 9

## LORCAN HANAFIN

FACH AUTO TECH

"Go fast and don't crash."

Overall Classification

P9

Rookie Classification

P3





# 10

## JUKKA HONKAVUORI

FACH AUTO TECH

"The 2022 season was  
an intense one!"

Overall Classification

P14



J.HONKAVUORI



# 11

## CLÉMENT MATEU

CLRT

"It was an exciting season, not a perfect one, but still good! I love racing in the Porsche Supercup."

Overall Classification

P26

ProAm Classification

P2





# 12

## MARVIN KLEIN

CLRT

"It's never easy to stay on top, but hard work always pays off sooner or later!"

Overall Classification

P6

Podium Results

P1 – R7

Pole Positions

R7, R8





# 14

## DANIELE CAZZANIGA

DINAMIC MOTORSPORT

"Racing in the Porsche Mobil 1 Supercup means racing at the top."

Overall Classification

P21





# 15

## PHILIPP SAGER

DINAMIC MOTORSPORT

"It is what it is!"

Overall Classification

P24

ProAm Classification

P3





# 16

## SIMONE IAQUINTA

DINAMIC MOTORSPORT

"Never give up!"

Overall Classification

P10





# 17

## LOEK HARTOG

OMBRA RACING

"Big thanks to the entire Porsche Supercup family for a memorable season on and off the track. See you next year!"

Overall Classification

P8

Rookie Classification

P2







# 18

## GIANMARCO QUARESMINI

OMBRA RACING

"It's always nice to be a part of the most competitive of all Porsche one-make series."

Overall Classification

P16





# 19

## DORIAN BOCCOLACCI

MARTINET BY ALMÉRAS

"I expected more from this season compared to my Rookie season last year. But nevertheless, I'm happy about my 2nd place in Monaco!"

### Overall Classification

P7

### Podium Results

P2 – R2

### Pole Positions

R2





# 20

## JAAP VAN LAGEN

MARTINET BY ALMÉRAS

“When I achieve something, I set the bar a little higher. That's how I got to where I am today.”

Overall Classification  
P11





# 21

## ROAR LINDLAND

PIERRE MARTINET BY ALMÉRAS

"The fourth ProAm title feels just as special as the first. Thank you for a great season, Porsche Supercup!"

Overall Classification

P23

ProAm Classification

P1





# 22

## STÉPHANE DENOVAL

PIERRE MARTINET BY ALMÉRAS

“What a great year! Awesome races on Europe’s best tracks with amazing fans and probably the best Porsche drivers in the world.”

Overall Classification

P25

ProAm Classification

P5





# 23

## AARON MASON

PIERRE MARTINET BY ALMÉRAS

"I'm honoured to take part in the 30th year of the Porsche Supercup. And to win more ProAm races than the rest. I'm happy with my performance this year."

Overall Classification

P23

ProAm Classification

P4





# 24

## MAX VAN SPLUNTEREN

TEAM GP ELITE

"It was a tough year, but still very enjoyable! I learned a lot, and it was amazing to drive with my 'Dutch GP Elite Family' again this season."

Overall Classification

P15





# 25

## LARRY TEN VOORDE

TEAM GP ELITE

"I am grateful for the things that I learned, and for the chance to continue my quest to be the best racing driver I can be."

### Overall Classification

P2

### Podium Results

P1 – R2

P2 – R1, R3, R6, R8

P3 – R5, R7

### Pole Positions

R3







# 26

## JESSE VAN KUIJK

TEAM GP ELITE

"I enjoyed our last dance with  
Team GP Elite a lot!"

Overall Classification

P17





# 27

## DAAN VAN KUIJK

GP ELITE

"A challenging but fun and exciting season. Until we meet again!"

Overall Classification

P20





# 28

## LUCAS GROENEVELD

GP ELITE

"It was an amazing season! Already looking forward to next year!"

Overall Classification

P18





# 911

## JORGE LORENZO

VIP DRIVER

"The Porsche Mobil 1 Supercup has an amazing history, and I'm proud to have driven car #911 in Imola."

### Participation

Season Test Imola | Round 1 Imola



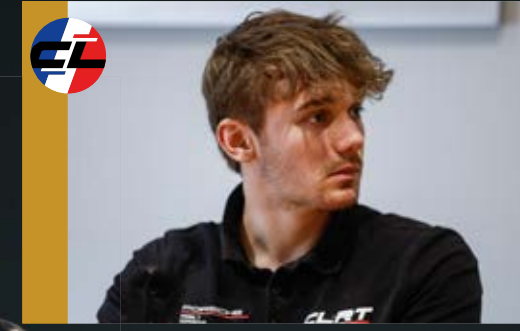
# PART OF THE FAMILY.

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.



# 13

Car #13, as CLRT's permanent entry, was driven by a different driver at each race this season.



**EVAN SPENLE**  
Round 1



**BENJAMIN PAQUE**  
Round 2



**ADAM SMALLLEY**  
Round 3



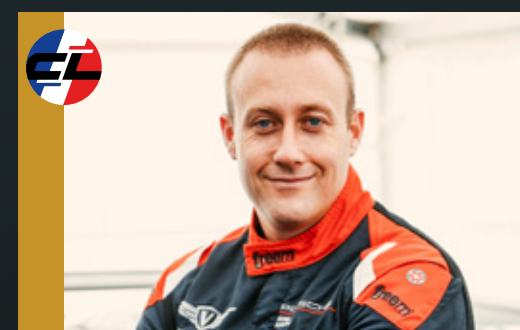
**JAXON EVANS**  
Round 4



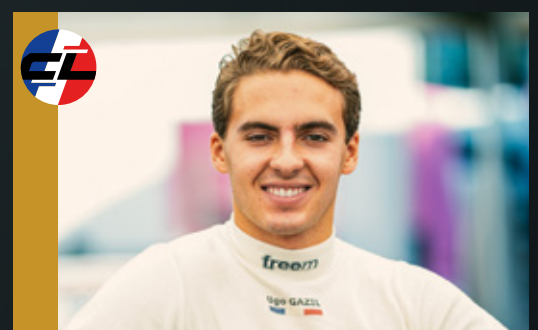
**FLORIAN LATORRE**  
Round 5



**HOWARD BLANK**  
Round 6



**MICHAEL VERHAGEN**  
Round 7



**UGO GAZIL**  
Round 8

# 4



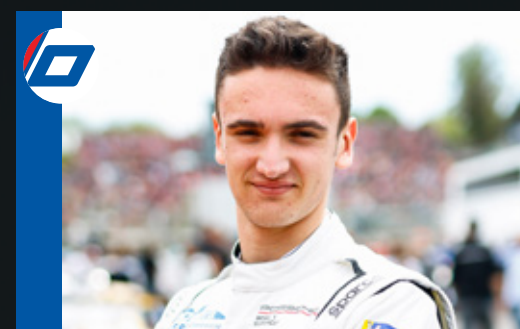
**MICHAEL AMMERMÜLLER**  
SSR HUBER RACING  
Rounds 1–5

# 4



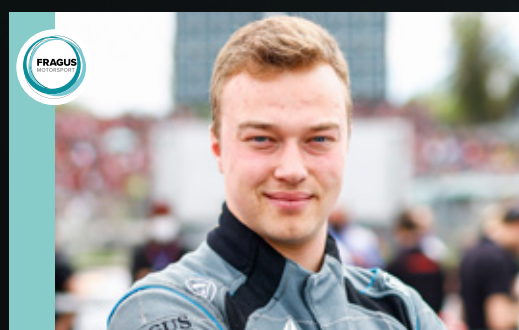
**SEBASTIAN FREYMUTH**  
SSR HUBER RACING  
Rounds 6–8

# 29



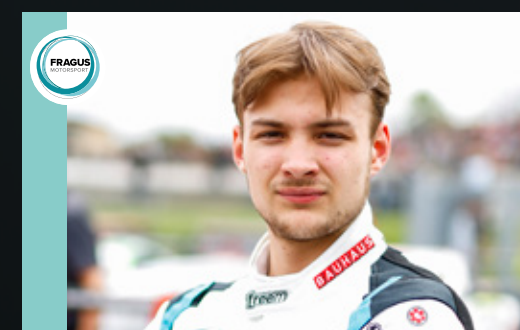
**LEONARDO CAGLIONI**  
OMBRA RACING  
Rounds 1, 5 and 8

# 30



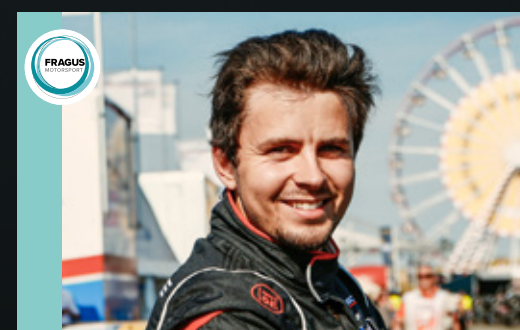
**PONTUS FREDRIKSSON**  
FRAGUS MOTORSPORT  
Rounds 1, 4 and 7

# 31



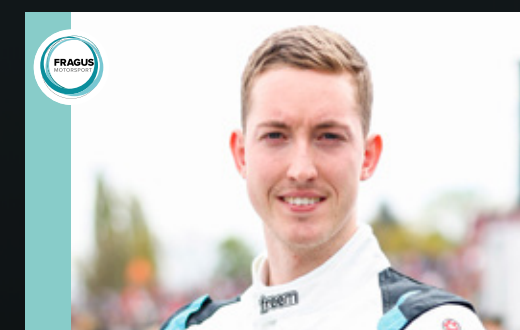
**HAMPUS ERIKSSON**  
FRAGUS MOTORSPORT  
Rounds 1 and 4

# 31



**LUKAS SUNDAHL**  
FRAGUS MOTORSPORT  
Round 7

# 32



**EDVIN HELLSTEN**  
FRAGUS MOTORSPORT  
Rounds 1 and 7

33



**HUUB VAN EIJNDHOVEN**  
GP ELITE  
Rounds 6 and 7

35



**ARIEL LEVI**  
HUBER RACING  
Rounds 3, 5 and 6

36



**GHISLAIN CORDEEL**  
KELLY-MOSS ROAD AND RACE  
Round 3

37



**RILEY DICKINSON**  
KELLY-MOSS ROAD AND RACE  
Round 3

38



**AARON LOVE**  
MARTINET BY ALMÉRAS  
Rounds 3 and 5

39



**STEPHEN GROVE**  
MARTINET BY ALMÉRAS  
Round 5

40



**GEORGIOS FRANGULIS**  
ID RACING  
Round 4

40



**WILLEM MEIJER**  
ID RACING  
Round 6

41



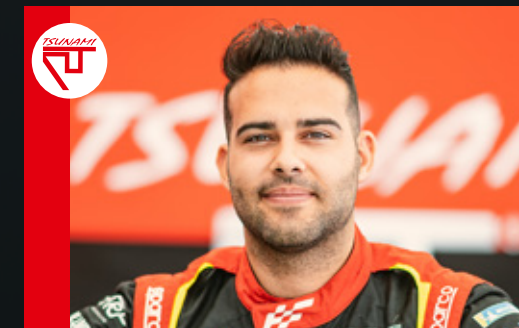
**MICHAEL VERHAGEN**  
ID RACING  
Rounds 4 and 6

42



**GIAMMARCO LEVORATO**  
TSUNAMI RT  
Round 8

43



**ANDREA FONTANA**  
TSUNAMI RT  
Round 8

44



**JOHANNES ZELGER**  
TSUNAMI RT  
Round 8

# THE TEAMS

Giving everything for the win.



# THE FRENCH WITH THE ADVANTAGE OF EXPERIENCE.

**Team Martinet by Alméras was one of the teams to watch in the Porsche Mobil 1 Supercup anniversary season. The Frenchmen were right to be confident of victory.**

**In the 2022 season, the team from near Montpellier again fielded well-known names from the world of Porsche Customer Racing, and everyone involved was focused on winning races. Even if they couldn't claim victory on their home track in Paul Ricard, a 2nd place finish in Monaco for #19 Dorian Boccolacci and the ProAm title for #21 Roar Lindland were reward for all their hard work. We met Philippe Alméras in Monza and asked him to tell us how he saw the season.**

**Hi Philippe – how satisfied are you with the anniversary season in the Porsche Mobil 1 Supercup? How did it go for you?**

It was a tough season for us with lots of action on track. Plus there was a lot of rain this year in practice, qualifying and sometimes races. So it was quite a dramatic season. But in the end, we're happy with Roar's performance and the ProAm title for the team.

**Dorian showed his potential in Monaco, Roar was consistent as usual – and took his 4th ProAm title. What are your thoughts on your drivers?**

I'm really glad because being on the podium in Monaco on P2 is an amazing feeling. That was already the case last year with two of our drivers on the podium, and keeping up that amazing performance two years in a row is quite satisfying. We expected a little bit more from the French Grand Prix to be honest. But unfortunately, that was not the case. And the Dutch

Grand Prix was a little bit sad, with Jaap van Lagen having his best Qualifying Session of the season and losing a big amount of points in the end. That was a little bit disappointing. But anyway, we are more than happy with Roar Lindland being on the ProAm podium consistently.

**The competition level in the Supercup gets higher every year. What's your strategy to adapt in the future?**

We have to keep an eye out for the young drivers. We have seen a lot of guys between the age of 18 or 20 coming to this championship. And even if they were "only" in the Rookie classification, they were scoring a lot of points. So we will keep an eye on the national championships like the Porsche Carrera Cup France to source some younger drivers for Martinet by Alméras.

**To finally race again on home soil at Le Castellet was certainly special. What were your feelings?**

That was a really special weekend, racing on our home track. We were there a lot with the Porsche Carrera Cup France, but unfortunately during the first Supercup race on that track, there was a little too much chaos. We were expecting some more points, but in the end that was not the case there.







## Season Results

### Team Classification

- P5 (Martinet by Alm eras)
- P11 (Pierre Martinet by Alm eras)

### Overall Podium

P2 – R2

### ProAm Podium

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

### Pole Position

R2

### Participating Teams

- Martinet by Alm eras
- Pierre Martinet by Alm eras

### Team Manager

Philippe Alm eras

### Team Nationality

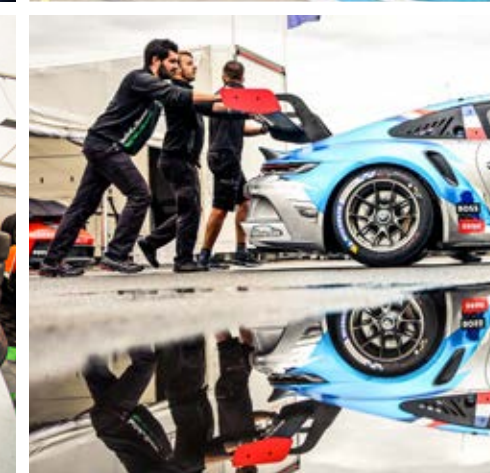
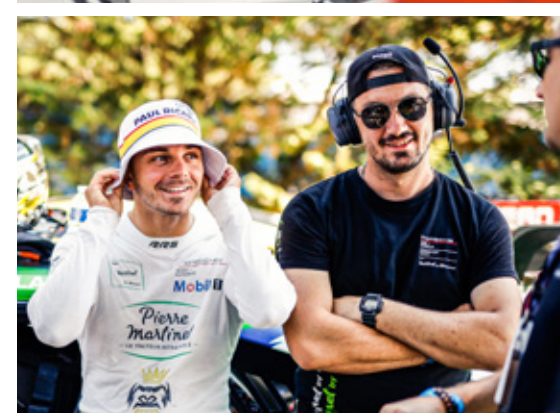
French

### Participation

Since 2014

### Drivers

- 19 Dorian Bocolacci
- 20 Jaap van Lagen
- 21 Roar Lindland
- 22 St ephane Denoual
- 23 Aaron Mason
- 38 Aaron Love
- 39 Stephen Grove





# LIVING FOR FRENCH WINS.

**Over the last three seasons, they have shown everyone that they're fast. In 2022, the French team with a licence from Belgium, led by the 2021 Le Mans winner in the GTE-Pro Class and official Porsche Driver Côme Ledogar, were on the hunt for podium finishes.**

**Team CLRT is one of the newest permanent Porsche Mobil 1 Supercup teams, but behind the youthful facade is a wealth of experience. In the 2022 season, the team from the French Atlantic coast started with an (almost) new lineup – and finished as the most successful French team in the series, ahead of Alméras. The drivers really turned up the heat, especially in the last races – above all Marvin Klein. We talked with the official representative, Benjamin Floch, about how the season went and what it feels like to grow together as a team.**

**Hi Benjamin – your third Supercup season is in the books. How would you describe the season?**

The first two seasons went pretty well. So our expectations for this year were a little higher. Unfortunately, the results didn't come as quickly as we had wanted. But we had a win in Zandvoort at the Dutch Grand Prix, which was really good for us. I don't think that Zandvoort is our favourite track. Not for our team and not for me, as an engineer. That's why we are very pleased with how that weekend went. I think this year in general was a little bit disappointing in terms of results. But I think the performance is there and we just need to continue to grow next year in our fourth season.

**With Marvin and Clément, your two permanent drivers were pretty successful. How satisfied are you with their performance?**

I think Marvin did a very good job this season, which was definitely not an easy job, being the only fast driver in the team. When you look at the major

teams like Lechner Racing or Huber Racing, where they have at least two or three very fast drivers, it's a real benefit. When it comes to Clément, he is also racing his first year with CLRT, and in my opinion he did a very good job. It was also not easy for him because the level in the ProAm Classification is very high. He raced into the points most of the time and in the end, he was 2nd in his classification this season.

**What's the most important experience you gained this year?**

I think what we did better this year compared to the last two seasons is the way the team and drivers all worked together. At first, we all needed to find our places within this newly established team, and now we're at a point where we are working together as a unit, even though we are all very different. That's definitely one of the most important things we learned this season.

**CLRT took its first victory in the Porsche Mobil 1 Supercup at Zandvoort. What was going through your mind when the race ended with Marvin in P1?**

It is always kind of strange to win a race on a red flag like this. Because usually you have the last lap and everyone's ready for that and you see the chequered flag, and that's very exciting. And then, well, you have this kind of mixed pleasure because you find out that you won. In Zandvoort, the race was called off so abruptly after the safety car phase, which was unusual. But in the end, a win is a win, and it was definitely the reward we were waiting for as a team.



## Season Results

### Team Classification

P4

### Overall Podium

P1 – R7

### ProAm Podium

P2 – R1, R5, R6, R8

P3 – R2, R3, R4

### Pole Position

R7, R8

### Participating Team

CLRT

### Team Manager

Côme Ledogar

### Team Nationality

French

### Participation

Since 2020

### Drivers

11 Clément Mateu  
12 Marvin Klein  
13 Evan Spenle

13 Benjamin Paque  
13 Adam Smalley  
13 Jaxon Evans  
13 Florian Latorre  
13 Howard Blank  
13 Michael Verhagen  
13 Ugo Gazil



# THE ITALIAN POWER.

Two Italian circuits were on the calendar for the Porsche Mobil 1 Supercup 2022, so it was more than fitting that two Italian racing teams competed in our anniversary season.

Giuliano Bottazzi's team has been a fixture in the Porsche Mobil 1 Supercup for years. With the support of their tifosi, they were on the hunt for podium finishes again in 2022, fielding a total of three permanent vehicles on the grid. Simone Iaquinta really improved after the first races and ended up among the Top 10 drivers of the season, even though he was repeatedly dogged by bad luck in accidents this season. His golden-foiled Porsche 911 GT4 Cup was an eye-catcher at every race weekend. In the contest between the Italian teams, Dinamic ended up behind Ombra Racing, which was a disappointment. But there were a number of lessons learned for the popular Italians in the anniversary season, and we spoke to team representative Davide Noè to find out more.

**Hi Davide – how satisfied are you with the anniversary season in the Porsche Mobil 1 Supercup?**

We didn't get the results we wanted this season. It was a tough season for us. Sometimes we were a little bit unlucky. Sometimes it was our fault, and sometimes it just happened. We knew that the performance was there, but in the end we just didn't get the results we were after.

**The closest you got to the podium was in Spielberg. Simone Iaquinta finished as one of the best ten drivers. Do you think more would have been possible?**

In Spielberg, we finished in P5, which was not that bad. Let's say we improved compared to last season, so we were able to achieve more. Like in Imola in the first race of the season, we crashed in the qualifying session and didn't get a lap time. We completely wasted that race. In Zandvoort, where we got on the podium last year, we had high hopes for that race and we just got a little bit unlucky. But yeah, I expected a bit more in parts.

**What's the most important experience you gained this year? What are your ideas for the 2023 driver lineup in the Porsche Mobil 1 Supercup?**

We learned more about the car itself. We did more testing, gained more mileage and more experience with tyres and the whole setup. So step by step, we are getting closer to our goal and learning more about the performance of the car as well. Unfortunately, I can't say anything about next season's driver lineup at the moment.

**We had two races in Italy this season, with Monza as the grande finale.**

**What went through your mind when you heard the tifosi sing?**

It was just amazing for us as Italians. You hear Italian chants and stuff like that. So it can just turn everything around. But in the end, it didn't help that much in Imola, and in Monza, unfortunately, it could not help us to achieve the desired result either.





## Season Results

### Team Classification

P9

### ProAm Podium

P1 – R4

P2 – R2

P3 – R1, R8

### Participating Team

Dinamic Motorsport SRL

### Team Manager

Giuliano Bottazzi

### Team Nationality

Italian

### Participation

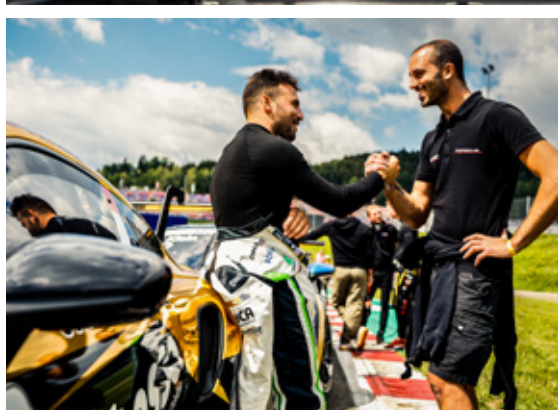
Since 2016

### Drivers

14 Daniele Cazzaniga

15 Philipp Sager

16 Simone Iaquina





## FACH AUTO TECH

# 10<sup>TH</sup> ANNIVERSARY FOR THE SWISS.

The 30th anniversary of the Porsche Mobil 1 Supercup was not the only celebration this season. Team FACH AUTO TECH from Sattel in Switzerland completed their 10th season in the pinnacle of the Porsche one-make series – rejuvenated and optimistic.

The Supercup is like a family. In the case of FACH AUTO TECH, this is literally true: this season Alexander Fach, aspiring racing driver and son of Team Manager Alex Fach senior, joined as a Rookie behind the wheel of one of their three Porsche 911 GT3 Cup cars. Lorcan Hanafin was another Rookie in a FACH 911 GT3 Cup supported by Finnish Porsche Supercup veteran Jukka Honkavuori. At the end of the season, we spoke to Team Manager Alex Fach to find out more about his work with young talent.

**Hi Alex – how satisfied are you with the anniversary season in the Porsche Mobil 1 Supercup?**

It was a nice season. Quite a short season with the triple header, which was tough for the team. But I was most surprised about both of my youngsters Lorcan and Alexander. They make a really good team, and they get along great outside of the car, too.

**It was your first season with your son Alexander in the team. What was special about it?**

It was very special. We had some battles and not only the father-son thing,

also team owner and son or team owner and driver. We had some difficult situations this year, but we managed it all very well. And we are still friends and will still be father and son after it's all over. \*laughs\*

**How much potential do you see in Lorcan and Alex? What type of driver fits best with FACH AUTO TECH?**

I think Lorcan and Alexander are typical drivers for FACH AUTO TECH. They are both young and hungry. That's what we are looking for. In the future, we will try anything to be faster and get on the podium more. And I'm sure that with these two, we can take that next step.

**All three of your drivers were in the points at Spa as well. What are your feelings at this legendary race track, where you've celebrated many successes?**

Yes, we had a good race in Spa, but it was not good enough for us. We are still a little bit unhappy about the result. I think all three drivers and the team are better than we showed in Belgium. But now, as always, it's time to look ahead and go full throttle into the future.



## Season Results

Team Classification  
P8

Rookie Podium  
P2 – R1, R3, R6  
P3 – R2, R4, R5, R8

Participating Team  
FACH AUTO TECH

Team Manager  
Alexander Fach

Team Nationality  
Swiss

Participation  
Since 2013

Drivers  
8 Alexander Fach  
9 Lorcan Hanafin  
10 Jukka Honkavuori



# THE DEFENDING CHAMPIONS FROM THE NETHERLANDS.

The team from northern Holland got off to a meteoric start in the Porsche Supercup in 2020, and have been beating the established contenders ever since. One vital success factor is Larry ten Voorde, still one of the best drivers in the Porsche 911 GT3 Cup.

With four titles in just two years – 2x Overall Champion, 1x Rookie Champion and 1x Team Champion – Team GP Elite have really shaken up the established order in the Porsche Mobil 1 Supercup in a short time. Understandably, the Dutch went into the series' anniversary season as joint favourites. Top driver Larry ten Voorde had the chance to claim a third title and catch up with the eternal record set by his compatriot Patrick Huisman as early as next year, but things did not turn out that way. After the last race in Monza, the team led by manager Torsten van Haasteren again took home a lot of experience, but no title. Nevertheless, the likeable team did not let results spoil their mood – and at least ended the 30th Supercup season as champions of cheering in the Porsche paddock.

Hi Torsten – as champions for the past Porsche Supercup seasons, expectations must have been pretty high. Were your expectations met? How would you describe the season?

The difference now compared to the last few years is that the competition was stronger this year. And when we didn't finish on the Red Bull Ring, that had a huge influence on the championship for Larry and GP Elite. Otherwise, we'd have been leading going into the final round in Monza.

Overall, I think Larry and the whole team performed better in 2021. But still, we managed to be on the podium every single race Larry finished.

Your driver lineup has been exactly the same for three years now. What are your ideas for the team in 2023?

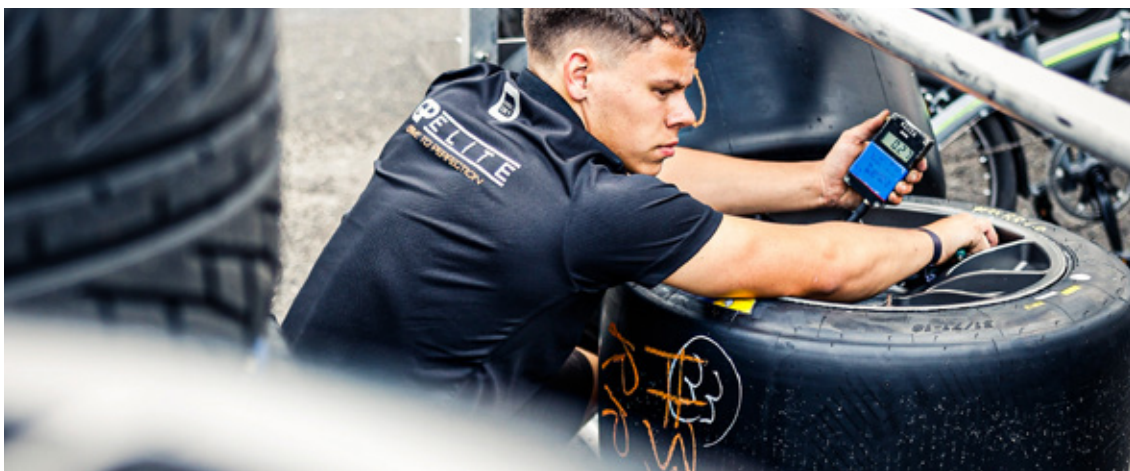
We would love to continue with the family we have. But at some point, it's like with your own children. They grow up and get bigger and at some point go somewhere else. I think this will be the case for some of our drivers next season. But our goal is to keep at least most of the GP Elite family together. And if some of the drivers won't drive in the Supercup anymore, they will still be driving for GP Elite in other championships. GP Elite is here to stay and will be part of the Porsche Mobil 1 Supercup for quite some time.

This was your 2nd Monaco win in a row. Did it feel like last time? What were your emotions?

Monaco, it's always chaos. It's so hard and difficult. But Larry is in a league of his own there. In free practice, he was by far the quickest. Some other drivers were quicker in the end, but we were driving on one set of tyres in qualifying. And in the race on Sunday, he was untouchable. It was really cool. And we celebrated with a lot of people from the team on Friday and Sunday night.







## Season Results

### Team Classification

P2 (Team GP Elite)  
P10 (GP Elite)

### Overall Podium

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

### Pole Position

R2, R3

### Participating Teams

Team GP Elite  
GP Elite

### Team Manager

Torsten van Haasteren

### Team Nationality

Dutch

### Participation

Since 2020

### Drivers

24 Max van Splunteren  
25 Larry ten Voorde  
26 Jesse van Kuijk  
27 Daan van Kuijk  
28 Lucas Groeneveld

33 Huub van Eijndhoven



**HUBER**  
**RACING**

# FROM GERMANY, HERE TO STAY.

**From newcomers to championship contenders in just one season: Huber Racing earned the right to be taken seriously with their successful debut in 2021, and this year they wanted to win more than just the Rookie Classification.**

**With an impressive lineup, Huber Racing looked very promising this season, even though three-time Porsche Supercup Champion Michael Ammermüller dropped out of the team mid-season. Newly appointed Porsche Junior Laurin Heinrich was in top form – and he had ambitious support from Rookie Morris Schuring and Rudy van Buren. We spoke to team owner Christoph Huber about his season and the experience he gained this year.**

**Hi Christoph – how satisfied are you with your second year in the Porsche Mobil 1 Supercup, especially with Laurin's performance as the official Porsche Junior Driver on the grid?**

We can definitely look back on a strong season, with performances we can be very happy with. Laurin has shown that he deserved to be the official Porsche Junior Driver in the Supercup this year, and we are very happy that he competed with us this season. I think we have shown again what this new team is able to achieve in such a tough racing series. Even though it wasn't enough for us this season, we are still very proud of our achievements.

**You started the season with a bold lineup and big names. How hard was it when Michael left?**

Of course, it was a real pity when Michael announced that he would end his season early for personal reasons. But we are very proud that he made his comeback to the Porsche Supercup with us, and who knows where and when you will see him behind the wheel again.

**How did you find the close championship battle? How did you prepare the team for it at the beginning of the season?**

It was exciting to the end, and for the fans it was also nice to be able to follow a title fight right up to the last race at Monza. We as a team had to sweat a bit more in this situation. Unfortunately, and because of bad luck, it wasn't enough for us this season, but with all the experience and progress we made this year, we are looking forward to the next season even more.

**What's the most important experience you gained this year? What are your ideas for the 2023 driver lineup in the Porsche Mobil 1 Supercup?**

The most important experience this year was to see again what is possible with such a strong team. Every single person proved this season what is possible with good and consistent performance. For the 2023 lineup, we are of course again counting on strong drivers and will be ready to fight for the title once again.

**Huber Racing took its first overall victory at Silverstone. What was going through your mind when the race ended with Laurin in P1?**

The first overall victory at Silverstone was, of course, an amazing experience. It's hard to describe what goes through your head at a moment like that, nothing but pure joy and relief. This was a concrete reward for the work invested so far. We hope the spectators and fans enjoyed this moment as much as we did as a team. Here's to many more victories next season!



## Season Results

### Team Classification

P3 (SSR Huber Racing)  
P6 (Huber Racing)

### Overall Podium

P1 – R3  
P2 – R4  
P3 – R2, R6

### Rookie Podium

P2 – R2, R4, R5  
P3 – R7

### Pole Position

R6

### Participating Team

SSR Huber Racing  
Huber Racing

### Team Manager

Christoph Huber

### Team Nationality

German

### Participation

Since 2021

### Drivers

1 Morris Schuring  
2 Rudy van Buren  
3 Laurin Heinrich  
4 Michael Ammermüller

35 Ariel Levi



## THE FORCE FROM AUSTRIA.

Thirty years of the Porsche Supercup would be unthinkable without Lechner Racing. The experienced racing team from Faistenau in Austria is closely linked with the success story of our series. Not only because they are always in with a chance of winning, which they proved once more this year. With three titles under his belt, Team Manager Robert Lechner not only has the weight of expectations on his shoulders, but also a lot of stories to share.

**Hi Robert, you won three titles this season. How do you think the 2022 season went for your team, all in all?**

We were very well prepared for the 2022 season after the official Season Test. Coming to Round 1 in Imola and winning the race with Dylan Pereira was obviously the perfect start to the new season.

**After such a strong start, what went wrong in Monaco?**

Of course we wanted to win the race there, it is naturally a highlight of the whole racing season. But in the end, it's most important to score points and not crash and damage our championship chances so close to the beginning. But let's talk about something more pleasant. We skipped Round 3 at Silverstone last season, but we were very happy to have the circuit back on the calendar this year. It was quite important for us to finish on the podium, and to have Harry King up there in P3 on his home race was something really special for him. And the points we picked up there were super important for us as a team.

**Next up was your home race at the Austrian Grand Prix. How did it go?**

Racing on home turf is always special. This one was the most important race of the year. And with Dylan Pereira and his outstanding performance this weekend, it was just amazing and showed us that we basically could achieve anything this season.

**Your winning streak really started after Spielberg. Tell us about it.**

Well, at the Circuit Paul Ricard, the stage was set for Bastian Buus. He had

had a great season already and won every race in the Rookie category. That race he showed what he is capable of – pole position and an overall victory. And after the summer break, everyone was already looking forward to the legendary racetrack at Spa. In Belgium, Dylan Pereira showed us once again an outstanding performance all weekend, winning this race for the third time after 2019 and 2021. After Spa, we went straight to Zandvoort, where the triple header continued. It was not our best track last season, but this year we scored pole position.

**Your team showed real resilience in keeping up the pace, in spite of picking up penalties. How do you explain that?**

Yes, we had that unfortunate incident that happened to Dylan Pereira, and after his three grid penalty, he had to start from P4. But he finished the race in P2, which showed again what kind of quality he has. And he was in a good position for the season finale. There was a lot going on here from the Lechner Racing point of view, and more penalties as you say. After Harry was penalised for an incident at Zandvoort, all three cars started from positions two, three and four. The race itself was a hot one, and Dylan fought hard for a podium finish, which was taken away in the end, but 5th place was also enough for him to claim his well-deserved Supercup Champion title and for Bastian to win his second Porsche Mobil 1 Supercup race. You just have to stay strong and keep going. I would say, all in all, it was a more than successful season for our boys in pink.





## Season Results

### Team Classification

P1

### Overall Podium

P1 – R1, R4, R5, R6, R8

P2 – R5, R7

P3 – R1, R3, R4, R8

### Rookie Podium

P1 – R1, R2, R3, R4, R5, R6, R7, R8

### Pole Position

R1, R4, R5

### Participating Teams

BWT Lechner Racing

### Team Managers

Robert Lechner

Walter Lechner

### Team Nationality

Austrian

### Participation

Since 2003

### Drivers

5 Dylan Pereira

6 Harry King

7 Bastian Buus





# THE FAST ITALIAN NEWCOMERS.

**In 30 years of the Porsche Supercup, many new teams have demonstrated their pedigree for the pinnacle of Porsche one-make cups with strong performances in their national series. This time, it was Ombra Racing, who joined for the 2022 anniversary season.**

**With Ombra Racing, a second Italian team joined the series as a permanent team in the eight rounds of the Porsche Mobil 1 Supercup 2022 – on the most spectacular Grand Prix circuits in Europe. The team from Bergamo had made guest starts in the series, and they have been a permanent fixture in the Porsche Carrera Cup Italia since 2018, where they finished 2nd in the Team Standings in 2021. With two permanent drivers, they were now ready to go after the points in the Porsche Supercup. It was exciting to see them on the track, and after the final race in Monza we sat down with Team Manager Davide Mazzoleni to get his impressions on their first full Supercup season.**

**Hi Davide – how satisfied are you with your first season in the Porsche Mobil 1 Supercup?**

This season was good because we found a very good environment where we feel at home. I think we fit perfectly in the championship. This is something I'm very happy about. On the sporting and technical side, we had a lot to learn, of course. But I expected some ups and downs, which are normal as a rookie team. All in all, I'm pretty happy and satisfied with how things worked out and am already looking forward to improving, as always.

**There was a bit of bad luck this season. How did you motivate your team to perform even better?**

That's true. Especially in the first two events, Imola and Monaco, we showed a very good performance, and we wish we could have done better in terms of results. But we could really see that we were fitting into the competitive level of the Porsche Supercup quite well. It is a demanding championship and also

a huge challenge. As soon as we saw that we could keep up with the others, it was a big confidence boost for the whole team to keep working also through the difficult moments, which we had in the following events. So I didn't really need to motivate them because the team was motivating itself to become better. Also, our drivers really felt part of the team and this was super important, when we had difficult moments, that we all stayed together as a team.

**How have the drivers coped this season from your point of view, and what type of driver fits best with Ombra Racing?**

This season, a more experienced driver would have helped a lot, but we knew that was the challenge we were facing. Loek Hartog was definitely an asset to our team and even finished in the Top 10, which we are quite proud of. Gianmarco Quaresmini is a good driver and showed his potential in the Porsche Carrera Cup Italia. Leonardo Caglioni was our guest driver for three events. He is a real product of Ombra Racing. He drove his first laps in a race car with us, and he's the kind of prototype driver for our team, in my opinion.

**Opening your first Supercup season on your home circuit must have been very special. How did it feel?**

That made things a little bit easier for us, yes. We know the place, we know the environment, we know the people working there. But at the same time, that track is definitely a challenging one. I know that everyone loves Imola, and we love it too because we also have a very successful story there. So it was quite an emotional weekend on one hand, but on the other hand, racing at our home track made us feel a little bit more comfortable. We are looking forward to being back there next season.



## Season Results

### Team Classification

P7

### Rookie Podium

P2 – R7, R8

P3 – R1, R3, R6

### Participating Team

Ombra Racing

### Team Manager

Davide Mazzoleni

### Team Nationality

Italian

### Participation

Since 2022

### Drivers

17 Loek Hartog

18 Gianmarco Quaresmini

29 Leonardo Caglioni



# THE RACES

Hard to beat for excitement.





# 2022 RACE CALENDAR

**SEASON TEST**  
AUTODROMO ENZO E DINO FERRARI  
🇮🇹 IMOLA, ITALY  
05-06 APRIL 2022



APRIL

**ROUND 2**  
CIRCUIT DE MONACO  
🇲🇶 MONTE CARLO, MONACO  
26-29 MAY 2022



MAY

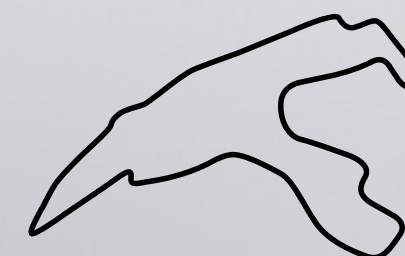
JUNE

**ROUND 4**  
RED BULL RING  
🇦🇹 SPIELBERG, AUSTRIA  
08-10 JULY 2022



JULY

**ROUND 5**  
CIRCUIT DE SPA-FRANCORCHAMPS  
🇧🇪 SPA-FRANCORCHAMPS, BELGIUM  
26-28 AUGUST 2022



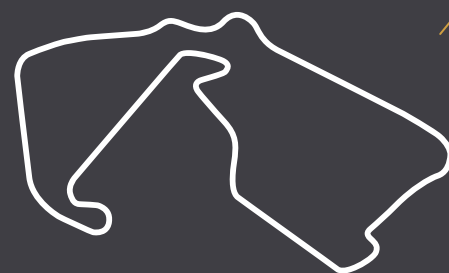
AUGUST

SEPTEMBER

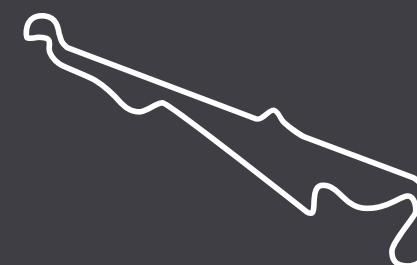
**ROUND 8**  
AUTODROMO NAZIONALE MONZA  
🇮🇹 MONZA, ITALY  
09-11 SEPTEMBER 2022



**ROUND 1**  
AUTODROMO ENZO E DINO FERRARI  
🇮🇹 IMOLA, ITALY  
22-24 APRIL 2022



**ROUND 3**  
SILVERSTONE CIRCUIT  
🇬🇧 SILVERSTONE, UK  
01-03 JULY 2022



**ROUND 5**  
CIRCUIT PAUL RICARD  
🇫🇷 LE CASTELLET, FRANCE  
22-24 JULY 2022



**ROUND 7**  
CIRCUIT ZANDVOORT  
🇳🇱 ZANDVOORT, NETHERLANDS  
02-04 SEPTEMBER 2022



# R1

## FURIOUS RETURN.

ROUND 1 | AUTODROMO ENZO E DINO FERRARI | IMOLA, ITALY  
22-24 APRIL 2022

**The opening race weekend in our 30th season got off to a wet start: heavy rain prevented the scheduled Practice Session on Friday. On Saturday, however, Porsche Supercup fans got to enjoy two sessions – and the competition really got going.**

Before the Formula 1 race, 33 Porsche 911 GT3 Cup cars took to the track in the sunshine, to try and put up a fast time. As well as Swedish guest team Fragus Motorsport, five-time Motorcycle World Champion Jorge Lorenzo also took part as a VIP driver, with the number 911, in only his second race on four wheels. Following the end of pandemic-related restrictions, the race weekend was held in front of a full house for the first time in two years. #5 Dylan Pereira (LUX/BWT Lechner Racing) secured the pole position ahead of #25 Larry ten Voorde (NLD/Team GP Elite). Teammate and Rookie #7 Bastian Buus from Denmark completed the Top 3 in the starting grid.

**“It’s fantastic to see so many fans. The lawn grandstands on the hills add to the great atmosphere of this historic racetrack!”**

#5 Dylan Pereira (LUX/BWT Lechner Racing)

**Rain racing in Imola: it doesn't get more exciting than this!**

Five minutes before the scheduled race start at noon on Sunday, heavy rain began to fall over the packed grandstands of Autodromo Enzo e Dino Ferrari. All the 375 kW (515 hp) Cup 911s were quickly fitted with rain tyres. The race started behind the safety car because of the treacherous conditions. Pereira took advantage of his pole position and, with a clear track in front of him, quickly pulled away from the chasing pack to claim an unchallenged start to finish victory. His car – like the race cars driven by his teammates Buus and #6 Harry King (GBR/BWT Lechner Racing) – was very stable in the corners. Compared to qualifying runner-up Ten Voorde, he was running with a slightly steeper rear wing position, and so generated more downforce on the rear axle.

Reigning Supercup Champion Ten Voorde had to fend off overtaking attempts by his pursuers for the entire race, which was interrupted by another safety car period. Initially he had Buus on his tail, but after a driving error he dropped back to 5th place. King then tried everything to get past the GP Elite 911.

**“I didn’t quite have the speed I’d expected, and that made my race anything but boring. Someone even gave me a nudge twice. So I’m more than happy with 2nd place.”**

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

The young British driver passed Porsche Junior #3 Laurin Heinrich (DEU/SSR Huber Racing) and Buus. In the chasing pack, the two Frenchmen #19 Dorian Boccocacci (Martinet by Alméras) and #12 Marvin Klein (CLRT) fought an intense duel for 6th place, right until the last lap, when Klein lost important places after skidding.



**A good day for BWT Lechner Racing; no home advantage for the Italian teams.**

In 7th to 9th were #2 Rudy van Buren (NLD/Huber Racing), the Rookies #9 Lorcan Hanafin (GBR/FACH AUTO TECH) and #17 Loek Hartog (NLD/Ombra SRL), as well as another Dutchman, experienced #20 Jaap van Lagen (Martinet by Alm eras). The Italian drivers, at the same time, had a race to forget as they were unable to cope with the slippery conditions on the challenging Autodromo Enzo e Dino Ferrari.

Guest starter for Ombra SRL #29 Leonardo Caglioni got a tarpaulin caught in his windscreen wiper. A braking incident and a trip into the gravel were the result – the safety car had to take to the track again. Dinamic Motorsport’s top driver #16 Simone laquinta started the race from last place after his problems in the Qualifying Session, and could only work his way up to 24th.

**“Despite the rain and the delays, it was a wonderful opportunity to kick off this season on the same racetrack that hosted the very first Supercup race back in 1993.”**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup

**A flying start – all eyes on Round 2 in Monaco.**

In 5th place overall, Bastian Buus secured the trophy in the Rookie Classification, ahead of Hanafin and Hartog. The fastest ProAm driver was Norwegian #21 Roar Lindland (Pierre Martinet by Alm eras) ahead of #11 Cl ment Mateu (FRA/CLRT) and #15 P. Sager (AUT/Dinamic Motorsport). The second-fastest ProAm #23 Aaron Mason (GBR/Pierre Martinet by Alm eras) received a time penalty after the race, and so dropped back to 4th in the ProAm classification.



**TOP 3 RESULTS ROUND 1**  
AUTODROMO ENZO E DINO FERRARI (ITA)

**OVERALL**

1	DYLAN PEREIRA	LR	5
2	LARRY TEN VOORDE	GP	25
3	HARRY KING	LR	6

**ROOKIE**

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	LORCAN HANAFIN <sup>R</sup>	FAT	9
3	LOEK HARTOG <sup>R</sup>		17

**ProAm**

1	ROAR LINDLAND <sup>P</sup>	ma	21
2	CL�MENT MATEU <sup>P</sup>	EL	11
3	PHILIPP SAGER <sup>P</sup>	ma	15

# R2

## CITY OF RACING.

ROUND 2 | CIRCUIT DE MONACO | MONACO, MONTE CARLO  
26-29 MAY 2022

**The race in Monaco is one of the season's highlights, especially with anniversary fever in the air. To add to the excitement this year, two Supercup champions were competing, both of whom had already claimed victories here: Larry ten Voorde and Michael Ammermüller. The atmosphere was electric.**

In practice for Round 2 of the 2022 Porsche Mobil 1 Supercup season, #4 Michael Ammermüller (GER/SSR Huber Racing), series champion from 2017 to 2019, showed that he is getting more and more comfortable with the new, 375 kW (515 hp) Cup 911 by achieving the best practice time ahead of the reigning Supercup Champion #25 Larry ten Voorde (NLD/Team GP Elite). In the qualifying on Friday, however, Ten Voorde countered ice-cold and took pole.

In bright sunshine, the race weekend got off to a bumpy start: #20 Jaap van Lagen (NLD/Martinet by Alméras), 2015 winner of the traditional race in the Principality, leaked oil over the asphalt during the first practice lap. This was the undoing of ProAm #23 Aaron Mason (GBR/Pierre Martinet by Alméras), who skidded in the tunnel on the oil track and ended up on the barrier. A lengthy red phase was the consequence, costing valuable practice time. Mason, of all people, did not achieve the required minimum lap time in qualifying and was not allowed to start the race – a pitch-black weekend for the Briton.

The youngsters, however, put in a strong performance in the battle for the front grid positions. These prove decisive in determining a race win on the tight street circuit. #19 Dorian Boccolacci (FRA/Martinet by Alméras), who knows Monaco well from his time in the single seater, secured P2 ahead of Porsche Junior #3 Laurin Heinrich (DEU/SSR Huber Racing) and #5 Dylan Pereira (LUX/BWT Lechner Racing). Last year's Rookie #6 Harry King (GBR/BWT Lechner Racing) completed the starting grid's Top 5 before he, like Heinrich before him, damaged his car on the barriers. It was probably no bad thing that the mechanics had the whole of Saturday to get all the cars ready for the race again.

**"It looked easy, but it wasn't. I had to stay totally concentrated over the entire distance and tried to drive as clean a line as possible."**

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

### **Outstanding performance by Ten Voorde at the race in the Principality.**

In Sunday's race, reigning champion Larry ten Voorde was in top form and delivered a superior performance in the 2nd Round of the Porsche Mobil 1 Supercup in Monte Carlo. The Dutchman from Team GP Elite won by almost five seconds on the legendary Formula 1 race track.

The duel for 2nd place, however, was a close call: after 17 laps, Dorian Boccolacci was separated by less than half a second from German Porsche Junior Laurin Heinrich. Heinrich had seen his only overtaking opportunity of the race just after the start on approaching the Casino – but was unable to use it to his advantage.

A minor slip just after the start, which called for the safety car, still couldn't stop Ten Voorde – who went on to take his second Monaco victory in two years, depriving Dylan Pereira. The Luxembourger finished 4th ahead of his British teammate Harry King.





**Dominance in the Rookie and ProAm categories. But there's still Silverstone to come.**

There was also a lot going on in the Rookie and ProAm Classifications. Bastian Buus finished as the fastest Rookie in 9th place. The BWT Lechner Racing driver from Denmark celebrated his second victory in the Supercup Rookie category. Second and 3rd in the Rookie Classification were taken by #1 Morris Schuring (NLD/Huber Racing) and #9 Lorcan Hanafin (GBR/FACH AUTO TECH).

The winner's trophy in the ProAm Classification was also secured for the second time in a row by Norwegian #21 Roar Lindland from the Pierre Martinet by Alméras team, while #15 Philipp Sager (AUT/Dinamic Motorsport) and #11 Clément Mateu (FRA/CLRT) completed the Top 3 in the ProAms.



**"I am very impressed with the discipline with which the Supercup drivers have mastered the challenge of this difficult track. No one risked a pointless overtaking manoeuvre. The drivers at the front, in particular, didn't make a single mistake."**

Oliver Schwab, Project Manager of the Porsche Mobil 1 Supercup



## TOP 3 RESULTS ROUND 2

CIRCUIT DE MONACO (MCO)

### OVERALL

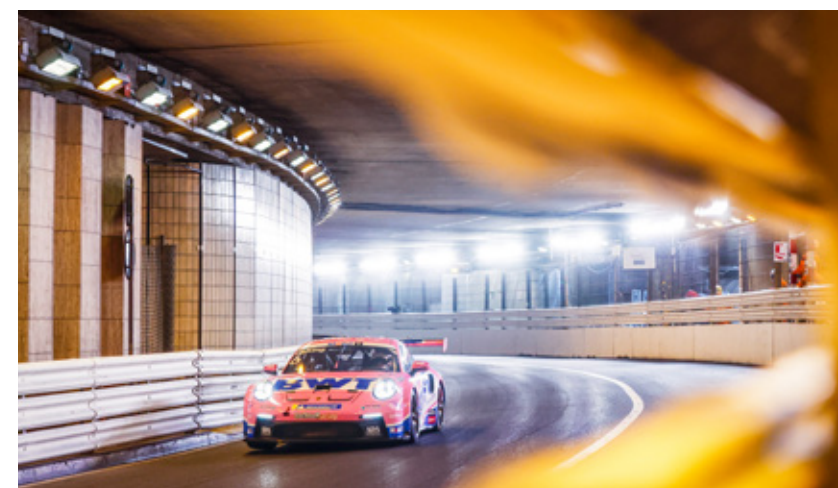
1	LARRY TEN VOORDE	GP	25
2	DORIAN BOCCOLACCI	ma	19
3	LAURIN HEINRICH	HR	3

### ROOKIE

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	MORRIS SCHURING <sup>R</sup>	HR	1
3	LORCAN HANAFIN <sup>R</sup>	FAT	9

### ProAm

1	ROAR LINDLAND <sup>P</sup>	ma	21
2	PHILIPP SAGER <sup>P</sup>	ma	15
3	CLÉMENT MATEU <sup>P</sup>	EL	11



# R3

## STEEPED IN HISTORY.

ROUND 3 | SILVERSTONE CIRCUIT  
SILVERSTONE, UK  
01-03 JULY 2022

The name Silverstone stands for spectacular racing action – and the 3rd Round of the Porsche Mobil 1 Supercup 2022 was no exception. Motorsport fans worldwide have had to be patient, but once the race started, it was worth the wait!

The lineup at Silverstone was complete, with 32 Porsche 911 GT3 Cup cars stretching all the way to the exit of Club Corner. The grandstands around the traditional circuit are state of the art – and even the frequent rain showers throughout the race weekend couldn't keep the thousands of English motorsport fans away. The atmosphere was unique!

In addition to the 28 permanent drivers, young UK driver Adam Smalley started for CLRT in the #13. Israeli driver #35 Ariel Levi was a guest starter for Huber Racing, while Australian #38 Aaron Love completed the Martinet by Alméras team. The US Team Kelly-Moss Road and Race brought two race cars, driven by #36 Ghislain Cordeel (BEL) and #37 Riley Dickinson (USA), to their guest appearance at the Home of British Motor Racing – it could hardly be more international!



### Practice: relaxed. Qualification: curious.

The Practice Session on Friday evening was disciplined, apart from the track limits being exceeded. This was followed by a curious Qualifying Session on Saturday: shortly after the start of the session, rain set in and only two-thirds of the drivers registered an acceptable qualifying time on the track. Eight drivers were below the 107% cut-off, with the marker set by #25 Larry ten Voorde (NLD/Team GP Elite) at 2:06.908. In spite of this, all the drivers qualified for the race.

“My strategy was to draw alongside Larry as quickly as possible after the start. I knew that I'd be on the inside at the first corner and that was the more favourable line – it worked perfectly.”

#3 Laurin Heinrich (DEU/SSR Huber Racing)

It was the teaser for an exceptionally exciting race, with some drivers forced to start from unusually deep in the field. But the decisive moment happened on the front row of the grid in the first few seconds: Dutchman #25 Larry ten Voorde from Team GP Elite did not get the best start from pole position. This left the door open for #3 Laurin Heinrich, who grabbed his chance with both hands – the German won the sprint to the first corner in his 375 kW (510 HP) Porsche 911 GT3 Cup fielded by the SSR Huber Racing squad, and snatched the lead. Ten Voorde then had to settle in behind #6 Harry King. However, before the end of the first lap, the Dutchman reclaimed 2nd place from the local hero driving for BWT Lechner Racing.



### A race full of spectacular manoeuvres.

Most of the battles took place in the middle of the field – and sometimes the losers paid a heavier price than just losing points. #19 Dorian Bocolacci (FRA/Martinet by Alméras) had to retire with suspension damage after a collision with #16 Simone laquinta (ITA/Dinamic Motorsport). Rookie #17 Loek Hartog (NDL/Ombra Racing), who started the race in 27th place, secured a 10th place finish, and valuable insights into how and where to overtake at Silverstone. Victory in the Rookie Classification went to #7 Bastian Buus (DNK/BWT Lechner Racing), who passed British Rookie #9 Lorcan Hanafin (FACH AUTO TECH) in a manoeuvre worth seeing, shortly before the finish.

“The duel with Dylan was about not making any mistakes. And that’s not easy, because Dylan always puts on the pressure.”

#6 Harry King (GBR/BWT Lechner Racing)

Harry King was the fastest Brit, in 3rd place. He had to defend his position against his BWT Lechner Racing teammate Dylan Pereira throughout the race. The winner’s trophy in the ProAm Classification went to a Brit – on British soil: #23 Aaron Mason (Pierre Martinet by Alméras) left his teammate and current ProAM leader #21 Roar Lindland and #11 Clément Mateu (FRA/CLRT) trailing in his wake.



## TOP 3 RESULTS ROUND 3

SILVERSTONE CIRCUIT (GBR)

OVERALL			
1	Laurin Heinrich	HR	3
2	Larry Ten Voorde	GP	25
3	Harry King	LR	6
ROOKIE			
1	Bastian Buus <sup>R</sup>	LR	7
2	Lorcan Hanafin <sup>R</sup>	FAT	9
3	Loek Hartog <sup>R</sup>	OB	17
ProAm			
1	Aaron Mason <sup>P</sup>	ma	23
2	Roar Lindland <sup>P</sup>	ma	21
3	Clément Mateu <sup>P</sup>	CL	11



R4

# MOUNTAIN WITH A VIEW.

ROUND 4 | RED BULL RING  
SPIELBERG, AUSTRIA  
08-10 JULY 2022

The Red Bull Ring in Spielberg was the venue not only for the 4th race weekend of the Porsche Mobil 1 Supercup, but also for the official anniversary celebration of the whole series. It was a weekend all about racing history – and rightly so.

Even 30 years after the first race, the international Porsche one-make cup attracts teams from all over the world – the best of them racing in national series like the Porsche Carrera Cup. This was again evident in Spielberg. On the same stage as Formula 1, who held the Austrian Grand Prix here this weekend, two guest teams joined the field: Fragus Motorsport from Sweden and the recently formed Team ID Racing from Germany with Brazilian #40 Georgios Frangulis and the 10th Dutchman in the field, #41 Michael Verhagen. New Zealander Jaxon Evans, winner of Supercup races at this track in 2020 and 2021, drove CLRT's #13 car.

## BWT Lechner Racing strong in training and qualifying.

The entire field was lifted over the weekend, not only by the good weather, but also by the amazing atmosphere created by fans in the stands. The Practice Session on Friday evening went off without any major incidents. The only cause for concern was the track limits, especially for race control. The fastest driver in practice was #5 Dylan Pereira (LUX/BWT Lechner Racing), showing how much he enjoys racing the Styrian Alpine circuit.

In qualifying on Saturday, all BWT Lechner racing drivers were wide awake, and ready to use their home advantage. Over long stretches, they dominated the session and burned one best time after another into the asphalt. Only in the last minutes could drivers from other teams push their way between the three Lechner boys.

**“First and 2nd on the starting grid is great for BWT Lechner Racing. Now we need to do this again in the race!”**

#6 Harry King (GBR/BWT Lechner Racing)

In the end, the Top 4 positions in the Porsche Mobil 1 Supercup Overall Standings completed the first two rows of the grid for the 4th Round of the season at the Red Bull Ring: Dylan Pereira in pole position, followed by teammate #6 Harry King (GBR), who was only 71 thousandths of a second slower, #25 Larry ten Voorde (NLD/Team GP Elite) and #3 Laurin Heinrich (DEU/SSR Huber Racing).

Following qualifying, officials, celebrities, and active and former participants of the Porsche Supercup gathered for the 30th anniversary celebration of the series. Thomas Laudenbach, Vice President Porsche Motorsport, as well as Bernd Mayländer, the official safety car driver of F1 and former Supercup driver, sat with Supercup veterans like Alfrid Heger late into the evening, reliving the best, most entertaining and memorable stories.

**“Out on the track, they fight for every centimetre and hundredth of a second, but when they step out of the cars, they have a lot of fun together, no matter what nationality they are. It reminds me of my time in downhill skiing!”**

Aksel Lund Svindal, skier and Porsche Brand Ambassador





### A hard-fought race.

Behind him, Larry ten Voorde, Porsche Junior Heinrich and #12 Marvin Klein (FRA/CLRT) delivered racing action worth seeing. Ten Voorde and Heinrich passed Harry King at the start, while Klein fought his way up from grid position 6, first passing #6 Simone laquinta (ITA/Dinamic Motorsport) and then King, to immediately launch one overtaking attempt after another against Heinrich. In the Remus corner at the end of the long uphill straight, however, he misjudged his braking point, flew past Heinrich on the inside and hit Ten Voorde – both were unable to continue the race. Heinrich had seen Klein coming in his rearview mirror and was able to take evasive action. The first half of the season ends with Heinrich in 2nd place in the standings, just two points behind leader Pereira.

In the Rookie Classification, Bastian Buus remained unbeaten in the 4th race. The Dane, who is contesting his first Porsche Supercup season, moved up six positions in the course of the race – no one else in the leading group managed that much.

The spectators were able to celebrate a home victory in the ProAm Classification, which was won for the first time this season by Austrian Philipp Sager from Dinamic Motorsport. The trophy was presented to him by Dr Wolfgang Porsche himself.

**"In Spielberg, we once again witnessed a race packed with gripping fights for positions. That's great racing, and it's exactly what makes the Supercup so special."**

Thomas Laudenbach, Vice President Porsche Motorsport



## TOP 3 RESULTS ROUND 4

RED BULL RING (AUT)

### OVERALL

1	DYLAN PEREIRA		5
2	LAURIN HEINRICH		3
3	BASTIAN BUUS <sup>R</sup>		7

### ROOKIE

1	BASTIAN BUUS <sup>R</sup>		7
2	MORRIS SCHURING <sup>R</sup>		1
3	LORCAN HANAFIN <sup>R</sup>		9

### ProAm

1	PHILIPP SAGER <sup>P</sup>		15
2	ROAR LINDLAND <sup>P</sup>		21
3	CLÉMENT MATEU <sup>P</sup>		11



# R5

## FOLLOW THE LINES.

ROUND 5 | CIRCUIT PAUL RICARD | LE CASTELLET, FRANCE  
22-24 JULY 2022



**New circuits on the Porsche Supercup calendar are usually good for a surprise or two. In Le Castellet, the revelation of the weekend was the performance of Bastian Buus, who put in an outstanding shift as part of a strong BWT Lechner Racing team performance.**

The Rookies of the Porsche Mobil 1 Supercup are some of the top young drivers in international GT racing. Even so, for a Rookie driver to win practice, qualifying and the race, as #7 Bastian Buus (DNK/BWT Lechner Racing) did, is extremely rare. The layout of the 5.842-kilometre Grand Prix track variant at Circuit Paul Ricard seemed to suit Buus particularly well.

The French circuit was on the race plan last year, but had to be removed due to Covid and Brexit-related postponements. This season, our French drivers in particular were looking forward to a race on home soil – like Florian Latorre, who drove the #13 CLRT Porsche 911 GT3 Cup. Four more guest drivers joined the field of permanent drivers, so that again 32 race cars took to the track: #29 Leonardo Caglioni (ITA) for Ombra Racing, #35 Ariel Levi (ISR) for Huber Racing and the two Australians #38 Aaron Love and #39 Stephen Grove for Martinet by Alméras.

### **In training and qualifying, it was a pink weekend.**

Hot weather, high asphalt temperatures and changing winds presented the drivers and teams with special challenges throughout the entire race weekend. The focus was on the tyres, which were heavily stressed in the fast corner combinations. Added to this was the intrigue of a new circuit, which none of the four drivers at the top of the standings had ever raced before – so the Top 4 at least shared the same disadvantage.

The two Lechner Racing drivers #5 Dylan Pereira (LUX) and #6 Harry King (GBR), as well as #25 Larry ten Voorde (NLD/Team GP Elite) and #3 Laurin Heinrich (DEU/SSR Huber Racing) delivered convincing results in the Practice and Qualifying Sessions – but try as they might, they just couldn't get near Buus on pole.

**“I'm seven-tenths of a second off pole position. To be honest, at the moment I don't know where to find them.”**

#3 Laurin Heinrich (DEU/SSR Huber Racing)

The closest to the young Danish driver was #12 Marvin Klein (FRA/CLRT), with the second-fastest time in qualifying. However, due to a penalty from the previous Supercup race in Austria, he had to relinquish his grid position. As a result, the three Lechner Racing drivers took the top three grid positions at the start of the race, confirming the top form of the team, which already had a significant lead over SSR Huber Racing in the Team Standings. Ten Voorde, Klein, #1 Morris Schuring (NLD/Huber Racing), Heinrich and #16 Simone laquinta (ITA/Dinamic Motorsport) completed the top eight grid positions for Sunday's race.

### **Hot race with intense duels.**

Under the heat of the midday sun, the complete Porsche Supercup field started the 5th race of the season. Buus defended his pole position with the confidence of a veteran against his hard-attacking teammate Harry King. Even at the restart after a safety car phase triggered in the course of the first lap, he did not allow himself to be taken by surprise. Once again, Buus kept his lead and drove his 375 kW (510 hp) Porsche 911 GT3 Cup all the way to an unchallenged victory.



**“To be honest, I screwed up the start a bit – Harry was right next to me. But I swore to myself: I’ll only brake when he brakes.”**

#7 Bastian Buus (DNK/BWT Lechner Racing)

Huge relief also for Larry ten Voorde: the defending champion from Team GP Elite passed Pereira right at the start. After his disaster at the previous race in Austria, when caught up in a collision that was no fault of his own, he was able to close the gap to the top of the standings again with a 3rd place finish at Circuit Paul Ricard.

Porsche Junior Laurin Heinrich crossed the finish line in 4th place. However, the 20-year-old lost this position due to a subsequent time penalty of three seconds: the stewards penalised the German from the SSR Huber Racing team for overtaking outside the track boundary immediately after the start. Because of this, Heinrich had to relinquish 4th place to Dylan Pereira. This allowed the Luxembourger from Team BWT Lechner Racing to defend his lead in the Overall Standings.

**“First of all, I’d like to congratulate Bastian Buus on his first Supercup win – next to him I almost feel old. ;-) I’m happy to be back on the podium after my bad luck at the Red Bull Ring. I’m not worrying about defending the title yet. I just want to win races.”**

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

The drivers in the middle of the field also delivered thrilling duels throughout the race, although the French drivers, ironically, were unfortunate at times. Local hero #19 Dorian Bocolacci (FRA/Martinet by Alméras), for example, could not do any better than 12th place.

In the Rookie Classification, Bastian Buus remains undefeated in the 5th race of the season and is now well clear of his pursuers. Victory in the ProAm Classification went to the Norwegian #21 Roar Lindland (Pierre Martinet by Alméras), who was joined on the Le Castellet podium by two Frenchmen, #11 Clément Mateu (CLRT) and #22 Stéphane Denoual.

One familiar face will no longer be there: #4 Michael Ammermüller (DEU/SSR Huber Racing) announced his retirement from racing at Le Castellet. In the season to date, the three-time Porsche Supercup Champion scored 19 points.



## TOP 3 RESULTS ROUND 5

CIRCUIT PAUL RICARD (FRA)

### OVERALL

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	HARRY KING	LR	6
3	LARRY TEN VOORDE	GP	25

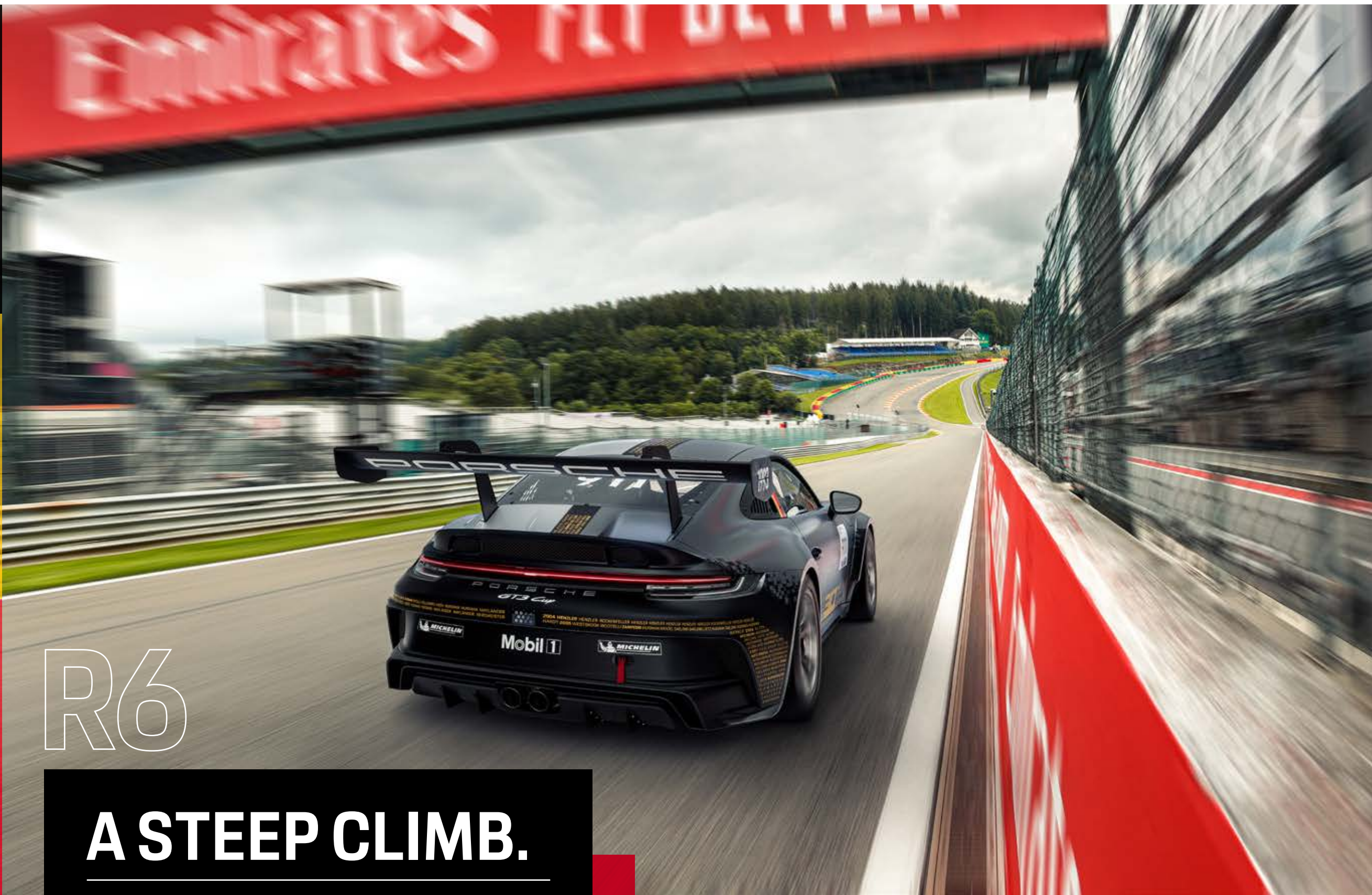
### ROOKIE

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	MORRIS SCHURING <sup>R</sup>	HR	1
3	LORCAN HANAFIN <sup>R</sup>	FAT	9

### ProAm

1	ROAR LINDLAND <sup>P</sup>	ma	21
2	CLÉMENT MATEU <sup>P</sup>	CL	11
3	STÉPHANE DENOUAL <sup>P</sup>	ma	22





# R6

## A STEEP CLIMB.

ROUND 6 | CIRCUIT DE SPA-FRANCORCHAMPS  
SPA-FRANCORCHAMPS, BELGIUM  
26-28 AUGUST 2022

**The summer break was over in our anniversary season – and the Porsche Mobil 1 Supercup teams gathered for the 6th Round at Spa-Francorchamps. The legendary mountain and valley track thrills with spectacular corners. If only it would stop raining ...**

Despite the mixed conditions at the start of the race weekend, all 32 Porsche 911 GT3 Cup cars took to the grid for practice. The field of regular drivers was again joined by a number of guest drivers: while #35 Ariel Levi (ISR/Huber Racing) and Team ID Racing had already raced in the Supercup this season, #33 Huub van Eijndhoven (NLD/GP Elite), #4 Sebastian Freymuth (DEU/SSR Huber Racing), #40 Willem Meijer (NLD/ID Racing), Michael Verhagen (NLD/ID Racing) and American #13 Howard Blank (CLRT) made their debut in the series. Before the rain started, #2 Rudy van Buren (NLD/Huber Racing) took advantage of a narrow window of fine weather to set the best practice time.

Before the Qualifying Session, #5 Dylan Pereira (LUX/BWT Lechner Racing) wasn't quite sure whether he wanted to drive the fastest time. The reason for this is the layout of the Formula 1 circuit in the Ardennes: shortly after the start, following the spectacular combination of the Eau Rouge and Raidillon corners, there is the Kimmel straight, which is around 2 kilometres long and therefore the perfect place to overtake from the slipstream. Porsche Junior #3 Laurin Heinrich (DEU/SSR Huber Racing), in the approximately 375 kW (510 hp) Porsche 911 GT3 Cup, the the second-fastest in qualifying, saw it differently.

Pereira and Heinrich were part of a group of five that had already pulled away from the rest of the field in the Overall Standings. Also in the group was reigning Supercup Champion #25 Larry ten Voorde (NLD/Team GP Elite), who still had the best chance of a top result in Sunday's race with 4th place on the grid. The current 3rd in the standings from the Netherlands shared the second row with Frenchman #12 Marvin Klein (CLRT). Rookies #9 Lorcan Hanafin (FACH AUTO TECH) from the UK and #7 Bastian Buus (DNK/BWT Lechner Racing) qualified for row three. The Dane was in 5th place overall, after five races.

**“Things are usually pretty chaotic after the start in the La Source hairpin: the further back you are in the field, the riskier it is. You're only safe there if you started from pole position.”**

#3 Laurin Heinrich (DEU/SSR Huber Racing)

Brit #6 Harry King (BWT Lechner Racing) saw his luck run out. Fourth in the Overall Standings, he was on track for a possible best time in the final seconds of the dry Qualifying Session. However, shortly before the finish line, he was involved in a collision while overtaking a slower competitor. This meant that King's fastest full lap was an earlier one, leaving him eighth fastest overall.

**Dylan Pereira solidifies his lead with a third victory.**

The Luxembourger secured pole position for the Porsche Supercup race at Spa-Francorchamps on Saturday, and defended his position from the start. He continued to pull away from the other cars lap after lap. At the finish, after twelve laps, Pereira's lead over Dutchman Larry ten Voorde was almost seven seconds – an eternity by Supercup standards.

However, the defending champion from Team GP Elite snatched 2nd place with an impressive overtaking manoeuvre against Porsche Junior Heinrich. Taking advantage of a gap on the last braking turn at the end of the final straight, he



moved ahead of Laurin Heinrich. The Junior took it in his stride, and he was not at his best throughout the race. Under the circumstances, the 20-year-old from near Würzburg was quite satisfied to get on the podium with his 3rd place finish, and he remained 2nd in the standings.

Pereira's 3rd win of the season extended his lead in the standings to twelve points. In contrast, defending champion Larry ten Voorde pinned all his hopes on the upcoming home race at Zandvoort. He was already 15 points behind Pereira with two races to go. So if he still wanted to have a realistic chance of being crowned champion, he absolutely had to win next weekend. However, as he said himself, he will need to improve if he wants to win, because at Spa-Francorchamps, Pereira was just too fast.

**"At the end of the 30th Supercup season, a three-way battle for the title is crystallising. Three drivers from three different teams are very close together in the Overall Standings. The final phase is sure to be exciting."**

Oliver Schwab, Project Leader Porsche Mobil 1 Supercup

A title decision in the Rookie Classification was postponed for another day. Bastian Buus continued his perfect streak and set a record in the Rookie standings with his 6th win in a row. However, as 6th overall, Buus did not collect enough points to be crowned champion just yet. Lorcan Hanafin, the Brit from the FACH AUTO TECH team, put the proverbial spoke in his wheel with a 7th place finish, his best result of the season so far. Hanafin still had a chance – albeit a slim one – of catching Buus in the race for the Rookie title.

First place in the ProAm standings was secured for the second time this season by Brit #23 Aaron Mason from Pierre Martinet by Alméras. Mason's Norwegian teammate #21 Roar Lindland defended his lead in the standings in this category with a creditable 3rd place finish.



## TOP 3 RESULTS ROUND 6

CIRCUIT DE SPA-FRANCORCHAMPS

### OVERALL

1	DYLAN PEREIRA	LR	5
2	LARRY TEN VOORDE	GP	25
3	LAURIN HEINRICH	HR	3

### ROOKIE

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	LORCAN HANAFIN <sup>R</sup>	FAT	9
3	LOEK HARTOG <sup>R</sup>	FL	17

### ProAm

1	AARON MASON <sup>P</sup>	ma	23
2	CLÉMENT MATEU <sup>P</sup>	EL	11
3	ROAR LINDLAND <sup>P</sup>	ma	21



# R7

## FEELING GRAVITY.

ROUND 7 | ZANDVOORT CIRCUIT  
ZANDVOORT, NETHERLANDS  
02-04 SEPTEMBER 2022

Seagulls scream, you can smell the North Sea, and from the sea of orange-clad motorsport fans, it's not hard to guess where we are: at the Dutch Grand Prix in Zandvoort – for the penultimate round of the 2022 Porsche Mobil 1 Supercup.

The sun was low in the sky when the Practice Session for the 7th Round of the 2022 anniversary season started in the late afternoon. In keeping with a race weekend in the Dutch dunes, our starting field was reinforced by Dutchmen #33 Huub van Eijndhoven for GP Elite and #13 Michael Verhagen for CLRT. The Swedish team Fragus Motorsport completed the field with three drivers, including the four-time Porsche Carrera Cup Scandinavia Champion #31 Lukas Sundahl.

Over the course of the Practice Session, the drivers tried to push their personal limits on the relatively new track, resulting in a couple of visits to the gravel trap and two red flags – valuable driving time was wasted during the clean-up. The fastest practice time was set just before the end of the session by #7 Bastian Buus (DNK/BWT Lechner Racing), underlining his determination to sew up the Rookie Championship early, before the end of the weekend.

### Front-runner Pereira shows nerves in qualifying.

#5 Dylan Pereira finished qualifying as fastest, but the Luxembourgier

from Team BWT Lechner Racing was also at the centre of an unfortunate situation towards the end of the session. He sideswiped the onrushing #16 Simone laquinta (ITA/Dinamic Motorsport) while warming up his tyres on the final straight, while laquinta was in the final metres of a fast qualifying lap. Both drivers were able to regain control of their Porsche 911 GT3 Cup cars and even continue the race. Pereira took full responsibility and apologised afterwards to laquinta, who he simply didn't see. The stewards agreed and moved Pereira back three positions on the grid. As a result of this penalty, the championship leader started from 4th place and #12 Marvin Klein took pole position.

**"I'm delighted to be in pole for the first time this season – the whole team has worked hard for this."**

#12 Marvin Klein (FRA/CLRT)

The Frenchman from Team CLRT set the second-fastest time on the Formula 1 race track on the North Sea coast. His neighbour on the front row of the grid was #6 Harry King (GBR/BWT Lechner Racing). The Brit was one of only a few drivers to improve on his lap time towards the end of qualifying.

Next to Pereira was #20 Jaap van Lagen (NLD/Martinet by Alméras), much to the delight of his numerous compatriots in the packed grandstands. The third row of the grid was shared by two other Dutchmen: #1 Morris Schuring (NLD/Huber Racing) as the fastest Rookie, and #25 Larry ten Voorde (NLD/Team GP Elite), who had hoped for a better starting position for his home race. Qualifying was also not ideal for Porsche Junior #3 Laurin Heinrich, who won the race at Zandvoort last year. The German from the SSR Huber Racing team only set the tenth-fastest time.





### The first titles are decided.

Championship leader Pereira, Porsche Junior Heinrich and defending champion Ten Voorde were separated by just 15 points before the Zandvoort race. While the championship question in the Overall Standings of the Porsche Mobil 1 Supercup was still wide open, the decisions in three individual classifications could be made at the penultimate race of the season. BWT Lechner Racing, as the leader of the Team Standings, had a lead of 90 points. And in Zandvoort and the coming finale in Monza, there were a total of 90 points still up for grabs. So BWT Lechner Racing only needed one point to claim the title. This corresponds to at least 15th place for one of their two drivers, Pereira and King – certainly possible.

With six victories in six races, Bastian Buus led the Rookie Standings by a clear margin, to which the placings in the Overall Standings were added. The Dane from Team BWT Lechner Racing had a total lead over Brit #9 Lorcan Hanafin (FACH AUTO TECH) of 43 points. That meant that Hanafin would have to win or finish 2nd at Zandvoort, while Buus would have to finish worse than 15th, to keep the decision open until the finale in Italy.

The situation is not quite so clear in the ProAm Standings, where points are awarded in line with Class Standings. Three-time season winner #21 Roar Lindland from Norway (Pierre Martinet by Almérás) was first, 21 points ahead of his French colleague #11 Clément Mateu (CLRT). If Lindland scored at least four points more than Mateu on Sunday, he would secure the 4th ProAm title of his career ahead of schedule.

### Marvin Klein's win means the champagne is still on ice until the series finale.

In front of a packed grandstand, Marvin Klein showed nerves of steel in Sunday's Porsche Mobil 1 Supercup race. The Frenchman from Team CLRT had to defend his leading position against his pursuers three times: at the race start and two restarts following safety car phases. Despite a very slippery track and cold tires, he was able to concentrate and defend his line. After twelve laps, Klein crossed the finish line with a narrow margin of four-tenths of a second ahead of Rookie Morris Schuring. The reigning champion of the French Porsche Carrera Cup celebrated his first victory in the international one-make series.

Schuring, however, was not able to enjoy his 2nd place finish for long. Adjudicators determined that at the start of the race, he had not set his 911 exactly in the prescribed starting position. The stewards gave him a five-second time penalty for this. As a result, the Dutchman, who is only 17 years old, dropped far behind in the official race results.

Championship front-runner Dylan Pereira also experienced a rollercoaster of emotions in the penultimate race of the season. The fastest driver in qualifying, he was relegated to 4th place. After the first lap, he was only in 8th, and was involved in numerous battles for position. In spite of this, he crossed the finish line in 3rd place, and moved up to second position after the penalty for Morris Schuring, who had initially been in front of him – the Luxembourgish driver could not complain about a lack of variety.

Although Ten Voorde is now 18 points behind Pereira, he was nevertheless satisfied with 3rd place at his home race because it was important for him to leave himself in with a chance until the finale. He took 2nd place in the Overall Standings from Porsche Junior Laurin Heinrich, who only finished 5th at Zandvoort.

**"I concentrated mainly on Larry ten Voorde throughout the race. I wanted to finish at least directly behind him. The fact that I was even able to overtake Larry takes a lot of pressure off my shoulders for the finale in Monza."**

#5 Dylan Pereira (LUX/BWT Lechner Racing)

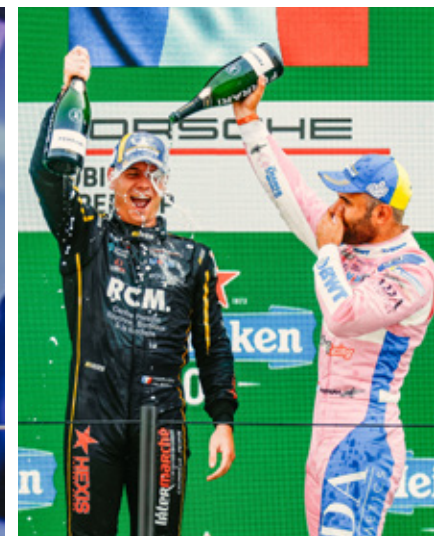
Bastian Buus finished between Ten Voorde and Heinrich. The youngster won the Rookie Classification for the seventh race in a row, securing the title early and setting a new Rookie record with his winning streak. BWT Lechner Racing is also confirmed as the overall winner of the Team Standings ahead of the finale of the 30th Supercup season next weekend – a 12th team title for the veterans from Austria.

**"At the beginning of the season, we dreamed of the team title. I'm incredibly proud of my entire team for making this dream come true."**

Robert Lechner, Team Manager BWT Lechner Racing

The title in the ProAm Classification, however, is still to be decided. Championship leader Lindland only finished 3rd in this class. Victory went to his British teammate #23 Aaron Mason. A curious fact: Mason did not even finish the race due to an accident with #22 Stéphane Denoual (FRA/Pierre Martinet by Almérás). This incident caused the race to be abandoned. In cases like these, the result is based on the last regular lap – and at that point, Mason was still the best-placed ProAm driver.

Even before Mason's accident, the race was interrupted twice by the safety car. The first was caused by Harry King and local hero Jaap van Lagen on the second lap. Starting from 2nd and 3rd place respectively, the two collided in the duel for 2nd place in the Tarzanbocht, and both had to retire early.



## TOP 3 RESULTS ROUND 7 ZANDVOORT CIRCUIT (NLD)

### OVERALL

1	MARVIN KLEIN	CL	12
2	DYLAN PEREIRA	LR	5
3	LARRY TEN VOORDE	GP	25

### ROOKIE

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	LOEK HARTOG <sup>R</sup>	HR	17
3	MORRIS SCHURING <sup>R</sup>	HR	1

### ProAm

1	AARON MASON <sup>P</sup>	ma	23
2	STÉPHANE DENOUAL <sup>P</sup>	ma	22
3	ROAR LINDLAND <sup>P</sup>	ma	21

# R8

## THE FINAL COUNTDOWN.

ROUND 8 | AUTODROMO NAZIONALE MONZA | MONZA, ITALY  
09–11 SEPTEMBER 2022

**Round 8 of the Porsche Mobil 1 Supercup 2022 in Monza marked the end of the anniversary season. It was a furious finale on a day where the Overall Championship title and the ProAm Classification title were still to play for. Excitement was naturally high.**

The F1 Gran Premio d'Italia provided a fitting setting for the series finale of the pinnacle of the Porsche one-make series. Beautiful late summer weather and thousands of enthusiastic tifosi in the grandstands accompanied the field of the 32 Porsche 911 GT3 Cup cars on their final appearance of the season. The eight permanent teams were joined this race weekend by the guest team Tsunami R.T. from San Marino, with their Italian drivers #42 Giammarco Levorato, #43 Andrea Fontana and #44 Johannes Zelger. Italian #29 Leonardo Caglioni represented Ombra Racing, and #13 Ugo Gazil (FRA) made his first guest appearance for CLRT.

The early practice under blue skies gave the drivers excellent grip on the tarmac. This led to some impressive jumps over the curbs. With only one interruption due to a red flag, practice was quickly dealt with – all three BWT Lechner Racing cars ended up at the front of the field, with newly crowned Rookie Champion #7 Bastian Buus (DNK) in 1st. Obviously, the two early titles from the previous weekend at Zandvoort had spurred the team on to end the season with a bang.

### **The last Qualifying Session of the anniversary season.**

In a very dynamic qualifying, championship leader #5 Dylan Pereira (LUX/BWT Lechner Racing) took another step closer to his first title in the Porsche Mobil 1 Supercup. He started the season finale of the international one-make series from 3rd place, and so ahead of his two title rivals. The Supercup Champion of the past two years, #25 Larry ten Voorde (NLD/Team GP Elite), was fifth-fastest in qualifying. Porsche Junior #3 Laurin Heinrich (SSR Huber Racing) from Germany qualified 7th on the grid.

Ten Voorde, 2nd in the Overall Standings, had to finish at least 2nd in the final race if he hoped to catch Pereira. Laurin Heinrich, who started the race in 3rd place overall but only had a slim chance of winning the title, was probably planning to concentrate on catching Ten Voorde in the duel for 2nd place.

#6 Harry King (GBR/BWT Lechner Racing) was fastest in qualifying. As a reliable points scorer alongside Pereira, King made a decisive contribution to the team win for BWT Lechner Racing. Unfortunately, he was not able to start this race from pole position, as he was charged with a penalty due to a collision at the previous Porsche Supercup race in Zandvoort. Because of this, he was demoted to 4th place on the grid in Monza.

As a result, pole position went to #12 Marvin Klein (FRA/CLRT) for the second race in a row, who had finished qualifying as second-fastest. Rookie Bastian Buus secured 3rd place on the grid. On the third row of the grid alongside Larry ten Voorde was another Rookie: #17 Loek Hartog, who drives for the Italian team Ombra.

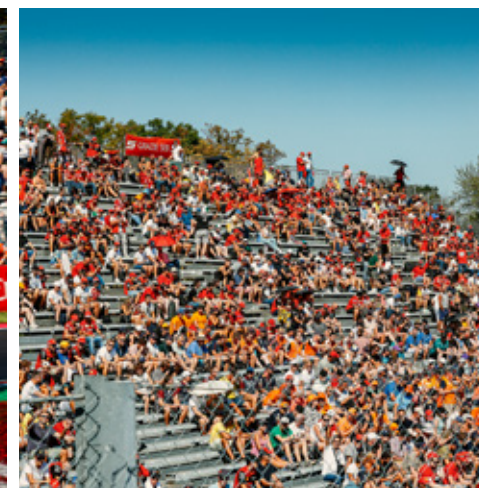
### **The maths behind the title decider.**

Before the final race of the season, championship front-runner Dylan Pereira had an 18-point lead over Larry ten Voorde. Porsche Junior Laurin Heinrich was two points behind the Dutchman in 3rd place. This meant that Ten Voorde had to win the final race (25 points) or finish 2nd (20 points) to have any hope of catching Pereira. Heinrich only had a chance of winning the title if he won the race.

Even if Ten Voorde won, Pereira would still be champion if he finished no worse than 9th (7 points). If Ten Voorde finished 2nd, Pereira needed to finish at least 14th (2 points). If Pereira and Ten Voorde ended up tied on points, the title would go to Pereira because he had one more win in the season (3:2). If Heinrich







won for the second time this season, Pereira would still win the title if he himself finished no worse than 11th (5 points).

Second place to Heinrich and a disqualification for Pereira – and no win for Ten Voorde – would mean a tie on points. In that case, Pereira would still become the 2022 Supercup Champion due to the higher number of wins in the season (3:1). If Dylan Pereira didn't score any points on Sunday, Larry ten Voorde could win a third consecutive title, regardless of other results. Second place would also be enough for the Dutchman, as long as Heinrich didn't win. In short: it was an exciting situation going into the final race of the series.

#### A worthy grand finale for the Porsche Mobil 1 Supercup 2022.

On race day at the Royal Park in Monza, luck was on the side of the team in pink, and the race offered all kinds of thrills. Dylan Pereira really only had to finish the race to secure overall victory in the Porsche Mobil 1 Supercup. In spite of this, the Luxembourgish, who started from third position, was involved in sometimes hair-raising battles throughout the race.

“Congratulations to Dylan. That was another extremely exciting Supercup season. I gave it my all, but this time it wasn't quite enough.”

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

The highlight was his duel with Larry ten Voorde, which lasted several laps and could have put the Dutchman in contention for the title. Pereira even made a few driving errors, receiving a three-second time penalty from the race organisers. As a result, Pereira crossed the finish line in 3rd place but was only classified as 5th – still enough to win his eagerly awaited and richly deserved first Porsche Supercup title. Dylan Pereira started his first Supercup race in Austin, Texas, USA, in 2015. To date, he has celebrated a total of eight race wins, his first in Hockenheim in 2019.

“Okay, the season finale didn't go perfectly for me. But the most important thing is winning the title. I've been working towards that for seven years.”

#5 Dylan Pereira (LUX/BWT Lechner Racing)

#### Almost a flawless weekend for BWT Lechner Racing.

Laurin Heinrich, who still had a mathematical chance of winning the title before the start, finished 10th. He was forced off the track shortly after the start and fell far behind as a result. In the end, he couldn't fight his way higher than 10th. A small consolation: Heinrich retained 3rd place in the Overall Standings. Bastian Buus almost snatched it from him. The newly crowned Rookie Champion overtook Frenchman Marvin Klein, who had started from pole position, in the first few metres.

Buus then defended the lead with all his might against Klein, even after a safety car phase. In the second half of the race, he had his BWT Lechner Racing teammate Harry King breathing down his neck. But Buus gave the Brit no chance either, and he eventually celebrated his second win of the season. The 19-year-old Dane won the Rookie Classification in all eight races of the 2022 Supercup season, and broke his own Rookie record, set the previous weekend. He secured 4th place in the Overall Standings, just one point behind Porsche Junior Heinrich.

King took the defeat against his young teammate sportingly, and Bastian drove an excellent defensive race. An attack would have been extremely risky – and that, of course, was precisely what joint team boss Robert Lechner had forbidden before the race. Harry King crossed the finish line in 2nd place, but a nasty surprise was waiting for him some time later. He received a five-second time penalty from the stewards for jostling Heinrich. This and Dylan Pereira's penalty meant that Larry ten Voorde eventually finished 2nd. King retained 5th place in the year-end standings.

“It could hardly have been more exciting. The finale in Monza was a worthy conclusion to the 30th Porsche Supercup season and the best advertisement for racing with the Porsche 911 GT3 Cup.”

Michael Dreiser, Business Manager Porsche Motorsport

Victory in the ProAm Standings was again claimed by #23 Aaron Mason (GBR/Pierre Martinet by Alméras) in the Supercup finale. His teammate Roar Lindland finished 4th in the ProAm category. The Norwegian secured the Porsche Mobil 1 Supercup ProAm title for the fourth time.

“Congratulations to BWT Lechner Racing. Winning the title with Dylan Pereira, the Rookie title with Bastian Buus and the Team Championship is a fantastic achievement. Congratulations also to Roar Lindland for his 4th ProAm title. But my thanks also go to all the other teams and each and every one of their members for a highly exciting and very professional 30th Supercup season.”

Oliver Schwab, Project Leader Porsche Mobil 1 Supercup



## TOP 3 RESULTS ROUND 8

AUTODROMO NAZIONALE MONZA (ITA)

### OVERALL

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	LARRY TEN VOORDE	GP	25
3	HARRY KING	LR	6

### ROOKIE

1	BASTIAN BUUS <sup>R</sup>	LR	7
2	LOEK HARTOG <sup>R</sup>	GP	17
3	ALEXANDER FACH <sup>R</sup>	FAT	8

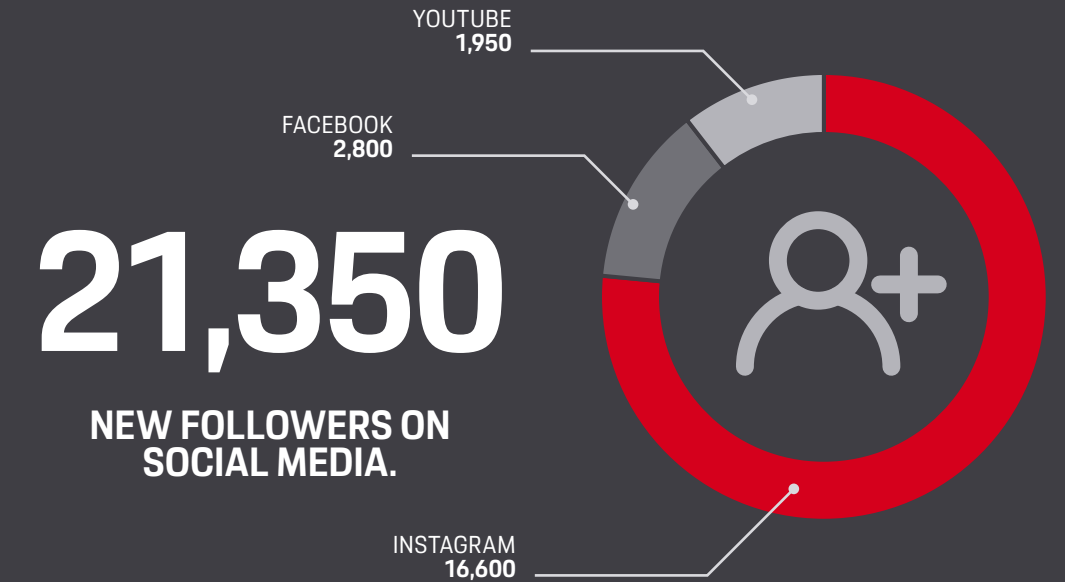
### ProAm

1	AARON MASON <sup>P</sup>	ma	23
2	CLÉMENT MATEU <sup>P</sup>	EL	11
3	PHILIPP SAGER <sup>P</sup>	GP	15

# 2022

## THE ANNIVERSARY SEASON IN NUMBERS.

The Porsche Mobil 1 Supercup looks back on eight Rounds of spectacular racing this season. Here are a few numbers to summarise another special year in the pinnacle of the Porsche one-make series.



### THE YOUNGEST RACE WINNER

in the history of the Porsche Supercup: when Bastian Buus won the race in Le Castellet, he was only



Porsche Supercup Team Champion titles won by Team Lechner Racing, including this year's title.



WERE RACED BY A PORSCHE 911 GT3 CUP in the 2022 season.



OF TOTAL PLAYBACK TIME OF OUR YOUTUBE VIDEOS.



The approximate number of DIRECT MESSAGES from followers per race weekend.

# 8



### CONSECUTIVE RACE WINS IN A SINGLE SUPERCUP SEASON

is a new Rookie Classification record, set by Bastian Buus, beating Nick Tandy's record from 2011.



mark the length of the season and the number of days Bastian Buus, Roar Lindland and Lechner Racing led their classifications.

# 3,278

LAPS DRIVEN IN TOTAL.



Porsche 911 GT3 Cup cars per race start, on average – an exceptionally high number by Supercup standards.

# 29.1

drivers crossed the finish line per race, on average, also a remarkably high number.

# THE CHAMPIONS

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

PORSCHE

MOBIL 1  
SUPERCU



OVERALL CHAMPION 2022

# HARD WORK PAYS OFF.



Winning the Supercup title in 2022 was the culmination of a long journey for Dylan Pereira. His path took him to karting at the age of ten, and that brought him two titles in the Euro Winter Cup. After several seasons in European and World Championships, he finally arrived in international GT racing.

To date, the driver from Luxembourg has celebrated eight race wins in the Porsche Mobil 1 Supercup and, more recently, a title in the pinnacle of the Porsche one-make series.



**Dylan – you’ve participated in the Porsche Supercup for several seasons, and now you’ve finally clinched the title. How does it feel?**

It was not easy, I had to learn a lot. I’ve been with Lechner Racing for six years now, fighting every step, every race to learn and learn and learn. In 2020, we lost the Overall Championship title by a couple of points. In 2021, we tried again, but unfortunately, luck wasn’t on my side. But finally, this year, we got it. So I am incredibly happy. My team did an enormous job. I’m really proud of the team and hopefully they can build on this success.

**Why was this season your season?**

I think everyone really wanted the title. Robert and Walter Lechner invested more money in the appearance of the team and in our cars. And the driver lineup was just amazing. I feel at home here at Lechner Racing, and we all help each other all the time. In the final race in Monza, we almost finished P1-P2-P3. In the end, I was the one who clinched the title. Hopefully, Bastian and Harry will fight for it again next season.

**Is there anyone you would like to thank?**

First of all, huge thanks to all my sponsors – without them, I would not be here and would not have been able to participate in the championship the last seven years. And thanks to the team, my mechanic, my engineer, the team manager and just everyone in the team. I’m so happy to be part of this family. They supported me for the last few years, and this year even more.

**Any plans for the future?**

Let’s see what will happen next. My main goal, since I was a child, is to have a contract as a factory driver. This is what I’ve worked for all year. But coming back to the Porsche Mobil 1 Supercup one day is definitely an option. I’m confident that the Lechner Racing family will have a car for me.



P1	Dylan Pereira (BWT Lechner Racing)	149
P2	Larry ten Voorde (Team GP Elite)	139
P3	Laurin Heinrich (SSR Huber Racing)	123



ROOKIE CHAMPION 2022

# RECORD ROOKIE.



Højdespringer means “high flyer” in Danish, and that’s exactly what Rookie Bastian Buus was this season, competing for Team BWT Lechner Racing. The 19-year-old from Kolding not only became the youngest race winner in the history of the Porsche Supercup at the Circuit Paul Ricard, but even surpassed the record of eight consecutive victories in the Rookie Classification, set by Nick Tandy.

So – tillykke to Bastian, and we hope to enjoy watching the Danish speed machine in many more races in the Porsche Mobil 1 Supercup. But first, we had a little chat about his inaugural season after the grande finale in Monza.



**Congratulations on winning the Rookie title. Can you tell us about what the 2022 season was like for you?**

Thank you! The year was definitely a lot better than I hoped for and expected at the beginning of the season. I won the Rookie Championship, was the youngest-ever overall race winner, and I won all of the races in the Rookie Classification as well. So it was better than what I could have ever hoped.

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

I would say the best moment during the season was the Paul Ricard weekend. Being in P1 in every session was really special, and everything was running really smooth that weekend. That was a weekend I will never forget.

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

Our Rookie Coach Marco Seefried has been a really big support for all of us Rookies this season. Every time we had an issue or minor problem, we could always go to him and speak with him about it. He has a lot of experience, so chances are he had something similar in the past. He always gave us advice, to help us with different situations, and he helped us improve a lot.

**What’s your message to young people who are thinking about starting a career in motorsport?**

I would definitely say that karting is the best way to start. But esports or SIMracing, as we see, is already a really good way to prepare. A lot of good drivers come directly from SIMracing into real cars, so this could be a way to go. But anyway, if it’s your biggest dream to become a race driver, I think you should go for it. You should always chase your dreams and really do your best.

**Do you have any special thanks this season?**

I would like to thank both Robert and Walter Lechner, because they were the ones who contacted me in the beginning and asked me if I wanted to race for BWT Lechner Racing. Without them, I would probably not have been in the Porsche Mobil 1 Supercup this season. So my special thanks to them for making everything possible.



P1	Bastian Buus (BWT Lechner Racing)	122
P2	Loek Hartog (Ombra Racing)	43
P3	Lorcan Hanafin (FACH AUTO TECH)	40



ProAm CHAMPION 2022

# IT'S A QUADRUPLE.



Professional amateurs are an integral part of the series. And this season, a familiar face is back on top of the ProAm podium. The Norwegian Roar Lindland from the Martinet by Alm eras team claimed his fourth title since he started racing in the Porsche Supercup.

We congratulate the record ProAm Champion of the Porsche Supercup, and look forward to welcoming him to the pinnacle of the Porsche one-make series for many years to come. But first we sat down for a chat after his title win in Monza.



**Hi Roar, congratulations on winning your fourth ProAm title. What did the 2022 season mean for you?**

It means a lot to me. After a difficult last season, the ProAm title win feels amazing. And winning the title in my 240th race, Porsche Carrera Cup and Porsche Supercup races combined, made that celebration extra special. This title win is for everybody in the team, my sponsors, and my family.

**You were racing with your old team Martinet by Alm eras again this year. To what extent did that tip the scales in your favour?**

I was back in the team for the third season now, and we immediately had a good feeling and we were pretty fast. We started the season opener with a win and we just continued from there. It was a really great season, and coming to the final race in Monza in such a strong position, it's a dream scenario. But I was still nervous, because as everybody knows, to finish first, first you have to finish. But thanks to my Team Martinet by Alm eras, we got the job done.

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

Yeah, for sure. I want to thank the team. I want to thank all my sponsors and last, I want to thank my fantastic family, sitting back home supporting me all year round.

**What's your message to any ProAm drivers who are thinking about joining the series? What is the special attraction of competing in the Porsche Mobil 1 Supercup as a ProAm?**

I don't know if I have the secret to success, but to get as much time in the car before racing is good advice – nobody wants a DNF because he didn't get enough wheel time. But the Porsche Mobil 1 Supercup is a difficult championship, because you just have one chance to make the most of it. So in the end, it all comes down to experience and doing as many laps as possible to succeed in this series. I have been around the Porsche one-make cups for a long time. So I might have a bit of an advantage over the other ProAm drivers, because of my experience.



P1	Roar Lindland (Martinet by Alm�eras)	163
P2	Cl�ment Mateu (CLRT)	145
P3	Philipp Sager (Dinamic Motorsport SRL)	133



TEAM CHAMPION 2022

# PINK POWERPLAY.



The BWT Lechner Racing success story goes from strength to strength. For the twelfth time since its foundation, the Austrian team from Feistenau won the Team Classification in 2022. The special highlight this year: they took the title with a huge lead after only the 7th Round at Zandvoort.

We congratulate them, and look forward to another 30 years with the Porsche Supercup veterans from the Alps. But now let's hear from the two brothers and team owners Walter and Robert Lechner.



**Hi Walter – you took home three titles this year, an amazing performance. How do you explain this dominance? What did you do differently, compared to last year?**

**Walter:** I think the driver lineup was the key to our success. Basti, Harry and Dylan were laughing together, travelled together and spent their free time together. And that was so important for the team spirit. When somebody else in our team won, they were congratulating each other, and this engaged us all much more than in the past. All of them are very fast, but with the team they analysed all the data together, so in the end they could get the best out of the car and have the lap times they wanted, and that's how we won.

**Robert, every championship title means something. What does the Team title mean to you?**

**Robert:** Team is a very strong word and says it all. It's all about teamwork. So for me and the rest of the team, this is the most important title, because it measures the performance over the whole year, from the whole driver lineup. And this is something we're very happy about. We're also very proud that we won the team title for the twelfth time in the Lechner Racing x Porsche Supercup history. For us, this is something really great, special and unique.



**Robert, what was the biggest challenge for you this year?**

**Robert:** That's a very tough question. Because sometimes, you know, you expect certain challenges, and then you have to face something completely different. The biggest challenge, as always, is making sure that those three drivers, who are all super fast and super talented, work well together. And I must say we did very well. I really consider everyone part of our success this season. For me, the biggest new challenge was to work with only three cars and to concentrate and fully focus on them. So we made the smart decision to only focus on three drivers with three different characters, and make them into a tight team. And in the end, there are only three spots on the podium.



P1	BWT Lechner Racing	288
P2	Team GP Elite	164
P3	SSR Huber Racing	140





# THE PEOPLE

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The backbone of the series.



## THE MANAGEMENT

# BRINGING IT ALL TOGETHER.

Organisation and passion are crucial for the success of the pinnacle of the Porsche one-make series. Satisfying all stakeholders and making the highest sporting achievements possible, in the spirit of an anniversary season, is a balance that Oliver and Valeska master perfectly.

Hi Oliver, our 30th anniversary season is a wrap. We had an awesome get-together in Spielberg, tell us what you thought about it.

Spielberg was a very special event because we had the opportunity to spend time with some of the people who made the championship what it is today. We all met in the evening, with our partners from F1. It was a gathering of the most important people in the history of the Porsche Supercup, including the people who started the championship 30 years ago. And we celebrated, together, the special atmosphere that we have always enjoyed in this paddock, since 1993.

What made the anniversary season special for you?

One of the special things was that the Overall Championship was still up for grabs until the final race in Monza – we had three drivers who were still fighting for the title. Another was how close some of the qualifying results were this year. I remember one race where we had 20 drivers within a second of each other after qualifying. And this just shows how much everybody was fighting to get to the top of the podium. At the same time, how well everybody was prepared, no matter whether on the team or on the driver side, they really fought with everything they had. Everyone wanted to make sure they used this platform as what it is: a stepping stone up into the world of professional motorsport.

Which special moment will stay in your memory from this season – and why?

We had lots of opportunities to create special activities in addition to our normal motorsports events this year. We had cooperations with markets in the Netherlands and in Italy, where we put together a special exhibition, either of historic street and race cars in our paddock, or where we showcased our special Supercup models, the 911 GT3 Cup VIP car, and a 911 GT3 30th anniversary masterpiece.

Were there any outstanding drivers we should keep our eyes on for the future, in your opinion?

This season has shown, once again, if you're at the front of the Supercup field, the eyes of the motorsport community are definitely on you. And if you plan to have a career in this world, and if you plan to earn money with racing, then being fast in the Supercup has always been the key to success. In this year's lineup, there are a few drivers I would trust to do that.

**Oliver Schwab**  
Project Manager



### Introducing Valeska and Patricia.

In the 2022 season, we welcomed two new faces. Valeska Nikola was responsible for the organisation of the series this year, and Patricia Wagner was the Environmental Officer in charge of environmental regulations at the Porsche Mobil 1 Supercup. It's great to have them both in the paddock – for as many more seasons as possible.



**Valeska Nikola**  
Organisation



**Patricia Wagner**  
Environmental Officer



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

### The Supercup's healing hands.

Where motorsport is in full flow, things can sometimes get a little tough, not only for the drivers. Luckily, Frank Mayer was with us at our race weekends. The sports physician and professor at the University of Potsdam takes care of any and all health issues that might arise during the race weekend. Thank you for always being there for us, Frank!

# NEVER MISS A THING.

One eye on the present, the other on the future. The Race Control team had everything firmly under control in the anniversary season, as always. Peter Roberts, Richard Norbury and Christian Menzel are the guardians of the rule book and judge every race from a sporting perspective. Sometimes they have the difficult task of handing out penalties, but they do this after careful consideration and a conscientious review of the technology at their disposal. Keeping an eye on a maximum of 32 cars at the same time is an art in itself, so we salute them for always keeping the big picture in mind and making fair sporting competition in our series possible.

**Paul Ricard was a new race track this season. Was that a special challenge for you? What's your feedback on the race track?**

**Peter:** It was a tremendous event. There's always feedback that we can give to the organisers and to the local officials. But there was nothing in particular at Paul Ricard that we thought was going to be a major issue for us.

**Richard:** My feedback would be: I'd prefer a few more gravel traps, and a few less stripes. It makes you a bit dizzy sitting in the Race Control, watching all those stripes go by!

**There were some tough decisions to make, which situation was the most difficult for you to evaluate?**

**Peter:** There are always some challenges, whether it's a circuit that we've been to many times before, like Spa, or a new circuit on our calendar, such as Imola. There are always questions that you can raise with the local organisers just to check that things are the same as before, or where the procedures have changed. Sometimes we have a different logistics plan, different paddock location, and that presents its own unique challenges for that event. But as ever, we rose to those challenges.

**Richard:** I don't want to single one out, because most of the collisions can be tricky. The hardest calls are the ones where you've got a car going into a closing gap. You know, was the gap closing before he went into it? Or did the other guy close down as a response? And we had one this season, which, on the face of it, looked fairly straightforward. But then, when you start to look in detail, it's not so clear where the blame lies.

**You were always pretty busy after the sessions. Were the decisions more difficult than in previous seasons? What was the reason?**

**Richard:** During every session, we make notes, and we compare our notes at the end to see if there's anything that we may have missed. Sometimes, that unfortunately results in a penalty, but that's us making sure that we enforce the

regulations fairly. So for example, at Zandvoort, there was a possible indication that one of the cars had committed a false start. And it was only afterwards when we were able to analyse the video footage that we could see that unfortunately, one car was out of position, and so that was deemed a false start and the appropriate penalty was levied by the stewards.

**Richard:** I think there were more investigations where we had multiple reports. The other weekend, for example, we didn't have all the information during the session. We knew that we were tracking breaches, but Peter had to spend three hours going through on-boards trying to determine where those were, in order to report to the stewards so we could then make appropriate decisions.

**Christian, you were always pretty busy after the sessions. Were there more decisions than in previous seasons?**

**Christian:** It's very detailed work. \*laughs\* Look, we have more or less 30 cars. We are really professional here. Every driver is trying to catch up with Larry ten Voorde. The level of driving is incredibly high. We have a lot of Rookies, they are super motivated, and we have gentleman drivers with a little bit less experience. And that is a good mix. Sometimes we have a little more to do, but it's natural when so much is happening on the track at once, that it takes a little time to sort out after the race.

**Christian, what was your highlight of the season?**

**Christian:** I have two highlights. I had a long drive with my old friend and colleague Altfrid Heger in a Porsche 911 GT3 road car, and we spoke a little bit about our experiences in the Porsche Supercup. That was a really fun drive, through the mountains in this beautiful sports car. And the other highlight for me might sound a little boring, but each time I arrive here, everything works. We have a good team, and everyone knows exactly what to do. We have no surprises. Everything just works perfectly, and that fills me with joy.



**Christian Menzel**  
Driver Advisor

**Peter Roberts**  
Race Director

**Richard Norbury**  
Permanent Steward

## THE PORSCHE JUNIOR COACHES

# SHAPING DIAMONDS.

The Porsche Junior has the honorable task of representing Porsche in the field of 28 permanent competitors. The Porsche Junior Coach makes sure that he does justice to this task. We sat down with Sascha Maassen to get his thoughts on the season.

**Hi Sascha – what did you think of the 2022 season?**

When you come to the last event and you have three drivers still able to win the championship, it shows that it was a very tight fight during the whole season. And it was not only the Top 3, it was many, many drivers, I would say the Top 10 who were fighting for wins.

**What's your assessment of Laurin's first Porsche Junior Supercup season?**

Laurin won a race, he has shown his potential, and I think we will see even more in the future.

**Laurin was up for the title fight, but couldn't get the trophy in the end. What do you think has to happen for it to work out next year?**

To win the championship? You need to be good, you need to be lucky, and you have to want things for yourself and not because of others. And if things don't go as planned, it's important that you keep fighting, even though your chances are low. Laurin had a chance this year, and let's see if he has another chance next year. The speed and the mindset are there. Now the external circumstances have to play along as well.



## THE PORSCHE ROOKIE COACH

# TRAINING THE CHAMPS OF TOMORROW.

As always, Marco Seefried had his hands full again in the anniversary season. The Rookie Coach of the Porsche Mobil 1 Supercup always keeps an eye on everything. Whether it's his protégés, the competition on the track or the racing series that left their mark on the asphalt before the Porsche Supercup sessions. These are just a few factors that Marco always tracks, so he can pass on his wisdom to his Rookies. When they listen, and learn, they sometimes even make it onto the overall podium. You can read Marco's thoughts on this season below.

**How did the Rookies do in 2022? What distinguishes them from the Rookies of previous years?**

The Rookies did really well, we had two overall wins in Paul Ricard and Monza with Bastian Buus, but what really stands out for me this year is I never had such a united group. They were a team from the start – I mean, team building wasn't even necessary. They started the season as a team, and it just became more intense. So that was special.

**Rookies have also stood on the overall podium this year. How does that feel for you as a coach?**

Yeah, that's right, one of the Rookies had two Overall wins this year. And I get to stand at the

side of the podium, that's always something special. I felt proud. But it's not just me. I mean, there's the driver who did it. There's a team who prepped the car, there's an engineer who did the settings, and I think it's a combination of many people working together. It's always a special moment if you see that achievement, and yeah, when you're part of it.

**Do you see potential for the Rookies to achieve something big in the coming seasons?**

Yes, I do see a chance that some of the Rookies will achieve even more than this year. And there's some really promising talent there. I'm really looking forward to seeing what will happen in 2023.



## HOSPITALITY

# CULINARY DELIGHTS AT THE HIGHEST LEVEL.



If you want to be fast, you have to run on the best fuel. The Hospitality team provides the necessary refreshments during the race weekends – breakfast, lunch and dinner, there's something for every taste. A big thank you for providing the whole Porsche Mobil 1 Supercup family with what we needed so we could concentrate fully on the essentials: exciting racing on eight legendary race tracks across Europe.

### Hospitality Management

Birgit Saueremann,  
Sebastian Saueremann

### Event Catering

**Standing from left:** Heiko Oberheiden, Filippo Caironi, Tobias Amadu, Alexander Rohde, Nico Adams, Alexander Gabler, Amir Farahani, Konstantin Roth, Maximilian Kremer, Sebastian Abel, Alessandro Pagani, Isabell Eckart, Juliane Behle, Eduardo Montrasio, Elisa Richter, Clara Hansen, Andrea Bellini

**Sitting from left:** John Delgado, Denise Menrad, Florin Müller, Maximilian Schramm, Julian Schanze, Martina Padovani, Lisa Gerosa, Andrea Letizia Rogliano

### Event Technology

Andreas Röder, Viktor Kusikov

### Tent Construction and Furnishings

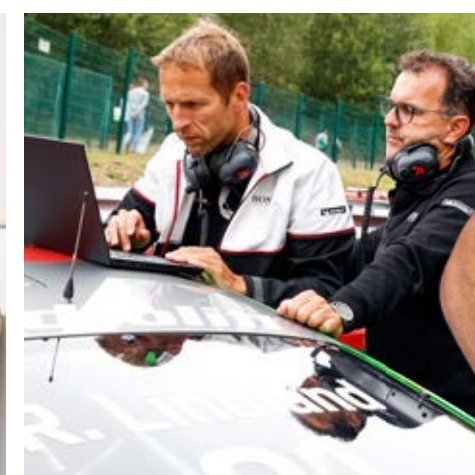
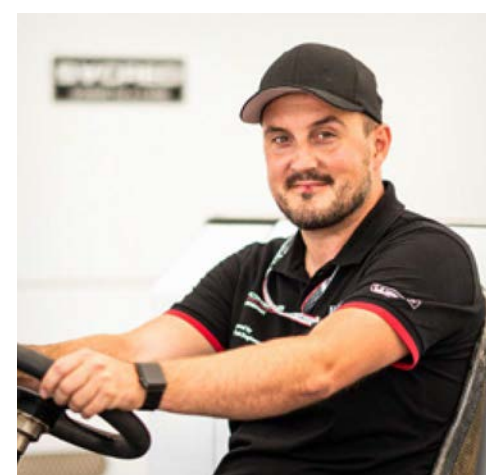
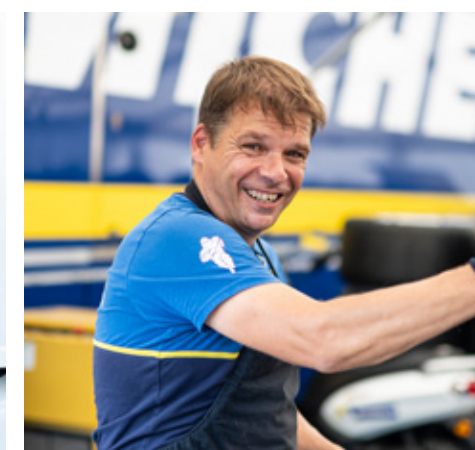
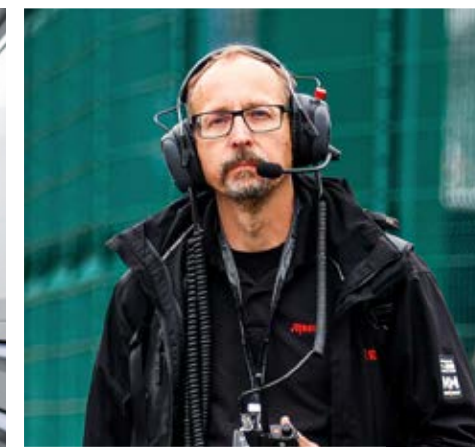
Karl-Heinz Gorges, Ken Vomland, Jochen Tholl



## TECHNICAL SUPPORT

# SUPPORT FOR ALL THINGS TECHNICAL.

Porsche's 360° technical service makes sure the teams always have everything they need to compete and win. Missing a spare part? They know who to call! From engine to tyres, radio support to racing fuel – they've got it covered! Thank you to all the technical support crew for keeping the cars running smoothly and enabling the series to give our best on the race track, every round.



### Technical Support

Sven Schnabl, Tim Wagner, Lukas Sagert, Christopher Halama, Sebastian Schröder, Andreas Bayer, Fabian Stein, Patrick de Groot, Martin Lichtmannegger, Tim Panzer

### Technical Scrutineering

Felix Fent, Paul May, Tim Zessack, Leonhard Hermansdorfer

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### Radio Support

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### Transportation Specialist

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### Truck Logistics

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### Michelin Tyre Service and Engineering Support

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### Fuel Service

Kurt Finster, Felix Düesterhöft

### Dominik Quosdorf

Technical Manager

COMMUNICATION PARTNERS

# ENTERTAINING RACE FANS AROUND THE WORLD.

The Porsche Mobil 1 Supercup Communications team also made an important contribution in the anniversary season, by making the racing series better known all around the world. They produced terabytes of data to accompany the series, in video clips, photo galleries, artwork and text, to put all stakeholders in the spotlight. ASAC, Cut the Mustard, HOCH ZWEI Photography and K.A.P. say thank you for letting us be a part of it once again!



**ASAC (Lead Agency and Social Media)**

Caroline Schwind, Lili Klein, André Saueracker, André Clever, Philipp Dischl, Hannes Ritter, Johannes Schreiber

**Cut the Mustard (Film Production)**

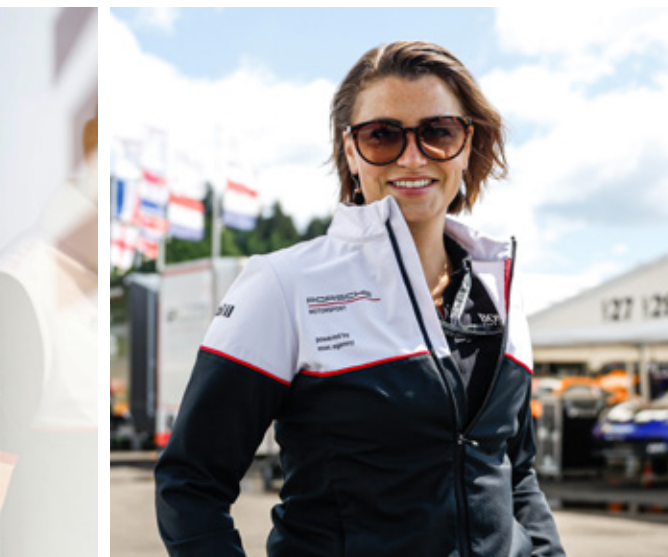
Malte Heitmann, Max Müller

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

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**HOCH ZWEI (Photoagency)**

Jürgen Tap, Michael Kunkel, Lars David Neils, Daniel Reinhardt





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