

Bulletin 1/2020

Supplement to the Regulations DMSB Visa no. 610/20, of
24.02.2020.

The amendment is valid with immediate effect.

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

Part 1: Sporting Regulations

1. Introduction is changed/supplemented as follows:

"...

The Series in 2020 consists of 8 races organised as circuit races.

It is intended that the Series in 2020 will consist of 8 races but the Series Organiser reserves the right to invoke the provisions of article 3.2(c) and 12.6 should circumstances mean it is not be possible to run all 8 races.

...."

3.3 Porsche Mobil 1 Supercup code of good conduct is supplemented by the addition of a new final paragraph as follows:

"...

Specific mandatory requirements or restrictions in respect of behaviour of participants, or specific conditions of participation, may be published by the Series Organiser in order to minimise the risks of, and maximise protection against, Covid-19 infection. These will be set out in the Porsche Mobil 1 Supercup Covid-19 Safety Procedures document (the latest version of which will be valid and available from the Series Organiser). It is essential that these requirements are followed by all participants and any breach of these requirements would be deemed a serious infringement of the Porsche Mobil 1 Supercup Code of Conduct. Competitors (entrants) are responsible for ensuring full compliance by every person associated with their entry. "

4.1 Registrations/entries, entry closing date and obligation to participate is supplemented as follows:

" ...

- (f) The official "Application for Driver Entry" form (as supplied by the Series Organiser) for Permanent Drivers must be received by the Series Organiser as a supplement to the "Application for Team Entry" by 15. March 2020. With the submitted "Application for Driver Entry" a Permanent Driver must specifically indicate if he wishes to participate in the ProAm Classification or the Rookie Classification. The "Application for Driver Entry" must be signed by the driver and the competitor. The competitor will receive a written confirmation if his Permanent Driver has been accepted.

The Series Organiser recognises the difficulties posed by the current Covid-19 pandemic and, as a consequence, is prepared to consider (on an exceptional basis) any applications from competitors for withdrawal or replacement of currently entered Permanent Drivers. Any such applications must be made by 17.June 2020 using the specific form available from the Series Organiser. Applications for new Permanent Drivers may also be submitted by this date. It is essential that any application for a replacement driver or new driver is accompanied by copies of full driver documentation (e.g. licence, medical certificate, ASN authorisation). For the avoidance of doubt, competitors should note that 15.March 2020 remains the definitive date with regard to the qualification criteria for the ProAm and Rookie classifications.

" ...

4.1.3 Rookie Classification is changed/supplemented as follows:

" ...

The following events are part of the Rookie Coaching program and are therefore mandatory for the participants to attend. An individual schedule for each event will be communicated by the Organisation.*

20.06.2020 *Rookie Season Kick-Off Meeting Virtual Version*

22.06.2020 or *Pre-Season Fitness Check*

25.06.2020 or

26.06.2020

02.09.2020 *End of Season Fitness Check*

* Subject to amendments.

For any replacement or new Rookie entries which may be accepted in accordance with 4.1 above, it will be permissible for the Pre-Season Fitness Check to be undertaken at any point up to the start of the first round of the Series.

" ...

4.1.5 Guest Teams is supplemented by the addition of a new article 4.1.5 (f) as follows:

“ ...

(f) The following conditions will apply in relation to the revised Calendar of events:

- **Any Guest Team wishing to apply for entry to a new event included in the revised Series calendar must submit a fully completed and compliant application to the Series Organiser no later than 28 days prior to the start of the relevant Competition.**
- **Any Guest Team that has already applied and paid for entry to an event that was included in the original Series calendar but no longer features in the revised Series calendar will receive a full refund of the entry fees from the Series Organiser.**
- **Any Guest Team that has already applied for entry to an event that has not been affected by the changes to the Series calendar (i.e. which will take place on its original date and at the original venue) may apply to the Series Organiser to withdraw from the event. The Series Organiser may accept a withdrawal, however a refund of the entry fee will not be made and any associated invoices must be paid, subject to which the Series Organiser will not pursue further penalties through the Stewards for non-participation in the event.”**

4.2 Entry fees for the season and per competition is supplemented by the addition of a new final paragraph as follows:

“ ...

As attendance at some events may be restricted to essential personnel only, it will be necessary to restrict the provision of tickets and passes accordingly. The Series Organiser will notify competitors of the number of passes which will be made available for each event. As the Monaco event will not be taking place, the provision of pitlane shuttle vehicles will not be required.”

4.3 Competition Numbers is supplemented as follows:

“The participants will be allocated with competition numbers by the Series Organiser for the entire season and to guest drivers for each event. The competition numbers for returning teams (competitors) will be allocated based on their team championship standing of the previous season. The competitor may choose which of the allocated numbers is assigned to each car. New teams (competitors) joining the season will receive competition numbers according to their date of entry. Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number (and

corresponding tyre allocation) will be transferred to the new chassis. **The Series Organiser reserves the right, in exceptional circumstances, to reassign allocated competition numbers ahead of the first event.**"

7.1 Calendar of events* is changed/supplemented as follows:

"The 2020 Series consists of 8 races organised as circuit races. At each event there will be one race. However, under exceptional circumstances should a race be cancelled or deferred then there may be two races at a subsequent event. **Where a venue hosts more than one Series event on consecutive weekends each race weekend will be considered a separate event. It is the competitor's responsibility to ensure there are no travel or other restrictions which would affect their participation in any event for which they have entered.**

02.07. - 05.07.2020

**FORMULA 1 GROSSER PREIS VON ÖSTERREICH
Spielberg (Round 1)**

09.07. – 12.07.2020

**FORMULA 1 GROSSER PREIS DER STEIERMARK
Spielberg (Round 2)**

16.07. – 19.07.2020

**FORMULA 1 MAGYAR NAGYDÍJ
Budapest (Round 3)**

30.07. – 02.08.2020

**FORMULA 1 BRITISH GRAND PRIX
Silverstone (Round 4)**

06.08. – 09.08.2020

**FORMULA 1 70th ANNIVERSARY GRAND PRIX
Silverstone (Round 5)**

13.08. – 16.08.2020

**FORMULA 1 GRAN PREMIO DE ESPAÑA
Barcelona (Round 6)**

27.08. – 30.08.2020

2020 FORMULA 1 BELGIAN GRAND PRIX
Spa-Francorchamps (Round 7)

03.09.-06.09.2020
FORMULA 1 GRAN PREMIO D'ITALIA 2020
Monza (Round 8)

Official season test:
23.06. – 24.06.2020
Season Test, Red Bull Ring, Spielberg**

*** Subject to amendments**

**** Subject to final confirmation"**

7.2 Maximum number of cars authorised is changed as follows:

"Subject to the maximum number of permitted cars being defined in the circuit licence, the Series Organiser limits the maximum number of permitted cars for permanently entered starters to **32** and to an overall maximum of 32 including guest starters. Entries by the Series Organiser are excluded from the overall limit of 32. By exception and at the sole discretion of the Series Organiser, the maximum number of permitted cars may be increased."

8.6 Equality of Points is changed/supplemented as follows:

"If an equal number of points is achieved by more than one driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2020 Series. If, after application of this rule, **a tie still exists**, the decision is made based on the better results of the final race. **If an equal number of points in the Teams' Classification is achieved by more than one team, the positions in the final classification are based on the highest team score (i.e. the points of the two eligible team scoring cars) in the final race. If a tie still exists, then the highest team score in the penultimate race will be considered, and so on. Should a tie remain after team scores from all races have been considered then the winner will be the team with the highest placed eligible team scoring car in the final race.**"

10. Administration is changed/supplemented as follows:

“ ...

The Series Organiser's official and/or digital notice board serves as the official medium for announcements. ***In accordance with FIA International Sporting Code Article 11.9.4, the Series Organiser will implement the use of a digital notice board using the Edubreak platform and all competitors and drivers will be given appropriate access details. To avoid the congregation of people in one place, all necessary documents will be posted on the digital notice board and there will be no physical official notice board unless otherwise specified in a Stewards' bulletin.***”

10.1 Timetable for administrative checks is changed/supplemented as follows:

“See relevant Supplementary Regulations, Team Information communication or official ***and/or digital*** notice board. Competitors and drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards. ***To minimise the need for close personal interaction, all competitors and drivers may be required to submit a signed declaration at each event regarding the validity of their licence and any necessary authority to participate. Where this is required, competitors will be informed by the Series Organiser and must submit the declaration by the time specified in the Official Timetable for the event.***”

10.2 Drivers' meeting/briefing is supplemented by the addition of a new final paragraph as follows:

“ ...

To minimise the need for close personal interaction, the Drivers' Briefing at events may be delivered by way of Powerpoint presentation with Race Director voice-over which will be made available to teams electronically, along with written briefing notes. In this case, all competitors and drivers must submit, by the time specified in the Official Timetable for the event, a signed declaration that they have viewed and understood the presentation. An opportunity will be provided for any questions to be raised with the Race Director and any such questions and answers will be made available to all competitors and drivers.”

10.3 Team Managers' meeting is supplemented as follows:

"The time and location of the Team Managers' meeting is specified in the internal event schedule. This is additionally displayed on the official **and/or digital** notice board. **Team Managers' meetings may be held by means of video conference.** Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees **or roll call during a video conference**) may incur a penalty."

14. Protests and Appeals is supplemented by the addition of a new final paragraph as follows:

"...

Where the Stewards consider that they are able to make a decision regarding an incident whilst a race is still in progress and without the need for reference to images which they know may subsequently be available from any on-board camera, the availability of such images after the race will not be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under Article 14 of the FIA International Sporting Code.

17.1 Paddock is supplemented by the addition of a new article 17.1 e) as follows:

"...

e) As attendance at some events may be restricted to essential personnel only, there will be no provision for guest catering at those events, either in the Formula One Paddock Club or the Porsche Mobil 1 Supercup team catering area.

17.5 Podium Ceremonies is changed/supplemented as follows:

"...

Any violation of this regulation will be penalised with a financial penalty of at least EUR 2,500 by the Stewards. The payment of the penalty does not preclude any further penalty.

Competitors must nominate a team member in respect of each of their cars who will return that car from the pit lane to parc fermé should its driver be required to participate in any podium

ceremony. The names of the team members nominated for each car must be notified to the Series Organiser at licence verification. The car of the overall race winner will be returned from the pit lane to parc fermé by a driver nominated by the Series Organiser and published in a Stewards' bulletin; he will wear appropriate protective equipment and will lead all other podium cars. Competitors are reminded that these cars remain under parc fermé conditions throughout this exercise

It is mandatory for the winner of the Grand Prix de Monaco to attend the Awards Dinner of the ACM together with his Team Manager or the official Team Representative. All Team Managers/Representatives and drivers participating in the event must bring semi-formal attire (suit, shirt, tie etc.) to the event.

..."

18.1 Extrication Exercise is supplemented as follows:

"At each event, the Series Organiser, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise. The Series Organiser shall, by rotation, nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty. ***The Series Organiser may elect to replace the driver with a member of the medical team undertaking the exercise where necessary to minimise the need for social interaction.***

..."

Part 2: Technical Regulations

1.6.12 Determining the driver weights is changed as follows:

"...

The drivers will be weighed individually ~~and will receive a weighing report on the determined weight~~. **Once the driver leaves the weighing area, this will be deemed implicit acceptance of the recorded weight**. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers ~~after receiving the report~~."

1.11 Safety Equipment is changed as follows:

"...

The on-board fire extinguisher system must be ~~activated~~ **switched into position "Armed" and the red LED illuminated** from the moment a car leaves its team area to travel to the pre-start area for each session and must not be ~~deactivated~~ **switched off** until the car is returned to the team area after the session."

1.12.3 Refuelling, refuelling installations and control is changed as follows:

"Throughout the event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Series Organiser. The minimum value of the last 24 hours will be posted on the official ~~and/or digital~~ notice board before the first session of each day. At no time is the fuel temperature permitted to be less than the lowest outdoor air temperature as posted on the notice board.

2. Specific Technical Regulations

2.7.14 Tyre logs is changed as follows:

"...

All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be ~~handed over~~ **transmitted electronically** to the competitors. The competitors must compare the barcodes of the tyres

with those of the tyre logs. ~~and sign to confirm agreement.~~

~~All tyre logs must be presented signed to the Technical Scrutineers before the start of the respective session for which the tyres are permitted to be used.~~

~~Any discrepancy between the listed barcodes and the barcodes of the tyres must be communicated by the competitor to the scrutineers in writing until one hour before the beginning of pre-grid for the session in which the respective tyres may be used for the first time.~~

~~If there is no communication, this will be deemed as implicit acceptance of the received tyre logs.~~

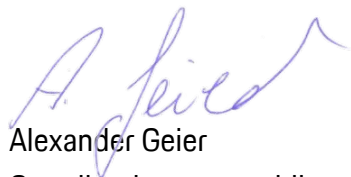
No tyre is permitted to be used that is not listed on a **signed** tyre log. ~~that has been handed over to the Technical Scrutineers before the respective session."~~

2.13 Data transfer is supplemented as follows:

"The use of radio-based information transmission in the vehicle (e. g. telemetry) is forbidden, the only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

It is forbidden to read out any sensor value or data from any car not belonging to the competitor."

Approved by the DMSB on 09.06.2020



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