

Porsche Mobil 1 Supercup 2019

DMSB Visa no. 712/19, approved on 12.03.2019

Bulletin 1/2019

Supplement to the Regulations of 12.03.2019.

The amendment is valid with immediate effect.

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

Part 1: Sporting Rules

1. Introduction is changed/supplemented as follows:

"...

The Series is supported by the following companies*:

- Michelin Reifenwerke AG & Co. KGaA
- ExxonMobil Oil Corporation - Mobil 1
- HUGO BOSS AG
- ZF Friedrichshafen AG
- APP-TECH srl
- PUMA International Sports Marketing B.V.
- Brauerei C.& A. Veltins GmbH & Co. KG
- ~~**Scania Deutschland GmbH**~~
- HAZET-WERK – Herrmann Zerver GmbH & Co. KG
- Stilo srl
- Sacred Tea & Coffee

* Subject to change"

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

" ...

Official season tests:

16.04. - 17.04.2019

Season Test 1, Catalunya

29.05. - 30.05.2019

Season Test 2, Silverstone

* Subject to change."

Part 2: Technical Regulations

1.4.2 Drinking system is changed/supplemented as follows:

"A drinking system ~~without an electric pump~~ may be used. Prior to installation it must be approved by the Technical Scrutineers."

2.6.2 General description rear axle

" ...

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible ~~thicknesses combined thickness~~ of the spacer washers in the front and rear axle control arms are:

- Front axle: **18.0 mm**
- Rear axle: **15.0 mm**

For the rounds at Silverstone and Monza the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms are:

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- **Front axle: 10.0 mm**
- **Rear axle: 10.0 mm**

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms can be announced by Stewards bulletin at any time before or during any event.

Furthermore, it is optional to fix the camber shims with aluminium tape.

..."

2.7.7 Free practice is changed/supplemented as follows:

"For the free practice session, only slick tyres and rain tyres as shown in the table in Attachment 12 must be used. **~~In addition to the rules below, specifically and only for the round of the Porsche Mobil 1 Supercup at the event of the GRAND PRIX DE MONACO, one additional set of new slick tyres may optionally be marked before free practice for every competitor. The set is only eligible to be used during the free practice session of this round and during all free practice sessions of the future events of the Series, except for the last Series round at the Mexican Grand Prix.~~**"

2.8 Bodywork and dimensions

2.8.1 General description is changed/supplemented as follows:

"...

Lightweight exterior:

Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors

Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners

Carbon-fibre-reinforced plastic adjustable rear wing (9 positions) **~~of Porsche part number~~**

~~991.512.892.8A or 9F0.827.837.D~~. Specifically for the round of the Porsche Mobil 1 Supercup at the event of the GRAND PRIX DE MONACO, the installation of Porsche part number

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991.512.892.8D or 9F0.827.837.D shall be mandatory at all times during the competition.

Polycarbonate door windows and rear side windows with ventilation openings

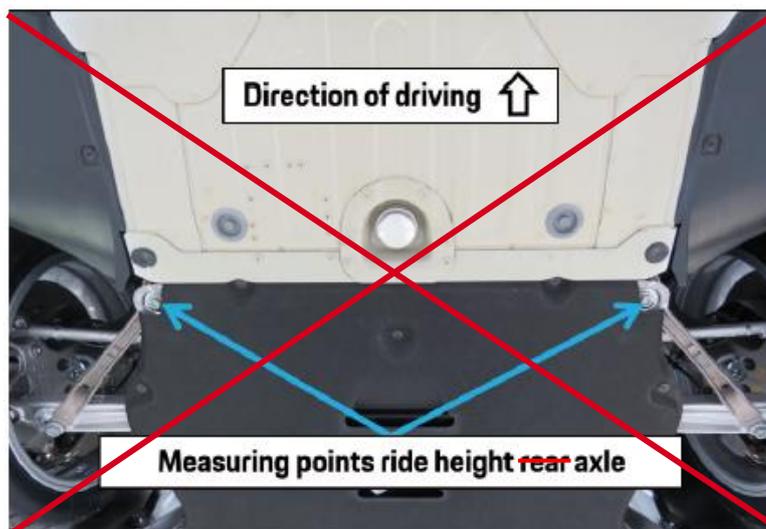
Polycarbonate rear window

Rear underfloor with NACA ducts for brake and driveshaft cooling

..."

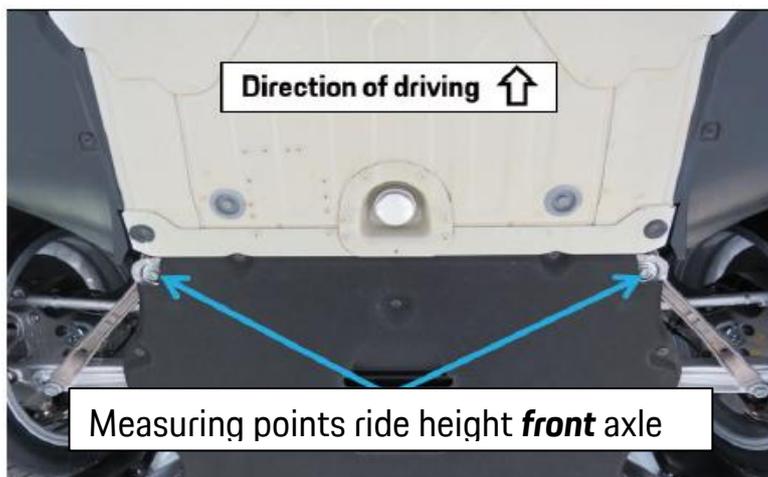
Part 3: Attachments / drawings

Attachment 7 – Minimum ground clearance, rear and front axle is changed/supplemented as follows:



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Approved by the DMSB on 06.05.2019



Christoph Ihm

Technical department

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Bulletin 2/2019

Supplement to the Porsche Mobil1 Supercup
Regulations dated 12.03.2019

The amendment is valid with immediate effect.

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

Part 1: Sporting Rules

4.1.10 Replacement of cars is changed/supplemented as follows:

"A team (competitor) may not replace a car that has already been entered and allocated a start number, unless the car has suffered significant or irreparable damage at a preceding event or during an event. The competitor must make written application to the Series Organiser seeking permission to enter a replacement car and it shall be at the sole discretion of the Series Organiser whether to accept or reject the application. ***Where the Series Organiser accepts such an application, that acceptance may be given subject to specific conditions.***"

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Part 2: Technical Regulations

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

It is the competitor's responsibility to ensure that at all times during a competition the mandatory minimum combined weight of the car with empty fuel tank, driver equalisation weight and the driver (together with all driver equipment) is reached. At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, is on the track or in Parc Fermé.

The mandatory combined minimum vehicle and driver weight (together with all driver equipment and equalisation weight) **is 1310kg. will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event."**

1.6.3 Minimum vehicle weight is changed/supplemented as follows:

"The minimum weight of a vehicle **is 1230kg. will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event.** The minimum weight of a vehicle consists of:

- the weight of the car with empty fuel tank;
- the weight of the inboard camera (surveillance camera and/or official TV camera), the radio system assigned by the Series Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight).

1.6.4 Minimum driver weight is changed/supplemented as follows:

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

The minimum driver weight consists of:

- the driver;
- the compulsory personal equipment of the driver (Article 1);

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- the driver equalisation weight if applicable.

It is the driver's responsibility to ensure that the sum of the installed equalisation weight plus his actual weight (including his personal equipment) **achieves or exceeds the minimum weight at all times.**

2.8 Bodywork and dimensions

2.8.1 General description is changed/supplemented as follows:

" ...

Lightweight exterior:

Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors

Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners

Carbon-fibre-reinforced plastic adjustable rear wing (9 positions) **of Porsche part number 991.512.892.8A or 991.512.892.8D or 9F0.827.837.D**

Specifically for the round of the Porsche Mobil 1 Supercup at the event of the GRAND PRIX DE MONACO, the installation of Porsche part number 991.512.892.8D or 9F0.827.837.D shall be mandatory at all times during the competition.

The rear wing 991.512.892.8D is identifiable by the marking of Porsche part number 991.512.992.8D on the attachment to the left wing support.

Polycarbonate door windows and rear side windows with ventilation openings

Polycarbonate rear window

Rear underfloor with NACA ducts for brake and driveshaft cooling

" ... "

Approved by the DMSB on 23.05.2019

Christoph Ihm

Technical department

PORSCHE

**MOBIL 1
SUPERCUP**

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Bulletin 3/2019

Supplement to the Porsche Mobil1 Supercup
Regulations dated 12.03.2019

The amendment is valid with immediate effect.

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

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Part 2: Technical Regulations

1. Technical Series Regulations

1.2 Principles of the Technical Regulations is changed/supplemented as follows:

“In accordance with:

- Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC)
- Technical Regulations for DMSB group(s)
- General provisions, definitions and clarifications regarding the technical rules (DMSB Manual, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- Technical manuals of the eligible cars
- Technical information of Porsche AG
- Software information of Porsche AG**
- Spare parts catalogues of the eligible cars

National regulations of the DMSB deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to article 1.11 of these regulations apply.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Parts Catalogue, then these Technical Regulations will take precedence.

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Porsche AG. For Software Information, only the latest version is valid but Setups (based on the latest version) may be varied within the parameters allowed by Porsche AG. Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at that event.”

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2.8 Bodywork and dimensions

2.8.6 Cockpit

"Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of Attachment 8. **Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted. Any modification of the seat padding shown in green colour is strictly prohibited. The use of the different sizes paddings is permitted, also in the areas shown in green colour, as long as they are not modified.**

Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in Attachment 8) is permitted, as long as the original padding is not modified or removed.

~~**Upholstery of the areas shown in yellow colour on the illustration of Attachment 8 is permitted by either using original Recaro paddings or using a foamed seat insert, as long as the insert is made of fireproof material, coloured in black and its maximum thickness at any point does not exceed 50 mm in size. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.**~~

The areas shown in yellow colour on the illustration of Attachment 8 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm). A foamed seat insert according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

The preferred supplier for padding components is the seat manufacturer (Recaro).

The original seat mounting (seat rails and bracket) must be retained and must not be modified.

..."

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2.13.1 Radio system

"Only the radio system made available by the Series Organiser is approved for use. The driver must be connected to the radio system during free practice, qualifying and the race and must be able to receive instructions from the Race Director or the Series Organiser from the point of leaving the pre-start area until the car is parked in the Parc Fermé.

The choice of hardware for radio reception from the "Earplug" port to the driver is optional but must be checked and approved by the Technical Scrutineers. When mounting fixed speakers in the driver's helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the driver/ entrant must produce proof that the components used are suitable for use in the car (fire prevention, etc.).

Modifications to the system are not permitted. Extra equipment is only permitted to be coupled with the radio system by the Series Organiser.

On written request by the competitor, the Series Organiser can also release the communication between team and driver. However, only the radio system provided by the Series Organiser with the corresponding modifications is permitted to be used. The Series Organiser has the right to listen to voice radio communication between the team and the driver separately.

Should the radio system not be operational by the start of a session (free practice, qualifying or race), the Race Director can bar the car concerned from participating in the session. Malfunctions or damage to the system must be reported immediately to the Technical Scrutineers.

The radio system is the property of the Series Organiser and must be returned to the Series Organiser in proper order after the last race of the season.

Correct installation of the car radio must be approved by the Technical Scrutineers

On written request by the competitor, the Series Organiser may authorize that a separate radio loom can be carried in the vehicle, providing it is completely electrically disconnected from the vehicle and does not interfere with or alter any function of the vehicle or the official radio system. The installation of a separate radio loom must be approved by the Technical Scrutineers. The Series Organizer may withdraw such authorization at any time during an event."

PORSCHE

**MOBIL 1
SUPERCUP**

Porsche Mobil 1 Supercup 2019

DMSB Visa no. 712/19, approved on 12.03.2019

Approved by DMSB on 27.08.2019

A handwritten signature in blue ink, appearing to read 'Ihm', is written over a circular stamp. The stamp contains the text 'DMSB - Deutscher Motor Sport Bund' around the perimeter and 'DMSB' in the center.

Christoph Ihm

Technical department