



TCR on the rise! Plans to place to increase 24H SERIES touring car grid sizes in 2024

GENNEP (3 November, 2023) – With preparations well underway for the 2024 24H SERIES powered by Hankook European season, CREVENTIC is introducing a raft of changes in a bid to increase grid sizes for its TCR class.

First introduced as a concept by World Sporting Consulting Ltd (WSC) for 2014, and introduced to the 24H SERIES for the first time for 2016, TCR was among CREVENTIC's most competitive categories in recent memory. Such was the interest from customer teams, a standalone, 'TCE' division 24H SERIES was even run in 2017.

A combination of high running costs and OEM focus away from endurance touring cars however has led to TCR grid sizes falling over the past season. A slide that CREVENTIC hopes to address for 2024 with three significant changes, based on teams' feedback. To address all concerns, [an informational online meeting](#) for interested parties will be hosted from 09.00 hrs to 11.00 hrs EST on Tuesday 7 November.

Firstly, entry fees for teams entering one or more TCR cars for official CREVENTIC events will be reduced by 30 per cent compared with 2023 rates. This takes effect immediately, and thus includes the Hankook 12H KUWAIT on 8-9 December, and CREVENTIC's biggest race of the year – the Hankook 24H DUBAI on 12-13-14 January. It is hoped this move will help to address rising running costs associated with 12 and 24-hour races.

Revised balance of performance targets, and thus renewed parity between first and second generation TCR cars – like the gen I and gen II Audi RS 3 LMS for example, and the CUPRA TCR and CUPRA León Competición TCR – will help level the category

playing field, leading to closing racing. To do so, ride heights for gen I TCRs will be adjusted to support them to close the performance differences with gen II models.

Finally, to alleviate the strain on TCR gearboxes and drivetrains during 12 and 24-hour events, maximum horsepower will be restricted by 5 per cent ahead of pre-race scrutineering. It is hoped reduced stress on each TCR car's drivetrain will improve reliability, reduce the risk of mechanical failures, and summarily increase both track time for drivers and reduce potential maintenance costs.

The above changes have been implemented by CREVENTIC in dialogue with TCR's governing body, WSC. Additional alterations to TCR's balance of performance, should they be required, will also be vetted by the WSC.

Casper de Kort, CREVENTIC Sporting Coordinator: *"Touring car competition has been among the most engaging and important categories within the 24H SERIES since CREVENTIC's first event back in 2006. Likewise, TCR proved to be one of the most significant introductions to our championship, with teams and drivers investing just as much interest into one half of the grid as the other. With crucial insight from WSC, with whom we have been in a constructive dialogue about this project, we hope these changes will inject some much-needed energy into our TCR category, both next year and in the seasons to follow."*

Further details regarding the sporting regulations for CREVENTIC's 2023/2024 Middle East Trophy and the 24H SERIES powered by Hankook European season can be found on the [24H SERIES website](#). Parties interested in joining the 24H SERIES informational online meeting can do so [HERE](#).

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