



24H SERIES 2018

Championships, innovations and Regulations improvements

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Calendar

See:

- www.24hseries.com
- www.24htceseries.com
- www.24hprotoseries.com

Live Broadcasting at all events

- Live TV-coverage (Live-streaming)
- People of Radio Le Mans commentary
- Live Timing

Championships (chapter I, art. 39, page 35)

24H SERIES 2018: Three Championships under one umbrella: 3 divisions

- TCE SERIES
- GT SERIES
- PROTO SERIES

24H SERIES: Consist of three divisions (TCE, GT and PROTO):

Classes	Division		
	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
	TCR	A6 (PRO & AM)	P2
SP3	SPX	P3	
A3	991 (PRO & AM)	PX	
CUP1	SP2	CN1	
TCP2	SP4	CN2	
A2	GT4*		
TCP1			

* GT4: For 24H SILVERSTONE (TCE-only): GT4 will be run with TCE Division

* GT4: For 12H SILVERSTONE (GT and PROTOS): GT4 is NOT eligible

* GT4: awarded points in 24H SILVERSTONE, will count for GT SERIES division

* 12H SILVERSTONE: GT SERIES classes, points will be awarded according 24hour points table



For each division: (See Calendar www.24HSERIES.com)

- European Championship European races (5xTCE, 6xGT and 3xProto)
- Championship of the Continents 3xTCE, 3xGT, 3xPROTO (24H DUBAI, 24H PORTIMAO, 24H COTA USA)

For each championship:

- **Drivers:**
 - Drivers' championship per class
 - Drivers' championship overall per division
 - Ladies Cup overall per division
 - Junior Cup overall per division
- **Teams:**
 - Teams championship per class
 - Teams championship overall per division

Scratch results*

- European Championship: TCE and GT 4 races with most scored points, counts
- European Championship: PROTOS 3 races with most scored points, counts
- Champion of the Continents: TCE and GT all 3 races will count
- Champion of the Continents: PROTOS best race per event will count (most scored points)

* last round multiplier: last race, points will be multiplied with a factor 1,5

Most Events: TCE SERIES and GT SERIES will race together

With:

- Overall winners TCE SERIES
- Overall winners GT SERIES
- So, two overall podiums each race
(e.g. camel ride also for overall podium TCE SERIES teams in 24H DUBAI)
- 24H SILVERSTONE: only TCE + GT4

TCE and PROTO will NEVER race together & GT SERIES eligible in all PROTO races

- 12H SILVERSTONE: PROTOS + GT (GT4 is NOT eligible)
- 12H NAVARRA: PROTOS + GT
- In other PROTO races, also GT SERIES are eligible as NON-championship races)



Sporting & Technical Regulations 24H SERIES 2018

Innovations and Regulations improvements

One sporting & technical regulations book for the 24H SERIES (TCE, GT, & PROTOS)

- See: <http://www.24hseries.com/series/team-info:Sporting-and-technical-regulations>

3 New Classes (Chapter I, art. 18.3.2, page 16)

- New GT4-class for homologated GT4 cars, according SRO regulations (SP3 remains in TCE)
- New TCP1 and TCP2 Touring Car Production (2,5L and 3,0L) classes for production cars with standard engines and limited modifications

No More Minimum reference lap times in 2018 -> back to racing (replaced by new BOP measures)

For A6-AM min ref times skipped, that's it (Chapter VII, art. 4, page 88 and art. 5, page 89)

- No preliminary choices, no extra team managers briefing for A6.
- 2017 has proven, the Driver-line up regulations and Minimum and Maximum driving times regulations for AM and PRO drivers, are adequate to achieve a proper balance.

For SP-classes Dynamic BOP (Chapter VI, art. 6, page 80)

- Dynamic BOP (less refuelling, based on the SUM of 3 best sector times), automatically and also visible on timing screens. So faster cars will be automatically balanced by less refuelling.
- No preliminary choices, no extra team managers briefings for SP-classes.
- And, this is new, MORE refuelling for slower cars (e.g. 100% refuelling under Code60)

For A2 and A3, Class boundaries (Chapter VI, art. 79, page 79)

- Class boundaries, based on SUM of 3 best sectors (too fast cars, penalty of -/- 20L refuelling)

A6-PRO and A6-AM simplified BOP (Chapter VII, art. 4, page 88)

- The successful BOP-advantage for Amateur and Gentlemen teams and drivers (split of A6-PRO and A6-AM) is simplified with only ONE AM-BOP. (PRO + 30kg and AM + 10L)

Porsche 991 Class: New 991-PRO and 991 AM (Chapter VII, art. 4, page 88 and art. 5, page 89)

- New 991-PRO and 991 AM (same as A6) with PRO-BOP and AM-BOP (PRO + 30kg -/- 10L) (to achieve amateur and gentlemen drivers to be more competitive with Pros, while there is still only one class 991 ranking, same procedure as in class A6)
- To divide class 991 into 991-PRO and 991-AM the Driver-line up of the team will be used. See below under Class 991 / Porsche 991.

Amalgamation of classes; Possibility to assign BOP-advantage (Chapter II, art. 4.2 page 49)

- In case of amalgamation of classes, added the possibility, to assign BOP-advantage for teams who are assigned to a higher/faster class, by allowing them more refuelling under CODE60 (more than 50%, up to 100%)



Classes TCR and SP3, still balanced for overall win in TCE-Series

(Appendix 5, art.2.2 page 99 and Appendix 6 art.2.4 page 101)

Porsche 991 class: eligible cars 991-I and 991-mark-II (balance with BOP) (Appendix 11, page 109)

Proper SP2 class again, Porsche 991 cars will be banned in the SP2 class. (Appendix 8, page 104)

Continued attention on TCR class with TCR International endorsement (Appendix 5, page 99)

FT3 FIA safety tank mandatory for all cars (Chapter II, art.1. page 47)

- In 2018, all cars need to be equipped with an FT3 FIA safety tank, according FIA-rules (standard production fuel tank is NO longer allowed). All cars must have a valid Fuel Cell certificate.

Driver change: driver-in may be assisted by crew member (Chapter I, art. 21.2.6, page 19)

- Driver-in may be assisted by crew member (other than 4 mechanics) with different coloured vest (instead of driver-out). This vest will be provided by Creventic.

For Classes A6, 991, TCR and GT4 more freedom regarding (Chapter III, art. 2, page 57)

- Brake cooling
- Headlights
- Driver ventilation-cooling
- Seats and Seat-belts

Track limits: (Chapter I, art.41.2.5, page 43)

- 4 wheels over the white line is NOT allowed

Continue to have special attention for: Driver behaviour on track (Chapter I, art. 27.2, page 25)

Which is added in the Sporting Regulations as follows:

- An endurance race is a special event and requires a fair conduct from all drivers involved. Due to the fact that there are many classes of cars and different level of experience between drivers (AM to PRO) drivers need to realize:
- For these endurance races it must be added that basically the 'driver of the faster car' is responsible for safe and sportive overtaking of the 'driver of the slower car'. The 'driver of the slower car is not allowed to make manoeuvres liable to hinder, deliberate crowding of a car beyond the edge of the track or make abnormal change of direction; stay on your racing line.
- Any driver must report him- herself to the Race Director after any collision



Minimum and Maximum driving times for all classes (Chapter I, art. 8.4, page 7)

Fixing a gap in the 2017 regulations, where it was not regulated, an AM driver must drive a minimum time and also adding maximum driving times for PRO drivers:

- Minimum driving time AM-drivers (all together):
 - 30 minutes @ <10hour race (Proto Races)
 - 1 hour @ 12hour race
 - 2 hours @ 24hour race
- Maximum driving time PRO-drivers: (all together):
 - 1,5 hours @ 3hour race (Proto Races)
 - 6 hour @12hour race
 - 12 hours @ 24hour race

Driving-time (Chapter I, art. 41.2.8, page 43)

- Exceeding maximum driving time of 2 hours: penalty increased from 30 -> 60 seconds for every 5 minutes beyond the max. driving time

Driver rest time (Chapter I, art.30.3, page 28)

- Remains 50% of last stint time.
Please note in the regulations this is increased from 50 to 75%, but this will be re-adjusted to 50% with a SERIES bulletin.

Start numbers of each division: (Chapter I, art. 18.2, page 15)

- 24H TCE SERIES: Orange
- 24H GT SERIES: Blue
- 24H PROTO SERIES: Red

Fuel-inlet (Chapter I, art. 21.3.2.3, page 20)

- For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However it is NOT allowed to refuel the car on both sides simultaneously.

Class 997 / Porsche 997

- Porsche Class 997 is cancelled
- Porsche 997 Cup cars are eligible in class SP2
- Also Modified Porsche 997 Cup cars are eligible in class SP2



Class 991 / Porsche 991 (Appendix 11, page 109)

- Oil Quick Refill system is allowed
- Porsche 991 Cup (modified or not) is also eligible in class SPX (but no longer in class SP2)
- Prescribed Max tyre size
- Porsche 991 Cup Mark I , can participate without Restrictor
- Porsche 991 Cup Mark II , BOP (restrictor and/or weight TBA)
- New 991-Pro and 991 Am to (same as A6) with PRO-BOP and AM-BOP
- Class 991-PRO driver line-up: (Chapter VII, art.5.1, page 89)
 - Maximum 2 PRO drivers and Minimum 1 AM driver (number of SEMI-PRO is free)
- Class 991-AM driver line-up:
 - Minimum 2 AM driver, Maximum 1 SEMI-PRO and NO PRO drivers allowed
 - Please note: the Minimum and Maximum driving times regulations for 991-AM and 991-PRO drivers, are also contribution to achieve a proper balance. (Chapter VII, art.5.2, page 90)

Class SPX (Appendix 9)

Eligible cars, also include:

- Ferrari 458 Challenge
- Lamborghini Huracan Trofeo
- Porsche 991-I and 991-II Modified (not according Porsche Carrera Cup regulations)
- Porsche 991 with “Manthey kit”
- Porsche 997 Cup S

Class SP2 (Appendix 8)

- Porsche 997 accepted in class SP2
- Proper SP2 class again, Porsche 991 cars will be banned in the SP2 class. However modified Porsche 991 will be accepted in class SPX
- Porsche 997 Cup S, will be no longer accepted in class SP2. However, Porsche 997 Cup S will be accepted in class SPX

Class SP3 (Appendix 6)

- Modified GT4 cars (with 2017 homologation date or younger) are NOT anymore allowed in class SP3 but will be accepted in class SP2
- Modified GT4 cars (with 2016 homologation date or older) may be accepted in class SP3

Class TCR (Appendix 5)

- ABS according TCR Technical Form is allowed
- Prescribed Max tyre size
- More freedom regarding Brake cooling (e.g. holes in front bumper allowed)
- For Seat Leon Cup Racer V1 DSG: Brake system upgrade of Seat V3 is allowed

Have a save, enjoyable and competitive season!

Team Creventic