

# 24H SERIES

## 24H SERIES Bulletin Nr. 01/2019 dated 19.11.2018

To Sporting & Technical Regulations 24H SERIES 2019 powered by Hankook  
(with KNAF-permit No.: 0314.18.269)

### Subject: Amendments to Sporting & Technical regulations 24H SERIES

This bulletin is in force with immediate application

#### 1. Introduction

##### Chapter I art. 1

The existing table Must be changed completely by the table below:

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	Retro	P3	
TCR-L	SPX	P4	
A3	991 (PRO&AM)	PX	
CUP1	SP2	CN1	
TCP2	SP4	CN2	
A2	GT4		
TCP1	Cayman		

## 2. Scrutineering

### Chapter I art. 15.3

Must be changed completely by the text and table below:

#### 15.3 Required items at scrutineering

Overview of required items which need to be present/operational at scrutineering  
Unless otherwise stated in the Supplementary Regulations of the specific event.

Item	Obligatory ?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 5.1 Chapter IV	Provided by the promoter
Compulsory advertising	Yes	art. 13	Provided by the promoter
Illuminated back panels (left and right door start numbers)	Yes	art. 5.3 Chapter IV	Can be purchased at the promoter
Transponder with driver-ID	Yes	art. 5.2 Chapter IV	Can be purchased at the promoter
Led-Position display (one left- and on right-side)	Yes	art. 5.4 Chapter IV	Can be purchased at the promoter
Data-logger (Evo4/Evo5) only for class A6, RETRO, SPX, 991, GT4, TCR, TCP1 and TCP2	Yes	art. 5.5 Chapter IV	Can be rented/purchased at Memotec More info see entry-service-form
The roll cage certificate	Yes		Valid roll cage certificate (if applicable)
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

## 3. "Race Couple" | Entry with multiple cars with ONE start number and ONE TRANSPONDER

Article	The following must be added
Chapter I Art. 18.1.2	Referring to Class SP4, Electrical & Hybrid cars: The Promoter may decide to accept an entry, where an eligible car consist of more than 1 car, under the condition, that at least one car is a Class SP4 car and maximum one car is a (petrol) car from another class. In such case, a team with ONE entry and ONE start number and ONE TRANSPONDER, is allowed to use multiple cars. During a pitstop, the team is allowed to change the car. This is referred to: "Race Couple" This regulation makes it possible to run e.g. 24h race with cars which are not able to run for 24hours. E.g. a "Race Couple" existing of one electrical TCR car and one petrol TCR car. Additional regulations for "Multiple car race" will be published in the supplementary regulations and/or in a bulletin.

## 4. Eligible Cars, Divisions and Division into Classes

### Chapter I art. 18.3.2

The existing table Must be changed completely by the table below:

18.3.2 Division into classes:

Division	Class	Description	Technical Regulations
24H TCE SERIES	A2	<b>Petrol Touring Cars:</b> up to 2000cc & Supercharged up to 1650cc and <b>Diesel Touring Cars: up to 2000cc</b>	Appendix 1
	A3	<b>Petrol Touring Cars: 2000 up to 3500cc &amp; Supercharged 1650 up to 2000cc and Diesel 2000 up to 3000cc</b> (except TCR cars)	Appendix 2
	CUP1	<b>Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo</b>	Appendix 3
	TCP1	<b>Touring Cars Production: Petrol Touring Cars 2500cc</b>	Appendix 4
	TCP2	<b>Touring Cars Production: Petrol Touring Cars 3000cc</b>	Appendix 4
	TCR-L	<b>TCR-Light (TCR-L) A special class for older TCR-models</b>	Appendix 20 See bulletin 2
	TCR	<b>TCR cars (Touring Car Racer)</b>	Appendix 5
	SP3	<b>Special Cars</b> which are not accepted in any other class (mainly Touring cars) Weight/HP-ratio: approx. 3,5-4,0 kg/hp	Appendix 6
	<b>Cayman</b>	Cup class for: Porsche Cayman GT4 Trophy	Appendix 21 See bulletin 2
24H GT SERIES	GT4	<b>GT4 Homologated Cars</b> Basically according to SRO GT4 regulations	Appendix 7
	SP2	<b>Special Cars</b> which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 3,0-3,4 kg/hp	Appendix 8
	SPX	<b>Special Cars</b> which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 2,5-2,9 kg/hp	Appendix 9
	SP4	<b>Electrical and Hybrid Cars (only on special request)</b>	Appendix 10
	991	<b>Cup class for Porsche Cup 991</b> Porsche 991-I Cup Cars (models 2014..2016) Porsche 991-II Cup Cars (models 2017 ..2019)	Appendix 11
	Retro	<b>GT-Retro (Retro)</b> Is a class for 2015 and older GT-cars, mainly GT3 cars.	Appendix 22 See bulletin 2
	A6-PRO A6-AM	<b>Mainly GT3 Cars</b> Is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 12
24H PROTO SERIES	P2	<b>P2-Prototypes</b> Admission on individual basis. Guideline: P2 cars (MY 2016 and older)	Appendix 13
	P3	<b>P3-Prototypes</b> Admission on individual basis: ADESS 03, Ligier JS P3, Norma M30, etc.	Appendix 14
	P4	<b>P4-Prototypes</b> Admission on individual basis: Ligier JS P4, other cars TBA	Appendix 15
	PX	<b>Special Prototypes</b> Group CN cars >2000cc and group "Prototype Special" cars	Appendix 16
	CN1	<b>Production Sports Cars (Group CN) up to 2000cc and 1620cc Turbo</b> (MY2011 and younger)	Appendix 17
	CN2	<b>Production Sports Cars (Group CN) up to 2000cc and 1620cc Turbo</b> (MY2011 and older)	Appendix 18

The table in Appendix 19 gives a detailed overview of eligible cars and class overview.

## 5. Starting Grid

Article	Where is mentioned	Must be changed to
Chapter I Art. 32.1	<p><b>32.1</b> After the qualifying a list approved and signed by the Stewards with the fastest time per car will be published. This best qualifying lap time in the qualifying will determine the grid position.</p>	<p><b>32.1.1</b> The Start grid will be divided in 2 groups</p> <ul style="list-style-type: none"> <li>• Group 1 all classes of GT-Series (front of the grid)</li> <li>• Group 2 all classes of TCE-Series (after group 1, at a new row)</li> </ul> <p><b>32.1.2</b> After the qualifying a list approved and signed by the Stewards with the fastest time per car will be published. The start position of each group will be according to: The best qualifying lap time in the qualifying will determine the grid position in each group.</p>



## 6. Start

Article	Where is mentioned	Must be changed to
Chapter I Art. 33.1	<b>Starting Mode: Rolling start</b>	<b>Starting Mode: Rolling start</b>  Rolling start will be either: <ul style="list-style-type: none"> <li>• in ONE group</li> <li>• or in TWO separate groups</li> </ul> <p>This will be mentioned in the supplementary regulations of the specific event.</p>

### Chapter I; art. 33.2.2 and art. 33.4.2 Must be changed completely by the table below

Article	Rolling start in ONE group	Rolling start in TWO separate groups
Chapter I Art. 33.2.2	When the one-minute board is shown, engines must be started. When the green flag is shown, the cars will begin the formation laps behind the official leading car and cover two laps over the complete circuit. The starting order must be maintained until the start line. The official leading car may not be overtaken before the signal to start is given.	When the one-minute board is shown, engines must be started. When the green flag is shown, the cars in the corresponding start group will begin the formation laps behind the official leading cars of each group and cover two laps over the complete circuit. The starting order must be maintained until the start line. The official leading cars of each group may not be overtaken before the signal to start is given.
Chapter I Art. 33.4.2	<p>The first lap behind the Official Leading Car it is allowed to warm up the tyres.</p> <p>During the second lap behind the Official leading Car, after the sign "GRID" has been shown, it is forbidden to make zigzag manoeuvres and the distance with the car in front of you must be no longer than 3 car lengths.</p> <p>This formation is meant to form a smooth 2x2 formation.</p> <p>The leader must follow the leading car until the leading car pulls away and the formation rolls towards the start with a speed of approximately 60 km/h.</p>	<p>The first lap behind the official leading car it is allowed to warm up the tyres.</p> <p>Any car that is passed by the complete field of the corresponding starting group shall remain at the end of the corresponding starting group and start from the last position. If more than one car is thus affected, they must line up at the end of the corresponding starting group in the order in which they have left the starting grid.</p> <p>Any car that is NOT passed by the complete field of the corresponding starting group may take up again its assigned position of its corresponding starting group up to the sign "GRID" has been shown.</p> <p>Any car that is passed by an official leading car must enter the pitlane and start from the pitlane.</p> <p>During the second lap behind the official leading car, after the sign "GRID" has been shown, it is forbidden to make zigzag manoeuvres and the distance with the car in front of you must be no longer than 3 car lengths.</p> <p>This formation is meant to form a smooth 2x2 formation.</p> <p>The leader must follow the leading car until the leading car pulls away and the formation rolls towards the start with a speed of approximately 60 km/h.</p>

## 7. Race split in two parts

### Chapter I art. 38.6 Restart order

Must be changed completely by the text below:

#### 38.6 Restart order

The restart order of **PART 2** will be determined as follows:

For the restart the cars will be grouped per class.

The class order will be:

- Division 1 – 24H PROTO SERIES
  - Class P2
  - Class P3
  - Class P4
  - Class PX
  - Class CN1
  - Class CN2
- Division 2 – 24H GT SERIES
  - Class A6 (A6-PRO & A6-AM) (according the classification after the finish of **PART 1**)
  - Class RETRO
  - Class SPX
  - Class 991 (991-PRO & 991-AM) (acc. the classification after the finish of **PART 1**)
  - Class SP2
  - Class GT4
  - Class CAYMAN
  - Class SP4
- Division 3 – 24H TCE SERIES
  - Class TCR & SP3 (according the classification after the finish of **PART 1**)
  - Class TCR-L
  - Class A3
  - Class CUP1
  - Class TCP2
  - Class A2
  - Class TCP1

The order of the cars per class is according the classification after the finish of **PART 1**.

## 8. Classification, podium and championship

### Chapter I art. 39.4.3 Classes for championships

Must be changed completely by the text and table below:

#### 39.4.3 Classes for championships

The following classes count for both the European season championships and the Champion of the Continents championships.

Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Classes for Championships	TCR	A6	P2
	TCR-L	RETRO	P3
	SP3	SPX	P4
	CUP1	991	PX
	TCP1	SP2	CN1
	TCP2	SP4	CN2
	A3	GT4	
	A2	CAYMAN	

## 9. Championship of the Continents

Article	Where is mentioned	Must be changed to
Chapter I Art. 39	<p><b>39.16.1.5 Champion of the continents eligibility</b> To be eligible for the champion of the continents title, a team or driver needs to participate in all races that are part of the champion of the continents championship, as described in Chapter I, art. 39.16.6. If a team or driver misses out on any of the mentioned races, he or she is not eligible for the championship ranking.</p> <p><b>39.16.6 Specific races that count towards the Champion of the Continents</b> The specific races that count towards the Champion of the continents will be nominated in a bulletin.</p>	<p><b>39.16.1.5 Champion of the continents eligibility</b> To be eligible for the champion of the continents title, a team or driver must participate in:</p> <ul style="list-style-type: none"> <li>• 24H DUBAI</li> <li>• And 24H COTA</li> <li>• and Either or both:                             <ul style="list-style-type: none"> <li>○ 24H PORTIMAO</li> <li>○ 24H BARCELONA</li> </ul> </li> </ul> <p><b>39.16.6 Specific races that count towards the Champion of the Continents</b> The specific races that count towards the Champion of the continents will be:</p> <ul style="list-style-type: none"> <li>• 24H DUBAI</li> <li>• 24H COTA</li> <li>• The best result (most scored points) of 24H PORTIMAO or 24H BARCELONA</li> </ul>

## 10. The prescribed obligatory data-logger is:

**Chapter IV art. 5.5.1 The prescribed obligatory data-logger is:  
Must be changed completely by the text and table below:**

### 5.5.1 The prescribed obligatory data-logger is:

Class	AIM datalogger	Remarks
A6	Evo 5	A6-AM and A6-PRO
<b>RETRO</b>	<b>Evo 5</b>	
991	Evo 4 or Evo 5	
SPX	Evo 4 or Evo 5	
TCR	<b>Evo 4 or Evo 5</b>	
TCR-L	<b>Evo 4 or Evo 5</b>	
GT4	Evo 5	
TCP1	Evo4 or Evo5	
TCP2	Evo4 or Evo5	
All other class	Not required	*See note

**\*Note:**

Unless otherwise described, the organizer can, at his discretion, oblige teams on individual basis, to be equipped with a data-logger (e.g. Turbo cars)



### 11. Technical Regulations for all Cars

Article	The following must be added
Chapter IV	<b>Art. 1.7</b> For all specific Cup Classes (e.g. 991, GT4, TCR, CUP1) the technical regulations of this chapter prevails over the specific class technical regulations (appendices).

### 12. Technical Regulations for Divisions 24H TCE SERIES and 24H GT SERIES

Article	The following must be added
Chapter V Art. 1	For all specific Cup Classes (e.g. 991, GT4, TCR, CUP1) the technical regulations of this chapter prevails over the specific class technical regulations (appendices).

### 13. Allowed modifications for classes A6, 991, TCR and GT4

**Chapter V art. 2 Allowed modifications for classes A6, 991, TCR and GT4  
Must be changed completely by the text and table below:**

#### 2. Allowed modifications for classes A6, RETRO, 991, CAYMAN, TCR, TCR-L and GT4

Unless otherwise specified in these regulations, supplementary regulations or bulletins, below modifications are allowed referred to the specific cup regulations, homologations and/or technical forms, for the following classes:

- Class A6 (PRO and AM)
- **Class RETRO**
- Class 991 (PRO and AM) (type 991-I and 991-II)
- Class GT4
- **Class CAYMAN**
- Class TCR
- **Class TCR-L**

Item	Description
<b>Brake pads</b>	Brand, model type and dimensions are free
<b>Brake discs</b>	<b>Only brand is free</b> Diameter, thickness and material must all be according: <ul style="list-style-type: none"> <li>▪ Class A6, RETRO and GT4: acc. Homologation</li> <li>▪ Class 991: acc. Porsche Carrera Cup regulations, see appendix. 11</li> <li>▪ Class TCR and TCR-L: acc. TCR TECH FORM</li> </ul>
<b>Brake cooling</b>	May be added and/or modified, with the following limitations: <ul style="list-style-type: none"> <li>• Any modification or addition of brake cooling must have the clear purpose of brake cooling</li> <li>• Only brake cooling with air is allowed (e.g. NO water or liquid cooling)</li> <li>• The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added</li> <li>• The total inner section of one or both air pipes may be maximum 227 cm<sup>2</sup>. This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose</li> <li>• The use of electrical blowers/fans is allowed</li> <li>• Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations: <ul style="list-style-type: none"> <li>○ With the only purpose of brake cooling</li> <li>○ Total maximum of 4 holes</li> <li>○ Maximum dimension per hole 400 cm<sup>2</sup></li> <li>○ To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes</li> </ul> </li> <li>• The modification or addition of air ducts to the brakes is allowed</li> <li>• Front and rear brakes: protection shields may be added or modified</li> <li>• Mounting of additional parts, with the clear purpose to improve brake cooling is allowed</li> <li>• The pipes or any other part must not protrude over the perimeter of the car, seen from above</li> </ul>



<b>Headlights</b>	Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights.
<b>Window heater</b>	A window heater for (de-fog reasons) is allowed
<b>Driver ventilation-cooling</b>	For the purpose of driver ventilation-cooling the following is allowed: For the door and side windows: installation of air-ventilation is allowed. The side windows must be of safety glass or plastic. If of polycarbonate, the thickness must not be less than 3 mm. If of plastic, the thickness must not be less than 5 mm. They must in any case be transparent at discretion of scrutineering
<b>Protective-grating in front bumper</b>	For protective-grating in front bumper it is allowed to replace them by more robust protective-grating. Mounting of additional protective-grating in and for air-openings is allowed.
<b>Seatbelts</b>	It is allowed to replace the original seatbelts, by FIA approved seatbelts according FIA Appendix J Art. 253.6. However the original mounting-positions must be respected.
<b>Seat</b>	It is allowed to replace the SEAT, by FIA-homologated SEAT.
<b>Fuel-inlet</b>	See also art. 21.3.2 Fuel-inlet Chapter I For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However, during refuelling, it is NOT allowed to refuel the car on both sides simultaneously
<b>Engine seal</b>	This is free (so it is allowed to remove and it is allowed to revise the engine anywhere). The engine has to be according the specific Cup regulations, homologations and/or TECHNICAL FORMS, of the specific class.
<b>Gearbox seal</b>	This is free (so it is allowed to remove and it is allowed to revise the gearbox anywhere). The gearbox has to be according the specific Cup regulations, homologations and/or TECHNICAL FORMS, of the specific class.

#### 14. Class TCR: Technical Regulations

Article	The following must be added
Appendix 5 Art. 3.3	For all SEAT and CUPRA Cars it is allowed to install protective-grating in the rear wheel arch only in the area of the exhaust. The sole purpose of this modification is preventing tyre pickup coming in touch with the exhaust.
Appendix 5 Art. 3.9	<b>For Peugeot 308 Racing Cup TCR</b> Front Brake calliper is free, with following limitations: - Calliper material: aluminium body - 6 pistons - Total hydraulic section (push surface): Maximum 52,00 cm <sup>2</sup>

End of document