

# 24H SERIES

## 24H SERIES Bulletin Nr. 02/2019 dated 02.12.2018

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. Technical Regulations Classes; TCR-L, Cayman and Retro

Referring to Series Bulletin 01, the technical regulations of the following classes are described in this series bulletin:

Division	Class	Description	Technical Regulations
24H TCE SERIES	TCR-L	TCR-Light (TCR-L) A special class for older TCR-models	Appendix 20 See bulletin 2
24H GT SERIES	Cayman	Cup class for: Porsche Cayman GT4 Trophy	Appendix 21 See bulletin 2
	Retro	GT-Retro (Retro) Is a class for 2015 and older GT-cars, mainly GT3 cars.	Appendix 22 See bulletin 2

## Appendix 20 – Class TCR-Light: Technical Regulations

### 1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class TCR-Light

### 1.1 Introduction Class TCR-Light

TCR-Light is basically a class for older TCR-models, of year 2016 and older.

And is introduced to provide a platform for older TCR-cars to run at reduced costs.

The following items will contribute to reduce costs:

- Hankook tyres (more affordable type and/or more durability)
- Decreased power to increase reliability / durability (e.g. of gearbox and engine)
- Decreased power achieved by decreasing of Turbo-boost

The basis are older TCR-cars with existing and/or older TCR technical forms. Waivers at discretion of Promoter.

Technical deviations prescribed and/or allowed at sole discretion of the Promoter.

Hankook tyres type and sizes, Max Turbo-boost and eventually other prescriptions, to be decided by the Promoter and will be described in separate bulletin and/or BOP-Publication.

### 2. Eligible Cars

- 2.1 TCR-Light (TCR-L) A special class for older TCR-models  
TCR-certified cars: Touring Cars, Supercharged, 2016 and older

### 3. Technical regulations Class TCR-Light:

- 3.1 All cars with an official TCR TECHNICAL FORM or similar FORM are eligible. The promoter reserves the right to accept waivers.  
See Appendix 19 (Eligible Cars and Class Overview)

- 3.3 Exceptions/additional regulations, described for Class TCR are allowed in class TCR-Light.

End of Appendix 20

## Appendix 21 – Class CAYMAN: Technical Regulations

### 1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class CAYMAN

### 2. Eligible Cars

- Cayman GT4 Clubsport (Typ 981)

### 3. Technical regulations Cayman:

**3.1** As this is a specific Cup class for the Cayman GT4 Clubsport (Typ 981), different than other classes, the following specific technical regulations are applicable.

**3.2** The latest version of the technical regulations of **Cayman GT4 Trophy by Manthey-Racing 2018** (including existing bulletins) are applicable with the following exceptions:  
(available in English and German language. German version is prevailing over the English version)

#### 3.3 Tyres

For all above Porsche Cars, the tyres must be Hankook, according 24H SERIES Sporting Regulations. The number of tires is not restricted.

The tyre size is restricted to the following Hankook tyres:

#### Slick Tyres/Rain Tyres

- Front: 240/640R18
- Rear: 280/680R18

Please note: acc. the 24H Series Sporting regulations, heating of tyres is NOT allowed

#### 3.4 Wheels Rims:

Sizes must be according Cayman Trophy regulations:

- Front axle 9Jx18 ET28 (part no. 9813621318A)
- Rear axle 10,5Jx18 ET53 (part no. 9813621518A)
- Both as described in the parts catalogue, must be used.
- These wheels must be obtained from Manthey-Racing GmbH and/or Porsche Motorsport.

#### 3.5 Data logger

- Data logger is NOT required.
- The promoter can, at his discretion, oblige teams on individual basis, to be equipped with a data-logger

#### 3.6 Ride height

Ride height is free

**3.7 Exhaust**

- HJS catalytic converter according to DMSB homologation DMSB-CAT-01-09-/15 is NOT mandatory
- The exhaust system defined in the parts catalogue must be used.
  - Exhaust manifold left with part no.: 9811132118C
  - Exhaust manifold right with part no.: 9811132128C
  - Exhaust Silencer Assembly part no.: 98111192006
- Please note: under all circumstances the applicable noise measures need to be within the specified limits!

**3.8 Seals**

- Seals are NOT mandatory (e.g. engine and transmission, etc.)

**3.9 Seats/Seat-belts**

- Seat and Seat belts: brand and model are free
- So the following art. is NOT obligatory: Art. 2, Section 2 of Appendix 3 Technical (Referring to technical regulations of Cayman GT4 Trophy by Manthey-Racing)

**3.10 Advertising (Car and drivers equipment)**

- Advertising on car, drivers equipment and start numbers must be acc. 24H Series regulations

**3.11 Fuel**

- Fuel must be acc. 24H Series regulations

**3.12 Other (GPS sensor, Transponder, GPS Eye)**

The following items are NOT required, but are allowed

- GPS Sensor
- GPS Eye

The following items must be acc. 24H Series regulations

- Transponder for time keeping purposes

The optional system, described in the technical regulations of Cayman GT4 Trophy by Manthey-Racing (art. 2.14 "Other", Chapter 2), are allowed.

**3.13** The Sporting regulations for Cayman class are the same as for any other class.

End of Appendix 21

## Appendix 22 – Class GT-RETRO Technical Regulations

### 1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Classes GT-RETRO

### 2. Eligible Cars

**2.1** This class is basically meant for GT cars, with year of build 2015 and older and which fit from a performance point of view.

See Appendix 19 (class overview) for a list of eligible cars.

Basically homologated cars will generally be accepted.

A copy of the homologation need to be sent together with the entry form.

**2.2** The promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

### 3. Class GT-RETRO

**3.1** For Timekeeping purposed referred to as: RETRO

**3.2** In case of amalgamation of classes, referred to art. 18.3.3 of Chapter I, the most likely class is either class A6 or Class SPX. In each case, with most suitable BOP.

### 4. Technical regulations Class GT-RETRO

**4.1** When in these regulations is referred to class RETRO, it is applicable for GT-RETRO.

#### 4.2 Modifications

**4.2.1** Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance are generally allowed. (e.g. driver/cockpit ventilation or fuel level indicator).

**4.2.2** Modifications which might have a positive influence on the (lap time) performance are forbidden.

In case a car has modifications which might have a positive influence on the (lap time) performance, this car might be refused or assigned to class SPX.

**4.2.3** The following modifications, which might or will have a positive influence on the performance are allowed:

Item	Description
<b>General Items</b>	See Chapter V art.2
<b>Drive shafts</b>	Free
<b>Differential</b>	Free
<b>Gearbox</b>	Gearbox and gearbox ratio are free, including paddle shift is free
<b>Flat bottom</b>	Flat bottom is free
<b>Ride height</b>	Ride height is free, unless explicitly otherwise mentioned.
<b>Wheels/Rims</b>	Wheels/Rims inclusive wheel nuts are free (e.g. manufacturer, type, weight) Rim sizes must be according the homologation It is not allowed to extend the width of the car
<b>Mudguards</b>	Ventilation holes (e.g. Louvre's) in the mudguards are free
<b>Data logging</b>	The car must be equipped with a data logger including pressure sensor according art. 5.5 of chapter IV of the Sporting & Technical Regulations. The collected data must remain at disposal of the organiser.

<b>Exhaust</b>	Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
<b>Window net</b>	Only for GT3-FIA-homologated cars with FIA racing net 8863-2013 acc. homologation: The window-Nascar-net (see Chapter IV art. 3.1) is NOT required. An arm restraint is strongly advised
<b>Shock absorbers</b>	Brand, model and type of shock absorbers and springs are free, according to chapter VI of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.

## 5. Performance and Balance of Performance (BOP)

**5.1** The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

**5.2** In case an accepted car will be (by incident) too fast (on decision of the Race Director) they must accept and cooperate with any type of balance of performance at any time of the event.

### 5.3 Older models

Older models or year of built, might have a less tight (initial) BOP. E.g. less weight, more refuelling, larger restrictor, etc.). Or alternatively might be assigned to class SPX or SP2 at discretion of the promoter.

### 5.4 Balance of performance in driving time

Additional to art. 8.4 (Chapter I) (Specific driving time requirements), for class GT-RETRO please note following rule:

At his discretion, the Race Director might prescribe a (additional and/or different) specific a maximum driving time for the PRO drivers and/or a minimum driving time for the amateur drivers, as well a maximum or minimum driving time for SEMI-PRO drivers.

### 5.5 Engine intake and Air Restrictors

Unless in the balance of performance publication the restrictor is described as FIA-restrictor-design\*, the restrictor must be according following restrictor specifications:

\*FIA-restrictor-design

Must be interpreted as: The engine intake restrictor(s) must be according FIA-specifications/drawings.

#### 5.5.1 Restrictor specifications:

The engine intake system must be provided with one or two air restrictors (restrictor).

They must have a minimum length of 3 mm and a maximum diameter complying with the table of Class RETRO in Appendix 19.

(Besides this the shape and design is free)

The use of a FIA restrictor is obligatory if not described otherwise in the supplementary regulations.

The restrictors must be made of a metallic material.

The diameter specified in the balance of performance publication may at no time be higher than indicated, regardless of the temperature conditions.

When opening the engine bonnet, the restrictors must be completely visible without having to remove additional covers.

All the air necessary for feeding the engine must pass through this restrictor.

Behind the restrictor/s no kind of air containing ducts is permitted in the intake system.

The scrutineers must be able to seal all restrictors with a wire which makes a dismantling impossible.

For naturally aspirated engines, the restrictor/s is/are paired with the intake system (air box).

For supercharged engines, the restrictor/s is/are paired with the turbo charger.

For supercharged engines, the restrictor/s must be fitted at a maximum distance 300 mm in front of the compressor wheel of the turbo charger. (or as per homologation)

The closing of the restrictor/s must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar under the on-site existing ambient pressure and be maintained over at least 0.5 seconds.

A measurement connection on the intake system must be made available for the promoter upon request.

The organiser reserves the right to modify the restrictor sizes for individual cars at any time of the event.

#### **5.5.2 Restrictor – Test Punch**

At any time during the event and at scrutineering, competitors with a car which is subject to the restrictor provisions must make available 2 test punches to check the restrictors.

One test punch must comply with the real restrictor size and the second test punch diameter must be 0.1mm smaller than the real restrictor size. A measuring tolerance of -0.02mm is allowed. Before inserting the test punch into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.

Each team is solely responsible for the correctness of the test punches.

#### **5.6 Weight, fuel tank and balance of performance**

##### **5.6.1** The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class RETRO in the balance of performance publication of the specific event are applicable.

The Race Director reserves the right to modify those figures for individual cars at any time of the event.

#### **5.7 Balance of performance ballast weight**

Balance of performance (BOP) ballast weight instructions:

In case a BOP for your car would be applicable, your team need to be prepared to add a maximum weight of 75kg. Additional to the mounting requirements in the present regulations it is also allowed to mount according FIA-regulations appendix J Art.257A or Art.258.

This 75kg and the way of mounting and sealing need to be shown and approved at scrutineering.

#### **6. Data acquisition / data-logger**

With respect to fairness in competition ALL cars in class RETRO must be equipped with a data-logger as described in art. 5.5 of Chapter IV.

End of appendix 22