

Dear Team,

Please find attached the approved Sporting & Technical Regulations of the 24H TCE SERIES powered by Hankook 2017. We are looking forward to enjoy the new season together with you.

CREVENTIC is pleased to announce the following innovations and improvements:

- keep the regulations stable in relation to 2016.
- Several exciting innovations, were implemented.
- Additional efforts were made to give the regulations a clearer structure. Adding separate technical appendixes per class make the regulations easier to read.
- Improvements based on input from teams and drivers

NOTE: According to the new FIA rules for International Series, it is from 1 January 2017 onwards obliged for all participants to have a FIA approved safety tank (FT3, FT3.5 or FT5 specification). This means that cars without the approved tank (e.g. with a standard tank) would not be allowed to participate in the races.

Creventic has signed an official request to the FIA to make an exception for the series, or at least postpone the implementation until after the Hankook 24H DUBAI. We cannot give an estimation on the outcome at this moment.

In order to give a little more time to all parties involved, Creventic moved the container shipping date to one week later (28 Nov 2016).

Please find below a summary of the most important innovations/amendments.

Championship

- Best 3 results count for 24H TCE SERIES championship
- Last round multiplier: In order to keep the excitement high at the end of the season and give teams that had bad luck during a race the chance to fight for the season victory, during last round of each championship, points awarded are multiplied with a factor of 1,5

Sporting innovations – Class SP3-GT4, A3, A2, D1

Sandbagging

If a team, does NOT show the actual performance of the car or the combination of the car and driver (by purpose), this is called: “Sandbagging”.

A good example of “Sandbagging” is driving (consistently) laps, close to the “minimum reference lap time”, even in case being hold-up by traffic. E.g. a (extreme) slow first sector, which is made up in sector 2 and 3.

This is NOT considered as sporting racing. And therefore additional rules will be implemented to avoid teams doing this.

Min. reference lap time rules – Escape jokers (Class SP3-GT4 , A3, A2, D1)

Applicable Min. ref. lap time regulations per class	Group GT's A6-AM	Group Specials SPX SP2 SP3 SP4	Group Touring cars A3 A2 D1
Min. Reference laptime rules	✓	✓	✓
Theoretical Min. Reference laptime	-	✓	✓
Jokers	✓ (10)	✓ (3)	-
Penalties	✓	✓	✓

For all classes (Sporting)

- Min. resting time between two stints reduced to 50% of the driving time (See Art. 33.3 Chapter I)
- Max. Refuelling during Code 60: Litres are rounded up to the next full litre (eg. 42,5 → 43)
- Drivers with a physical handicap are also welcome at the races.
 - o In order to make sure that scrutineers and rescue teams are informed accordingly, drivers with handicaps and their teams are explicitly asked to inform the promoter prior to the event
- Driving time is defined as the time on track. The pit stop time does not count for a driver’s driving time
- TCR class is regarded as the overall winning class in the 24H TCE SERIES, a special BOP will be implemented in the SP3-GT4 class, in order to assure this

For all classes (Technical)

- Specific regulations per class combined in separate appendices for a better overview and easier application, see table below
- BOP for each event will be published in a special BOP bulletin (also on website) instead of supplementary regulations
- Fire extinguishers: Anti-torpedo tabs are required (New FIA rule for 2017, see Art. 3.13.1 Chapter II)
- Fuel filler neck with safety overflow (See Art. 3.16 Chapter II)
 - o If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
 - o The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
- In order to improve and monitor the sporting competition, dataloggers have remained/become obligatory for the following classes

Class	AIM datalogger	Remarks
TCR	Evo 4 or Evo 5	
SP3 (only Turbo cars)	Evo 4 or Evo 5	All Turbo cars in this class

New

Specific Technical Regulations per class in separate Appendix

Class	Description	Specific Technical Regulations
D1	Diesel Touring Cars: up to 2000cc	Appendix 4
A2	Petrol Touring Cars: up to 2000cc & Supercharged up to 1650cc Touring cars, group N, group A and group 24h Specials	Appendix 5
A3	Touring Cars: 2000 up to 3500cc & Supercharged 1650 up to 2000cc (except TCR cars) and Diesel 2000 up to 3000cc Touring cars, group N, group A and group 24h Specials	Appendix 6
CUP1	Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo	Appendix 7
TCR	TCR cars (Touring Cars: Supercharged (2015 and younger) (1600 – 2000cc basically according TCR-regulations)	Appendix 8
SP4	Electrical & Hybrid cars Is a class applicable for Electrical or Hybrid cars Regulated by the so called “minimum reference lap time” rule.	Appendix 12
SP3-GT4	Special Cars (mainly GT4 cars and cars which are not accepted in any other class) Regulated by the so called “minimum reference lap time” rule.	Appendix 9

Other specific amendments per Class, see below:

Class D1

- No specific amendments

Class A2

- No specific amendments

Class A3

- No specific amendments

Class CUP1

- No specific amendments

Class TCR

- All TCR cars need to be according their TCR Technical Form (Exceptions see Appendix 8)
- Max. fuel tank capacity amended: 120L → 100L
 - o Exception: SEAT model 2014/2015 DSG (TCN2-C-001), (This SEAT model 2014/2015 without “SEAT KIT 1 aero package”) is allowed to have a total fuel tank capacity of 120 L
- Engine seal FREE
- Gear box seal FREE
- Brake discs FREE
- BOP according BOP bulletin of specific event
- Eligible cars, see table below

Brand & Type	Minimum Weight	Max Refuelling amount	Ride height	Technical form (TCR)	Remarks
ALFA ROMEO GIULIETTA TCR	TBA	100 L	80mm	Cert. No 006	
AUDI RS3 LMS	TBA	100 L	TBA	TBA	
FORD FOCUS TCR	TBA	100 L	80mm	TBA	
HONDA CIVIC TCR	1230	100 L	80mm	Cert. No 001	
KIA CEE'D TCR	TBA	100 L	TBA	TBA	
OPEL ASTRA TCR	TBA	100 L	80mm	TBA	
PEUGEOT 308 RACING CUP	TBA	100 L	70mm	TBA	
SEAT LEON CUP RACER (2015,DSG)	TBA	100 L	80mm	TCN2-C-001	
SEAT LEON TCR V2 DSG (2016)	TBA	100 L	80mm	Cert. No 004	
SEAT LEON TCR V2 SEQ (2016)	TBA	100 L	80mm	Cert. No 002	
SUBARU WRX STI TCR	TBA	100 L	TBA	Cert. No 007	
VOLKSWAGEN GOLF GTI TCR	TBA	100 L	TBA	Cert. No 003	

Your (TCR) car not listed here? Please make an individual request to info@creventic.com

Class SP3-GT4

- Special BOP will be implemented to assure that TCR is the overall winning class. This does not include a slower min. ref. lap time
 - o As a reference, the SP3-GT4 class is allowed to run ca. 2 seconds faster than the TCR class
- KTM X-BOW GT4 specs, BOP:
 - o Minimum weight: 1150 kg
 - o Pboost max is: 2,3bar (@ 1010mbar ambient pressure)
 - o Max rpm: 7000 rpm (at all gears)
 - o The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.
 - o Ride Height is free
 - o Refuel amount according SP3-GT4-BOP-Table

If there are any questions, feel free to contact us.

We are looking forward to a successful season together with you