



## **24H TCE SERIES: SP3-GT4 class competitive with TCRs**

A new element for 2017 is the addition of the SP3-GT4 class as a separate category of the 24H TCE SERIES. The SP3-GT4 is a class for a wide variety of cars, like GT4 cars and touring cars with a performance equal to that of a GT4 car. Previously, selected GT cars were admitted to race in the SP-Touring class, but had no real chances of competing for the overall win.

With the addition of this class and the admission GT4 cars, the 24H TCE SERIES will not only become attractive for GT4 or comparable touring cars with similar performance, but it will also increase the competition for TCR cars.

Over a 12-hour or 24-hour race, the SP3-GT4 cars will be very competitive with the TCR cars. Although the SP3-GT4 cars can be slightly faster over one lap, the TCR cars have better fuel efficiency and subsequently require less pit stops. Therefore, in a 12- or 24-hour race, both cars are very competitive over the race distance. Also as CREVENTIC has its own BOP for the TCR class, it is even possible to make the TCR cars a little faster by reducing weight and/or ride height.

One of the strong and unique points of CREVENTIC races is the Balance of Performance achieved by balancing the maximum refuelling amount related to the lap time performance of the cars in class SP3-GT4 (SP3-GT4 BOP-Min ref time-table). As long as a team chose the right BOP-figure from the SP3-GT4 BOP-Min ref time-table, the SP3-GT4 cars are NOT limited in terms of lap time performance.

Our goal is to make class SP3-GT4 competitive with the TCR-class, meaning cars from both classes are able to win the 24H TCE SERIES races outright. So if you have either a TCR or a GT4-alike car, you have the possibility to win one of the 24H races. While so far it is only possible to become the overall winner of a 12h/24h race with a GT3, with this quite unique format of Touring cars (up to GT4), it now becomes possible to land a 24h (or 12h) race win.

In reality, this means, with the well-known SP3-GT4 BOP-table (with Maximum refuel amount, Minimum weight and Minimum reference lap time), both classes are balanced. Only in special cases with circuit with relative long straights (e.g. like SPA-Francorchamps), there might be a need for extra balance parameters, like minimum pit stop times.

With the measures outlined above, CREVENTIC is convinced to have an attractive and competitive race concept for both the TCR-cars as well as cars in class SP3-GT4.