

24H SERIES

OVERVIEW 24HSERIES 2020 REGULATIONS DIFFERENCES COMPARED TO 2019

VERSION 20-12-2019

This document shows the differences in regulations comparing the 2020 regulations with the 2019 regulations. Also the published series bulletins and the promoter communications are included in this summary.

The series bulletins are:

-01/2020

The promoter communication are:

-01/2020

Yellow Marking: will mean this text is different from the 2019 Regulations

Green Marking: will show the reference to the 2020 regulations Document where you can find the full explanation

Blue Marking: will give you a short explanation about the change of the regulation

Red Marking: Will show that the information is a bulletin.

2020 CLASS OVERVIEW

24H SERIES EUROPE and **24H SERIES CONTINENTS** consist of two divisions (TCE and GT)

INTRODUCTION PAGE 1:

Some of the classes have been renamed here you can see the classes per division:

Classes	Divisions	
	TCE	GT
	TCR TCX TCR-Light TC	GT3 (PRO&AM) GTX 991 (PRO&AM) GT4 CAYMAN SP4

The following table shows the classes per division within the 24H SERIES. In the right column, the previous class names of 2019 have been added for clarification.

CHAPTER I SPORTING REGULATIONS 18.3.2 PAGE 15:

Here you can see the class names compared to the class names of 2019

Division	Class (new class names)	Description	Technical Regulations	Class names in 24H SERIES 2019
TCE	TC	Petrol and Diesel Touring Cars Touring cars, group N, group A and group 24h Specials	Appendix 1	A2, A3, TCP1 & TCP2
	TCR-L	TCR-L (TCR-Light) A class for older TCR-models (basically 2015 and 2016)	Appendix 2	-
	TCR	TCR cars (Touring Cars: Supercharged (basically 2017 and younger) (1600 – 2000cc basically according TCR-regulations)	Appendix 3	TCR
	TCX	Special Cars Special cars which are not accepted in any other class (mainly Touring cars) Weight/HP-ratio: approx. 3,5-4,0 kg/hp	Appendix 4	SP3 & CUP1
GT	SP4	Electrical and Hybrid Cars (only on special request)	Appendix 5	SP4
	CAYMAN	Cup class for Porsche Cayman	Appendix 6	991
	GT4	GT4 Homologated Cars Basically according to SRO GT4 regulations	Appendix 7	GT4
	GTX	Special Cars Special cars which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 2,5-3,4 kg/hp	Appendix 8	SP2 & SPX
	991 (PRO & AM)	Cup class for Porsche Cup 991 Porsche 991-I Cup Cars (models 2014..2016) Porsche 991-II Cup Cars (models 2017..2020)	Appendix 9	991
	GT3-PRO GT3-AM	Mainly GT3 Cars Is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10	A6-PRO A6-AM

CHAPTER I TECHNICAL REGULATIONS

CHAPTER I SPORTING REGULATIONS 15.3 Page 10, CHAPTER III TECHNICAL REGULATIONS Page 58:

Creventic will not sell transponders anymore because the model we used to sell is not available anymore, if you need a transponder please contact floortje@timeservice.nl for more info.

(please make sure you order the transponder in time. The delivery time can be a few weeks.)

Valid transponders with 4 or 5 Drivers ID are:

- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder)
- MYLAPS X2 Transponder with driver ID

MYLAPS X2 TRANSPONDER with driver ID can be purchased at the timekeeper

www.timeservice.nl

floortje@timeservice.nl



CHAPTER I SPORTING REGULATIONS 21.2.3 Page 17:

Previously Turbo cars were allowed to keep the engine running during the pitstop. In 2020 all engines must be stopped. Also when refuelling the engines of **all** cars must be stopped. This also applies to cars which previously had a Turbo sticker

21.2.3 The engines of **all cars** must be stopped during a pit stop.

CHAPTER I SPORTING REGULATIONS 21.3.3.12 Page 17:

21.3.3.12 The engines of **all cars** must be stopped.



CHAPTER I SPORTING REGULATIONS 21.2.5 Page 18:

- 21.2.5 Regarding the driver change during the pitstop we have made some clarifications on the regulations:
The driver coming out of the car is allowed to help the driver entering the car and fixing the seat belt.
Also another team member (Driver assist) is allowed to help the driver entering the car and fixing the seat belt.
This team member (Driver assist) must wearing a green coloured vest (provided by the promoter).
Also "one of the 4 people" wearing a vest is allowed to help the driver entering the car and fixing the seat belt.
So the driver entering the car can be helped by and/or driver coming out of the car and/or, driver assist (wearing green vest) and/or "one of the 4 people" (wearing a vest).
The team member (Driver assist) helping in the next driver is only allowed to assist entering the car and help fasten the seat belt, replacing the drinking bottle and connecting radio communication set.

CHAPTER I SPORTING REGULATIONS 21.3.3.13 Page 20:

Previously it was preferred to turn off the lights in the refuelling area

- 21.3.3.13 For all cars it is allowed to leave the lights on while being refuelled.

CHAPTER I SPORTING REGULATIONS 21.3.3.19 Page 20:

In 2019 a particle filter for diesel cars was not compulsory.

- 21.3.3.19 For Diesel engines, the additive as outlined in the homologation papers of the used compulsory particle filter are allowed.

CHAPTER I SPORTING REGULATIONS 22.4.2 Page 21:

We now have the designs online available for teams to be able to include them in the designs of the overalls for the drivers.

- 22.4.2 A Hankook badge and a 24H SERIES badge are obligatory and must be placed on the upper chest area of the driver's race-suit.

These badges (Hankook and 24H SERIES) will be provided by the promoter and the logo designs are also available on: <https://www.24hseries.com/series/team-info>



CHAPTER I SPORTING REGULATIONS 22.7 Page 21:

Before it was not allowed to use any kind of tyre warmers for TCE and GT-division. It is still not allowed to use any kind of tyre warmers in TCE Division. Only for GT-Division is will be allowed to use tyre warmers.

- 22.7. For all cars participating in classes of the GT-Division, tyre warmers are allowed.

CHAPTER I SPORTING REGULATIONS 33.4.5 Page 29:

Before it was not allowed to overtake until you have crossed the start line.

- 33.4.5 When the RED start-light is OFF, the race starts and you may overtake.

CHAPTER I SPORTING REGULATIONS 39.4.1 Page 35:

- 39.4.1 The European rounds count for the 24H SERIES EUROPE standings.
 Series bulletin 01: The races (rounds) that will count for the 24H SERIES EUROPE standings will be nominated in a Promoter Communication.
 See www.24hseries.com
 This will include Divisions and classes.
 See <https://www.24hseries.com/series/team-info>
 See 01/2020:
 See below in art. 39.16.2.2 The actual calendar

The European rounds count for the 24H SERIES EUROPE standings will be:

Please note also eligibility is described.

Race	Eligible Divisions & Classes	Counting for 24H SERIES Europe Championship	Remarks
12H MONZA	All TCE & GT classes	YES	
12H SPA	All GT classes and Classes: TC & TCX	Only GT-division (Classes TC & TCX are NOT counting for the Championship)	Classes TCR & TCR-light are NOT eligible. (Due to TCR SPA 500 in the same weekend)
24H PORTIMAO	All TCE & GT classes	YES	
9H CIRCUIT PAUL RICARD	All TCE & GT classes	YES	
24H BARCELONA	All TCE & GT classes	YES	
12H IMOLA	All TCE & GT classes	YES	

Series bulletin 01/2020:

- 39.5.2 12-Hour races & shorter races will have the same points allocation
 Point allocation for 12-hour races & shorter races This points allocation table is also applicable for race with an (initial) race duration of less than 12 hours.
 See 01/2020
 See <https://www.24hseries.com/series/team-info>

CHAPTER I SPORTING REGULATIONS 39.16.2.2 Page 39:

- 39.16.2.2 **24H SERIES EUROPE** Scratch Results / Number of races that count towards the **championship**

For any ranking within the 24H SERIES EUROPE, there is one scratch result.

The scratch result is:

The race with the lowest number of points achieved OR a race that the team/driver has not participated in.

Clarification of art. 39.16.2.2

“39.16.2.2 24H SERIES EUROPE Scratch Results / Number of races that count towards the **championship**

For any ranking within the 24H SERIES EUROPE, there is one scratch result.

The scratch result is:

The race with the lowest number of points achieved OR a race that the team/driver has not participated in.”

Interpretation:

There will be one scratch result for each race, meaning (with the calendar on top of this page)

- that the best five result from six rounds are taken into account for the GT division
- that the best four results from five rounds are considered for the TCE division
(Please note: 12H SPA is NOT considered as a round for the TCE-division)

39.16.2.3 24H SERIES CONTINENTS eligibility

To be eligible for the 24H SERIES CONTINENTS title, a team or driver needs to participate a minimum number of races, of this championship, which will be published in a series bulletin.

See <https://www.24hseries.com/series/team-info>

01/2020:

39.16.2.3 24H SERIES CONTINENTS eligibility

Article	Where is mentioned	Must be changed to
Chapter I Art. 39.16.2.3	39.16.2.3 24H SERIES CONTINENTS eligibility To be eligible for the 24H SERIES CONTINENTS title, a team or driver needs to participate a minimum amount of races, of this championship, which will be published in a series bulletin.	39.16.2.3 24H SERIES CONTINENTS eligibility To be eligible for the 24H SERIES CONTINENTS title, a team or driver needs to participate at least in ONE race on each applicable continent , of this championship. So, if a team or driver misses out any applicable continent, he or she is not eligible for the Championship ranking.

This information is published in a Promoter Communication: 01/2020

39.16.2.4 Specific races that count towards the 24H SERIES CONTINENTS

The specific races that count towards the 24H SERIES CONTINENTS title will be nominated in a promoter communication.

See <https://www.24hseries.com/series/team-info>

01/2020:

24H SERIES CONTINENTS

Referring to Series Bulletin 01/2020:

The specific races that count towards the 24H SERIES CONTINENTS title will be:

- **Hankook 24H DUBAI**
- **Hankook 24H COTA**
- The best result (most scored points) of:
 - **Hankook 24H PORTIMAO** or
 - **Hankook 24H BARCELONA**

Please note:

According Series Bulletin 01/2020:

If a team or driver misses out any applicable continent, he or she is not eligible for the championship ranking.

With above CONTINENTS calendar this means, a team or driver must participate at least the following races:

- Hankook 24H DUBAI
- Hankook 24H COTA
- Hankook 24H PORTIMAO or 24H BARCELONA

CHAPTER I SPORTING REGULATIONS 39.16.5 Page 40:

Before 2020 a driver was only allowed to score points on 1 car per race. Now when a driver is driving on 2 cars in **separate** divisions the driver is allowed to score points for both cars.

39.16.5 **Driver, driving on 2 cars**

In case a driver is driving on 2 cars within the same division, the car which is notified at administrative checks to the organiser until 30 minutes before the start of the free practice will be taken into consideration for the classification (points) of the driver. If no car is notified, the car with the lower start number will be taken into consideration for the allocation of points.

A change of the notified car may be made after above set time only with the approval of the Race Director.

A driver who is driving on two cars in two separate divisions may score points on both cars.

CHAPTER I SPORTING REGULATIONS 39.16.7 Page 40:

New regulation on class ranking in the GT3 Category. The GT3 Classes will replace the previous A6 Classes

39.16.7 **Class GT3-PRO and GT3-AM**

There will be a separate class ranking for Class GT3-PRO and GT3-AM. Different than in previous years, there is no combined class ranking for Class GT3.

CHAPTER I SPORTING REGULATIONS Bulletin 01/2020

40.4 **Penalty notification**

Penalties will be notified to the team by the Race Director through (a) digital notification to Team manager through the Creventic Portal or (b) notification on paper, handed over to the Team manager or his representative. The time used for 'served time penalties' is for digital notification the issued time by the Race Director and on paper version signature time at notification.

See series bulletin **01/2020**

See <https://www.24hseries.com/series/team-info>

CHAPTER I SPORTING REGULATIONS 41.3.2 Page 42:

This year we have implemented a new system to deliver the penalties digitally instead of using the paper documents. In this way we are able to make the penalties more transparent for the teams and drivers and it is a more efficient way of delivering penalties to the teams. This system will be called the Team Portal, at the beginning of the event the teams will receive a document with explanation about how it works, and it will be explained in the team managers briefing.

41.3.2 The Secretary of the event will inform the Competitor of the infringement and time penalty, the team manager will **(a) Confirm receipt in the Creventic team managers portal - digital - or (b) sign for having received the notification and receive a copy of this for his/her own use. This can be communicated in any way (e.g. on paper or digitally)**

See series bulletin **01/2020**

See <https://www.24hseries.com/series/team-info>

CHAPTER I SPORTING REGULATIONS 41.2.5 Page 42:

The penalty for track limits has changed. It used to be a penalty which varies between 10, 20 and 40 seconds. Now it will be 10 seconds at every **offence** after your first warning

(you get **1 offence** when you have **3 track limit violations in the same corner**)

(You get only **1 Warning** after 3 track limit violations in the same corner, after your first warning you get a penalty at every **offence**)

41.2.5 Not respecting track limits (4 wheels over the white line):

- During the race:
 - After three times exceeding the track limits in the same turn: **Warning on timing screen**
 - **Every** next third exceeding of the track limits in the same turn: **10 seconds**
- During qualifying: **Every infringement with best lap time: Lap cancellation**

CHAPTER I SPORTING REGULATIONS 41.2.8 Page 42:

The stint exceeding time margin before you get a penalty has been extended. Which gives the teams more room for errors.

- 41.2.8 Exceeding the maximum driving time (stint time): **60 seconds for every 10 minutes beyond the max. driving time**. For the maximum driving time definition, see art. 30.2 of this chapter

CHAPTER I SPORTING REGULATIONS 41.2.11 Page 42:

The penalty for not applying the Driver-ID correctly has been reduced from a minimum penalty of 60 seconds to a minimum penalty of 30 seconds.

- 41.2.11 Not applying Driver-ID switch correctly: the 2 criteria mentioned in Chapter I, Art. 21.2.7.2 are met **within 20 minutes** after the start of the stint of this driver **no penalty** will be given.
If these 2 criteria are met **after 20 minutes** after the start of the stint of this driver a penalty of **minimum 30 seconds** will be given.
In case a team has **not** themselves reported this within **20 minutes**, the Race Director will impose a **60 second** time penalty

CHAPTER I SPORTING REGULATIONS 41.2.14 Page 42:

Penalty added on not delivering USB/SD Datalogger.

- 41.2.14 **Not delivering USB/SD Datalogger on time**
Penalized at discretion of the race director

CHAPTER I SPORTING REGULATIONS 41.2.15 Page 42:

Penalty added on missing the official briefing.

- 41.2.15 **Missing the Official Briefing (Drivers and Team Managers)**
Penalized at discretion of the race director

CHAPTER I SPORTING REGULATIONS 41.2.16 Page 42:

Penalty added on driving the car into the pit box on its own power.

- 41.2.16 **Driving Car into pit box under its own power**
Penalty up to **10 seconds**, see also art. 21.2.5 of this chapter.

CHAPTER I SPORTING REGULATIONS 41.2.17 Page 42:

Penalty added on working on the car with more than 4 people.

- 41.2.17 **Working with more than 4 people on the car**
Penalty up to **10 seconds**, see also art. 21.2.6 of this chapter.

CHAPTER I SPORTING REGULATIONS 40.4:

- 42.2 Protest deposit is defined by the Parent ASN is: **500 EURO** in cash
01/2020
See <https://www.24hseries.com/series/team-info>

CHAPTER I SPORTING REGULATIONS 41.3.2:

- 43.2 Appeal deposit defined by the Parent ASN is: **1750 EURO**
01/2020
See <https://www.24hseries.com/series/team-info>

CHAPTER III TECHNICAL REGULATIONS

CHAPTER III TECHNICAL REGULATIONS 3.2 Page 55:

- 3.2 At the lower belts (hip belts) it is allowed to add elastics. (elastics must be used in a safe way and only with the purpose to support the driver the fasten the seatbelts faster).

01/2020

See <https://www.24hseries.com/series/team-info>

CHAPTER III TECHNICAL REGULATIONS 3.4.2 Page 55:

Clarification has been made on where the headlights are allowed to be mounted. The headlights are not allowed to be mounted on the bonnet anymore.

- 3.4.2 In case a car has (standard) only 4 headlights, it is allowed to mount 2 additional (external) headlamps (units). These headlamp (units) may also be LED-units. A LED-unit (up to approx. 20cm, at discretion of scrutineering) is considered as one headlamp.

For the purpose of additional headlights, it is preferred to integrate them in the FRONT-BUMPER. (So for this purpose it is allowed to make holes in the front-bumper.)

It is allowed to install additional headlights in front of the front bumper, but it is NOT allowed to install them on the bonnet.

CHAPTER III TECHNICAL REGULATIONS 3.4.5 Page 55:

New regulation has been added on the adjustment of the headlights when they are mounted or adjusted

- 3.4.5 The main- and additional headlight adjustment must be installed in a way that normally no other competitor is obstructed. This may be checked during scrutineering.

Appendix 1 – Class TC: Technical Regulations

Appendix 1 – Class TC: Technical Regulations 2. PAGE 76

Minimum lap time will NOT be applicable

2. Eligible Cars

- **Petrol Touring Cars: at discretion of the promoter**
- **Diesel Touring Cars: at discretion of the Promoter**

The performance guideline for class TC is: Cars that are slower than class TCR and TCX

For Diesel cars the turbo charging coefficient will not apply.

Appendix 1 – Class TC: Technical Regulations 2.1 PAGE 76

2.1 Eligibility guideline

See Appendix 11

Generally, the following car groups, based on their cylinder capacity, are eligible in class TC. The promoter reserves the right to accept or refuse any other car, if the performance parameters fit. As a guideline, the following table is used: (previously years Class A2 and A3)

Class	Cylinder capacity	Minimum Weight	
TC	Diesel cars up to 2000cc	1100 kg	
		1200 kg	
	Petrol (up to - 2.000cc)	up to 1.300cc	710 kg
		1.300 - 1.400cc	760 kg
		1.400 - 1.600cc	820 kg
		1.600 - 1.800cc	900 kg
		1.800 - 2.000cc	980 kg
	Petrol Supercharged engines (up to 1.650cc)	Supercharged engines up to 1.650cc	1000kg
			1100kg
		Peugeot RCZ 1.600cc / Turbo	1100 kg
	Petrol (2.000 - 3.500cc)	2.000 - 2.500cc	1000 kg
		2.500 - 3.000cc	1100 kg
		3.000 - 3.500cc	1200 kg
	Petrol Supercharged engines (1.650 - 2.000cc)	Peugeot 208 GTI 1.600cc / Turbo	1050 kg
			900 kg
		1.650 – 1.800cc	1000 kg
			1000 kg
			1100 kg
1.800 – 2.000cc	1200 kg		
Diesel 2.000 – 3000cc	2.000 – 2.500cc	1100 kg	
	2.500 – 3.000cc	1200 kg	

Appendix 1 – Class TC: Technical Regulations 3. PAGE 77

New regulation has been made on some mandatory components for all DIESEL cars

3. For any DIESEL car, it is mandatory to install the following:

- Catalytic converter
- Particle Filter (e.g. HJS)

Appendix 3 – Class TCR: Technical Regulations

Appendix 3 – Class TCR: Technical Regulations 3.3 PAGE 79

New regulation has been made on the protective grating in the rear wheel arch.

3.3 The latest version of the TCR International Series: Technical Regulations (including existing bulletins) are applicable with the following exceptions/additional regulations

Item	Description
General items	See chapter III, art.9
Tyres	The tyre brand is shown in the sporting regulations. The tyre size (slick and Rain-tyres): The Hankook type-specification may be maximum 260/660/R18 The number of tires is not restricted.
ABS	Only ABS according TCR Technical Form is allowed (Official variant Option). In case Traction control is linked to the device used, Traction Control is also allowed.
Exhaust	Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
Protective grating in rear wheel arch	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.
Data logging	The car must be equipped with a data logger including pressure sensor according art.5.5 of chapter III of the Sporting & Technical Regulations. The collected data must remain at disposal of the organiser
Shock absorbers	Brand, model and type of shock absorbers need to be according to the TECHNICAL FORM of the car. Alternatively, shock absorbers supplied and manufactured by Tractive Suspension are allowed to be used, this includes: <ul style="list-style-type: none"> • Tractive standard (manually adjustable) shock absorbers • Tractive automatic, semi-automatic and/or electronic controlled dampers or shock absorbers • See www.24HSERIES.com for more information

Appendix 3 – Class TCR: Technical Regulations 3.3 PAGE 79

3.3 **Quick (dry) brake line connectors**

It is allowed to use quick (dry) brake lines connectors in the brake system.

Fuel tank ventilation hose (applicable from March 2020 onwards)

It is allowed to replace the original fuel tank ventilation hose by a hose with of the same diameter and type (fuel resistance) with a length of maximum 0,4 meter longer than the original hose. The longer hose is meant to mount it above the (endurance) fuel-inlet, to avoid fuel spoiling.

01/2020

See <https://www.24hseries.com/series/team-info>

Appendix 4 – Class TCX: Technical Regulations

Appendix 4 – Class TCX: Technical Regulations 3.6 PAGE 81

Dynamic BOP has been removed. There will be a fixed BOP based on weight and refuelling restrictions and possibly a boost and air restrictor.

3.6. **Weight and refuelling amount**

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

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 or BOP publication of the specific event.

Appendix 4 – Class TCX: Technical Regulations 3.7 PAGE 81

New regulation has been made on some mandatory components for all DIESEL cars

3.7 **For Diesel cars: Exhaust Gases, Smoke Formation**

For any DIESEL car, it is mandatory to install the following:

- Catalytic converter
- Particle Filter (e.g. HJS)

Appendix 6 – Class CAYMAN: Technical Regulations

Appendix 6 – Class CAYMAN: Technical Regulations 2. PAGE 83

New Porsche Cayman added to the list of cars which are eligible for the CAYMAN Class

2. **Eligible Cars**

- Porsche Cayman GT4 Clubsport (Typ 981)
- Porsche 718 Cayman GT4 CS (Typ 982)

Appendix 6 – Class CAYMAN: Technical Regulations 3.7 PAGE 83

Clarification has been made on the exhaust regulation

3.7 **Exhaust**

According Cayman GT4 Trophy regulations.

Appendix 7 – Class GTX: Technical Regulations

Appendix 7 – Class GTX: Technical Regulations PAGE 87

Dynamic BOP has been removed. There will be a fixed BOP based on weight and refuelling restrictions and possibly a boost and air restrictor.

Appendix 9 – Class 991 (Pro & Am): Technical Regulations

Appendix 9 – Class 991 (PRO & AM): Technical Regulations 7.11 PAGE 90

New regulation has been made on the use of driveshafts

7.11

Drive shafts are free

Appendix 9 – Class 991 (PRO & AM): Technical Regulations 7.13 PAGE 90

New regulation has been made on the use of quick (dry) release systems on the brake lines

7.13

Brakes

- Allowed alternatives/modifications, see chapter III art. 9
- Brake calliper: Brand, model, type, dimensions and number of pistons is free
- Although Brake calliper is free, quick (dry) release of brake lines is NOT allowed

Appendix 9 – Class 991 (PRO & AM): Technical Regulations 7.15 PAGE 90

Clarification has been made on the wheel housing.

7.15

Wheel housing:

Using parts 9915042138A (left) & 9915042148A (right) is allowed. (To avoid rubber from the tyres to get in contact with the exhaust)

Appendix 11 – Eligible Cars and Class Overview

Class overview, including minimum weight, maximum refuelling amount.

For the complete list of eligible cars and the complete BOP overview, please refer to the balance of performance publication of the specific event for the most current class overview and balance of performance figures. This BOP-publication will be published by the promoter before the start of the event on www.24HSERIES.com

Appendix 11 – Eligible Cars and Class overview 1. PAGE 96

1. **Class TC: Touring Cars**

List of cars which are eligible for TC Class

Brand & Type	Cylinder capacity	Turbo/Diesel	Min. Weight	Max. Refuelling amount	Remarks
BMW 1 Series	3200cc/6cyl				Balance of Performance parameters will be defined in the Official BOP publications
BMW 120D	2000cc/4cyl	Diesel			
BMW 123D	2000cc/4cyl	Diesel			
BMW 320D	2000cc/4cyl	Diesel			
BMW E46 123D	2000cc/6cyl	Diesel			
BMW E46 330D	3000cc/6cyl	Diesel			
BMW E46 M3	3200cc/6cyl				
BMW E92 335i	3000cc/6cyl	Turbo			
BMW M3 CSL	3200cc/6cyl				
BMW Z3 M Coupé	3200cc/6cyl				
Ford Fiesta ST	1600cc/4cyl				
Honda Civic Si	1500cc/4cyl	Turbo			
Honda Civic Type-R EP3	2000cc/4cyl				
Honda FD2 Civic Type-R	2000cc/4cyl				
Honda FK2 Civic Type-R	2000cc/4cyl	Turbo			
Honda FK8 Civic Type-R	2000cc/4cyl	Turbo			
Kia C'eed GT/R	1600cc/4cyl	Turbo			
Lotus Elise Cup PB-R	1800cc/4cyl	Turbo			
Mini Cooper F56 JCW	2000cc/4cyl	Turbo			
Mini Cooper S JCW	1600cc/4cyl	Turbo			
Peugeot 208 GTi	1600cc/4cyl	Turbo			
Peugeot RCZ	1600cc/4cyl	Turbo			
Renault Clio Cup III	2000cc/4cyl				
Renault Clio Cup IV	1600cc/4cyl	Turbo			
Seat Leon Supercopa MKII	2000cc/4cyl	Turbo			
Seat Leon TDI	2000cc/4cyl	Diesel			
Toyota GT86	2000cc/4cyl				
Volkswagen Golf TDI	2000cc/4cyl	Diesel			
Volkswagen Golf V GTi	2000cc/4cyl	Turbo			

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

2. **Class TCR-L (TCR-Light)**

List of cars which are eligible for TCR-L Class (TCR LIGHT)

Brand & Type	Min. Weight	Max. Refuelling amount	Ride Height	ECU-Software	Remarks
Seat Leon Cup Racer V1 DSG	Balance of Performance parameters will be defined in the Official BOP publications				
Seat Leon TCR V2 DSG					
Seat Leon V2 SEQ					

Your (TCR-L) car not listed here? Please make an individual request to info@creventic.com4. **Class TCX: Special Touring cars**

List of cars which are eligible for TCX Class

Brand & Type	Cylinder capacity	Turbo/Diesel	Min. Weight	Max. Refuelling amount	Remarks
Aston Martin Vantage	4700cc/8cyl		Balance of Performance parameters will be defined in the Official BOP publications		
BMW M235i Racing Cup	3000cc/6cyl	Turbo			
BMW M240i Racing Cup	3000cc/6cyl	Turbo			
BMW M3	3200cc/6cyl				
BMW M3 GT4	4000cc/6cyl				
BMW M3 V8	4000cc/8cyl				
BMW M4 GTR	3200cc/6cyl				
Ginetta G55	3800cc/6cyl				
KTM X-BOW (TCX)	2000cc/4cyl	Turbo			
Lamera Cup (TCX)	2000cc/4cyl	Turbo			
Lotus Elise	2000cc/4cyl	Turbo			
Lotus Evora	4000cc/6cyl				
Maserati Gran Turismo	4200ccc/8cyl				
Peugeot 308 Racing Cup	2000cc/4cyl	Turbo			
Porsche 996 Cup	3600cc/6cyl				
Porsche Cayman Clubsport	3600cc/6cyl				
Vortex Scirocco V6	3500cc/6cyl				

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

6. **Class Porsche CAYMAN**

List of cars which are eligible for Porsche CAYMAN Class

Brand & Type	Minimum Weight	Max Refuelling amount	Remarks
Porsche Cayman GT4 Clubsport (Typ 981)	Balance of Performance parameters will be defined in the Official BOP publications		
Porsche 718 GT4 Clubsport (Typ 982)			

8. **Class GTX Special cars**

List of cars which are eligible for GTX Special Cars Class

Brand & Type	Cylinder capacity	Turbo/Diesel	Min. Weight	Max. Refuelling amount	Remarks
Audi TTRS	2500cc/5cyl	Turbo	Balance of Performance parameters will be defined in the Official BOP publications		
BMW M3 F80	3000cc/6cyl	Turbo			
BMW M4 Silhouette	3400cc/6cyl				
Brokernet Silversting	3800cc/6cyl				
Corvette C6	6200cc/8cyl				
Dodge Viper CC	8400cc/10cyl				
Ferrari Challenge	3900cc/8cyl	Turbo			
GC 10 V8	6200cc/8cyl				
KTM X-BOW (GTX)	2000cc/4cyl	Turbo			
KTM X16 GTX	2500cc/5cyl	Turbo			
Lamborghini Huracan ST	5200cc/10cyl				
Lamera Cup (GTX)	2000cc/4cyl	Turbo			
MARC Focus V8	5000cc/8cyl				
MARC II V8	5200cc/8cyl				
MARC Mazda 3 V8	5000cc/8cyl				
Porsche 991 Cup MR	4000cc/6cyl				
Porsche 997 Cup	3800cc/6cyl				
Porsche 997 Cup S	3800cc/6cyl				
Vortex 1.0	6200cc/8cyl				

10.

Class GT3-AM & Class GT3-PRO**GT cars (Mainly GT3 cars, also American GT's are eligible)**

List of cars which are eligible for GT3-AM & GT3-PRO Class

Brand & Type	Minimum Weight	Max Refuelling amount	Restrictor*	Remarks
Aston Martin V12 Vantage GT3				Balance of Performance parameters will be defined in the Official BOP publications
Audi R8 LMS Ultra				
Audi R8 LMS (GT3-038) Evo 2018				
Audi R8 LMS (GT3-038) Evo 2019				
BMW M6 GT3				
Chevrolet Corvette C6 ZR1				
Ferrari 458 Italia GT3				
Ferrari 488 GT3				
Ford GT3 (Lambda)				
Lamborghini Huracán GT3 Evo2018				
Lamborghini Huracán GT3 Evo2019				
McLaren MP4-12C GT3				
McLaren 650S GT3				
Mercedes SLS AMG GT3				
Mercedes-AMG GT3				
Nissan GT-R Nismo GT3 2015 (GT3-030)				
Nissan GT-R Nismo GT3 2018 (GT3-048)				
Porsche 911 GT3 R (991 I)				
Porsche 911 GT3 R (991 II)				
Radical Sportscars RXC Turbo GT3				
Renault Sport RS01 Configuration BOP GT3				
SCG 003C				
SRT Viper GT3 R				

* FIA-restrictor design, according FIA-2013/2014/2015/2016/2017/2018/2019/2020 restrictor design

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

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