

## OVERVIEW OF CHANGES 24HSERIES 2023 REGULATIONS COMPARED TO 2022

- **24H SERIES regulations will be split into 2 documents** (to improve readability)
  - Sporting Regulations
  - Technical Regulations
- **12H+ 6H Qualifying race ESTORIL 2023**  
Format and also points for 6H Qualy race
  - 12H race; points according 24H SERIES regulations
  - 6H Qual race; 50% of the points of 12H race.
  - Startgrid 12H race, according 6H Qualy race
  - Startgrid 6H Qualy race, according (normal) qualification
- **Qualifying**  
To save costs all 3 qualifying sessions must be done on ONE set of tyres.  
Changing tyres during the 3 qualifying sessions is NOT allowed.
- **Safety harness / seat belts**  
Per 1.1.2013 the FIA homologated 5 or 6 points safety harness must be according to **FIA standard 8853/2016**.  
Seat belts according to standard 8853/98 will not be allowed any longer!
- **GT3 cars: Accident data recorder (ADR)**  
All GT3 Cars homologated as from 01.01.2016 must be fitted with the Accident Data Recorder homologated by the FIA according to the standard 8872-2018 (TL 88). In the event of an accident the data of the ADR unit may be taken only by an authorised FIA representative.
- **Split races: Penalty to work on the car during intervention break reduced**
  - The penalty to work on the car (after written request and approval) during the intervention break is reduced from 10 to 5 laps.
  - The penalty for working on the car (without permission) during the intervention break is reduced from 20 to 10 laps.
- **Driver category for young drivers**

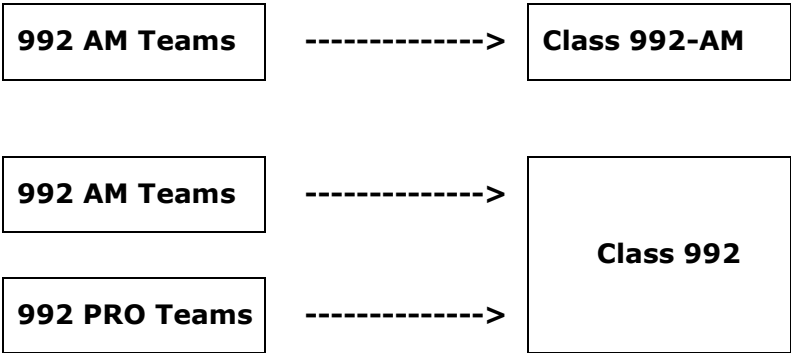
# 24H SERIES

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For young drivers (younger than 30 years old), without a FIA-category, the driver category within 24H SERIES will be set to SEMI-PRO.

- 992 Class restructured**

To underline the importance of AM and SEMI-PRO drivers and teams in 24H SERIES; the 992 class is restructured.



Each 992 Team with BOP according to their Class/driver-line up.

The following tables defines the team composition requirements for 992-AM Teams and 992-PRO Teams. See also art. 8.3.2 of the Sporting Regulations

All 992 classes			
Team composition	BOP	2 required drivers Maximum driver category	Up to 3 additional drivers Maximum driver category
992-AM	AM BOP	AM+ / AM	SEMI-PRO / AM+ / AM+
992-PRO*	PRO BOP	PRO / AM	PRO / SEMI-PRO / SEMI-PRO
		SEMI-PRO / SEMI-PRO	SEMI-PRO / SEMI-PRO / SEMI-PRO

\* Note: there is no separate 992-PRO class

- Refuelling during CODE-60**

Max refuel amount during CODE-60 will remain at 50%.

However, whether it is 50% (CODE-60) or 100% (GREEN) will be determined by the moment refuelling starts. So if at the actual starting time of refuelling, the track state is GREEN, teams are allowed to refuel 100% (of the max refuel value). And if at the actual starting time of refuelling, the track state is CODE-60, teams are allowed to refuel only 50% (of the max refuel value).

(note: with this change, refuelling 50% and doubled time penalties are determined the same way)

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- **Points tables restructured**

The awarded points are no longer dependent on the number of cars in the class.

**39.5 Allocation of points**

In each race, points will be awarded to competitors (teams and drivers) using the distribution below according to the achieved result in their class.

**39.5.1 Point allocation table for race shorter than 24 hours (e.g. 12H Race)**

Points shall be allocated during all events that are not declared as "24H" shall be allocated according to the following table according to final result of the event per class.

Number of cars in class	Points
1 <sup>st</sup> in class	40
2 <sup>nd</sup> in class	36
3 <sup>rd</sup> in class	32
4 <sup>th</sup> in class	28
5 <sup>th</sup> in class	24
6 <sup>th</sup> in class	20
7 <sup>th</sup> in class	18
8 <sup>th</sup> in class	16
9 <sup>th</sup> in class	14
10 <sup>th</sup> in class	12
11 <sup>th</sup> in class	10
12 <sup>th</sup> in class	8
13 <sup>th</sup> in class	6
14 <sup>th</sup> in class	4
15 <sup>th</sup> in class	2

**39.5.1 Point allocation table for 24H races**

A 24H Race shall be considered as a single competition in which an intermediate classification after 12 hours of racing is drawn up to determine the point allocation at halfway mark. Points shall be allocated according to the following table after 12 hours and according to the final result of the event per class.

Number of cars in class	Points after 12 hours	Points after 24 hours
1 <sup>st</sup> in class	20	40 Points
2 <sup>nd</sup> in class	18	36
3 <sup>rd</sup> in class	16	32
4 <sup>th</sup> in class	14	28
5 <sup>th</sup> in class	12	24
6 <sup>th</sup> in class	10	20
7 <sup>th</sup> in class	9	18
8 <sup>th</sup> in class	8	16
9 <sup>th</sup> in class	7	14
10 <sup>th</sup> in class	6	12
11 <sup>th</sup> in class	5	10
12 <sup>th</sup> in class	4	8
13 <sup>th</sup> in class	3	6
14 <sup>th</sup> in class	2	4
15 <sup>th</sup> in class	1	2

# 24H SERIES

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- **Electrical and Hybrid cars**

The regulations are ready to accept hybrid and/or electrical cars.

- **Porsche 991 Cup cars are welcome in class GTX**

Class 991 will no longer exist.

Porsche 991 Cup cars (gen I and gen II) are welcome in class GTX.

The technical specifications will be more open, so more modifications are allowed.

Also the BOP will be amended to be more competitive compared to the rest of the field, e.g. 100 litre refuelling during CODE-60.

- **Class TCR gearbox radiator**

For endurance and reliability reasons, it is allowed to change and/or add the gearbox cooling radiator including hoses. With the sole purpose of better gearbox cooling. It is allowed to mount the radiator or hoses at any position including front bumper. It is NOT allowed to modify or add (cooling) holes into the body work, including front bumper.

Team Creventic