Pre-63 GT 2018

Historic Motor Racing GmbH and Historic Motor Racing News with the support of DK Engineering are pleased to announce races in 2018 for closed, 2 seat GT cars built and raced in the Tourist Trophy and other high profile events before 31 December 1962. All cars must run in accordance with the homologation papers that were valid prior to 1963 with regards to carburetion, wheels, suspension, oil coolers and other components. If in doubt, contact us for clarification. Certain cars that raced prior to 1963, but were only homologated thereafter will be considered.

It is our hope to have cars that look pristine and are driven with respect to the highest driving standards.

The races are by invitation and the organisers reserve the right to include or exclude cars as they see fit to ensure the best variety of cars on the grid, and the highest respect for originality.

Cars must not only run to their original specification, but must be presented looking like they did in 1962, so no advertising unless the owner can show that the car displayed it in period in an International race.

All cars must run on Dunlop L section racing tyres. Where a specific period tyre size is no longer available, cars cannot run a larger size than was homologated in period.

The minimum ride height for all cars is 100mm. All un-sprung parts (rigidly attached to the body or chassis) must be no less than 100mm. This will exclude all parts of the exhaust system.

The races are National races run under the jurisdiction of the local ASN. Notification of Officials, Meeting and Supplementary Regulations, and any particular regulations will be issued at least two weeks before the event.

Details of qualifying and race duration are on the entry form. The starting grid will be made up according to the best times achieved during the qualifying session. The start will be a rolling start.

All cars must call in at the pits during the race, during which time a driver change may take place. Seat belts must remain fastened until the car comes to a stop and be fastened again before leaving the spot. The pit lane speed limit and pit stop timing will be announced at the drivers' briefing. A minimum stop and go penalty will apply for speeding in the pit lane.

Starting drivers must be nominated to the officials at least two hours before the start of the race. Teams who do not nominate a starting driver within this time may be penalised and must start the first driver mentioned on the entry form.

Classes are:

Class A: Cars with engines up to 1300cc
Class B: Cars with engines over 1300cc and up to 2000cc
Class C: Cars with engines over 2000cc and up to 3000cc
Class D: Cars over 3000cc
Invitation: For invited cars that may not fit strictly into the above criteria

It is our desire to see more small cars in the competition. There will also be a class for under 1000cc cars if at least three are entered.

Cars must comply with all safety regulations and all supplementary regulations of the meeting. A full copy of all the pages of the car's HTP, a signed entry form, full payment of the entry fee, along with a photograph of the car as it looks now, must be submitted to the organisers before confirmation of the entry. Cars without HTP will be considered on application.

Race winners

There will be a podium for the first three finishers and class trophies for the first three in each class.

The overall winner of the Silverstone race will be awarded with the Royal Automobile Club Tourist Trophy for Historic Cars, a perpetual trophy awarded by the Royal Automobile Club. While invitation class cars may be awarded on the podium, they cannot win the Tourist Trophy and the first non-Invitation Class car to finish will gain the award.

There be an Index of Performance Podium.

There will also be an award for drum brake cars.

After the race a class prizegiving will take place in the drivers' hospitality area.

For entry forms and more details, contact: Ben Cussons on +44 (0)7971 809491, or Carol Spagg on +41 (0)44 450 2370, email: race@historicmotorracingnews.com.