



## 2022 Series Regulations: **Pre '63 GT** including the Royal Automobile Club Historic Tourist Trophy

Pre '63 GT, in association with Historic Motor Racing News and the Royal Automobile Club, is a series of invitation races for 2 seat GT cars built and raced in the Tourist Trophy and other high-profile events before 31 December 1962 and may include classes for cars raced prior to, but homologated after, 1962. The organisers reserve the right to include or exclude cars as they see fit to ensure the best variety of cars on the grid with the highest respect for originality. MSVR will be the organising club.

There will be two rounds in 2022:

June 11 <sup>th</sup> & 12 <sup>th</sup>	Thruxton Historic	60 minutes
August 26 <sup>th</sup> – 28 <sup>th</sup>	The Classic, Silverstone	50 minutes

Note: all cars are also eligible for the Royal Automobile Club Pall Mall Cup Three-Hour races.

It is a requirement of entry that all drivers and co-drivers must be fully paid-up members of the Motor Racing Legends Club. A single-race membership is available.

### **Race Details**

Each race will be for two (or exceptionally one) driver entries, open strictly by the invitation of the Organisers to drivers of all nationalities holding a minimum of a Race National or Race International D race licence. Exact details will be given in the SRs for each meeting.

Each race will feature a compulsory pit stop and, where relevant, driver change. The car must be at rest for a minimum of 60 seconds during the pit stop. A solo driver can remain in the car during the pit stop. Any car failing to remain stationary for the minimum duration will incur a Stop-and-Go penalty of 10 seconds plus the duration by which the stop was short. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

At each race, the starting grid will be made up according to the best times achieved during qualifying. Race starts will be rolling starts. Racing is permitted when the start signal is given.

Cars may be held in Parc Fermé after any qualifying and/or race session.

Completion of an on-line briefing or attendance at a physical briefing is mandatory for all drivers and Motor Racing Legends must be notified if a driver is unable to attend a briefing due to a schedule clash.

### **Eligibility**

Eligible cars will be closed two-seat GT cars and must run in accordance with the homologation papers that were valid prior to 1963 with regard to carburation, wheels, suspension, oil coolers and other components. Certain cars that raced prior to 1963 but were only homologated at a later date will be considered. Cars must be presented looking as they did in period and advertising will only be permitted if the owner can show that the car displayed it in an International race.

Each car must have a valid, current FIA Historic Technical Passport (HTP) or National equivalent, a copy of which must be submitted with the entry form. All cars will be checked at scrutineering for compliance with their HTPs. Cars not eligible for an HTP may be invited at the Organiser's discretion. Cars with an HTP 'in progress' may be accepted at the Motor Racing Legend's discretion.

For the 2022 season, all cars are advised to have a valid, signed 'MRL Engine Capacity Certificate' certifying the bore and stroke of the engine. This will be a mandatory requirement from 2023.

All E-type Jaguars must comply with the requirements of the 'Technical Up-date for Jaguar E-types' issued on May 13<sup>th</sup> 2019 – see Appendix A.

- Scrutineers: Chief Eligibility Scrutineer – John Hopwood. Assistant Eligibility Scrutineer – Don Hands.
- Tyres: Cars must run on Dunlop 'L Section' tyres. Where Dunlop does not make a tyre of a suitable size, cars cannot run a larger size than was homologated in period.
- Ride Height: The ride height must comply with Appendix K. Silencers if fitted are not included when ride height is measured.
- Sponsors' Decals: Race numbers will be available at each meeting. It is a condition of entry that sponsors' decals, where provided, must be applied in the approved location.
- In-Car Cameras: If fitted, no such camera may project outside the bodywork or be mounted on the outside of a roll cage. All such cameras must be installed prior to scrutineering where they will be checked for location and security.
- Re-fuelling: Re-fuelling is not allowed under any circumstance during qualifying or race with the exception of the MRL 50s Sports Car Race at Algarve Historic Festival.
- Two-Driver Entries: Where two or more drivers have set a qualifying time in a specific car both drivers must then drive that car in the race, unless previously agreed with Motor Racing Legends. Failure to do so will incur a Drive-Through penalty.
- Silencing: Maximum permitted noise levels are not defined in these Regulations. The Pre '63 GT Series has no restrictions and cars are not required to be silenced unless otherwise defined in the Supplementary Regulations for any specific event.

### **Awards**

Awards for first three places overall will be awarded on the Podium immediately following the race wherever possible. For each race there will also be awards for the first three places in each class (dependent on entries received).

### **Classes**

Class results will be derived from the overall finishing positions. Subject to entries, cars will be divided into classes as follows:

- A Cars having an engine capacity not exceeding 1300cc
- B Cars having an engine capacity not exceeding 2000cc
- C Cars having an engine capacity not exceeding 3000cc
- D Cars having an engine capacity exceeding 3000cc
- INV Cars by specific invitation only that do not conform with the Series Regulations by dint of year of manufacture or specification. Such invitation is at the sole discretion of the organisers.

A class for cars having an engine capacity of under 1000cc will be added if at least three such cars are entered. In addition, there will be Index of Performance awards and an award for Drum-braked cars.

The overall winner of the Silverstone Classic race (excluding Invitation Class cars) will be awarded the Royal Automobile Club Tourist Trophy for Historic Cars, a perpetual trophy awarded by the Royal Automobile Club.

The Organisers reserve the right to revise, delete or amalgamate any of the above classes, or introduce additional classes, according to the entries received.

## Entry Fee

The entry fee (per car) for each race is as noted on the Pre '63 GT Official Entry Form for the current season and must be paid in full at the time of submission. Preference will be given to those entering all races and single race entries may not be confirmed until four weeks prior to the event. Entries open on publication of these Regulations. Entry fees must be paid at least 21 days prior to an event. Entries will not be accepted until payment has been received in full. Once an entry has been accepted, a full or partial refund will only be given at Motor Racing Legends' discretion, and provided notice is received in writing at least 21 days prior to the event. If a refund is issued a £50 administration fee will be deducted. No refunds will be given in the event that Covid restrictions cause the cancellation of a meeting. Entries will close once all places on each respective grid are filled.

## Applications for Entry

All entrants, driver and co-drivers must be fully paid-up members of the Motor Racing Legends Club prior to submitting an entry form. A single event membership is available but anyone participating in more than one event must be a full member. All those wishing to participate in Pre '63 GT should apply in writing, or by using the online application process, on the official entry form for the current season and submitted with the total entry fee to: -

**Motor Racing Legends Ltd, Woodbine Farm, Thorndon, Eye, Suffolk, IP23 7JJ, UK**

Motor Racing Legends will formally acknowledge receipt of entries. Acknowledgement of receipt of entry will not imply acceptance for any race. Acceptance will be notified at the earliest opportunity.

It is a condition of entry that all entrants accept that their name, that of the nominated driver(s), along with details of the entered car will be shared with both the event organisers for the necessary management of the racing and for inclusion in event entry lists and results information made publicly available. For full details of Motor Racing Legends' Privacy Policy please visit our website at [www.motorracinglegends.com](http://www.motorracinglegends.com)

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## Appendix A

### Pre '63 GT – Technical update for Jaguar E-types – May 13th 2019

To align our specification with Appendix K and the period homologated specification of the Jaguar E-type, the following permitted specifications are hereby clarified and will be applied **with immediate effect**. This also means that competitors racing in other series with an Appendix K specification Period E Homologation 34 Jaguar E-type will be compliant with our Series Regulations.

- **Bodywork:** All cars are expected to comply with their original silhouette – including the fitment of bumpers.
- **Seats:** All cars must have two seats fitted.
- **Tyres:** 15" x 6.50 tyres are permitted. Minimal wheel arch flaring will be permitted to accommodate this tyre size. However, competitors are reminded that bodywork should otherwise be to original dimensions. We hold great store in the originality of the bodywork and will monitor this closely.
- **Brakes:** Only brakes as detailed on homologation 34 are permitted.
- **Dampers:** Bodies must be steel. Single adjustable or non-adjustable damping rate shock absorbers are permitted. For clarity, Koni double adjustable dampers with a blanked off top adjuster are not compliant. They must be oil filled and external reserves are not permitted. They should be fitted with bushes as per original fitment style, (not spherical bearings).
- **Anti-roll bar:** Anti-roll bars must be formed from one piece of solid round steel bar, rate free and may not be adjustable.
- **Ignition:** Electronic ignition is not permitted, there is no evidence that any form of electronic ignition, with or without contact breakers, was used in period.