



# HSCC GRIFFITHS HAIG TROPHY REGULATIONS 2022

Last updated:  
13.07.22

Motorsport UK Series: RS2022/056

Race Status: Interclub

## Championship description:

The HSCC Griffiths Haig Trophy is open to genuine production sports and GT cars with drum brakes built and registered between 1947 and 31st December 1961 and which have, as a model, international competition history in period.

Similar models built after this period may also be accepted subject to individual application. Cars that were manufactured and registered in the 1960's but are to the exact specification of the 1950's derivative, will be allowed to register as a fully compliant competitor.

Some modification to engines and suspension are permitted. Cars must remain road legal.

### **GRIFFITHS HAIG TROPHY: CLASS STRUCTURE**

**Class A** "Leston" Sports cars up to 1100cc

**Class B** "Whitehead" Sports & GT cars 1101cc - 1600cc

**Class C** "Archie" Sports & GT cars 1601cc – 2000cc

**Class D** "Hamilton" Sports & GT cars 2001cc – 3000cc

**Class E** "Hawthorne" Sports & GT cars 3001cc – 3400cc

**Class F** "Salvadori" Sports & GT cars 3401cc plus

**Class I** – Invitation

### **1. SPORTING REGULATIONS: GENERAL**

#### **1.1.2 Title and Jurisdiction:**

The HSCC GT & Sports Racing Championship is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Motor Sports Association [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship regulations.

The issue of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Championship.

#### **1.2 Officials:**

##### **1.2.1 Co-Ordinator & Race Director:**

Andy Dee-Crowne, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester NN12 8TN.  
Tel. 01327 858400

##### **1.2.2 Eligibility Scrutineers:**

Matthew Lambkin Smith, Nigel Edwards  
C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester NN12 8TN.  
Tel. 01327 858400

##### **1.2.3 Championship Stewards:**

Andy Dee-Crowne, Roger Bevan HSCC Frank Lyons  
C/O HSCC, Silverstone Circuit, Nr. Towcester NN12 8TN



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## 1.3 COMPETITOR ELIGIBILITY

### 1.3.1 Entrants must:

- (a) be fully paid-up members of the HSCC and
- (b) in possession of a valid 2022 Motorsport UK Entrant's Licence.

### 1.3.2 Drivers and Entrant/Drivers must:

- (a) be fully paid-up members of the HSCC and,
- (b) be registered for the Championship and
- (c) be in possession of a valid 2022 Motorsport UK Competition (Racing) Interclub minimum.
- (d) \*or be in possession of the highest grade of national Race license or valid FIA International License, together with their ASN's written consent ((H)25.2.1 and FIA ISC Article 2.3.7.b applies)

1.3.3 This is an invitation series for amateur owner drivers. Drivers considered as professionals, or to be driving at a professional level, by the organisers will not be invited to participate in the series.

1.3.4 Co-Drivers considered as professionals, or to be driving at a professional level, by the organisers will not be invited to participate.

1.3.5 FIA papers not required

## 1.4 REGISTRATION:

1.4.1 All drivers must register as competitors for the Series by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is £210 to include membership of the HSCC.

1.4.3 Registrations will be accepted from 1st January 2022.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

## 1.5 SERIES EVENTS:

The HSCC Griffiths Haig will be contested over 4 race meetings

Date	Circuit	Status	Org. Club
14th-15th May	Silverstone	Interclub	HSCC
29th-31st July	Oulton Park	Interclub	HSCC
24th-25th September	Castle Combe	Interclub	HSCC
7th-9th October	Dijon Motors Cup	International	HVM

## 1.6 AWARDS:

1.7.1 All awards are to be provided by the race organisers.

1.7.2 **Per event:** An award to the overall winner and Awards to first and second in each class. Class Awards present on the basis of their being a minimum of three starters in the class.

1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. one hour after the official results have been published.



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## 2. SERIES: EVENT & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'.

These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

### 2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing D25.1.12 applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 2.3 QUALIFICATION/PRACTICE:

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Series criteria and the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).

### 2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Motorsport UK Regulation Q12.15)

### 2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a rolling or standing start.

The minimum Countdown procedures for a rolling start /audible warning sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
- II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III. The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- IV. If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the start line will be turned on.
- V. Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. There is no overtaking or changing direction of any cars allowed prior to crossing the Start Line.



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- 2.5.3 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later.
- 2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation Q 12.11.2. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.
- 2.6 **SESSION RED FLAG:**
- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all marshals' signalling points around the circuit.
- 2.6.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials
- 2.6.3 Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.
- 2.7 **PITS, PADDOCK & PITLANE SAFETY:**
- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 **Refueling:** May only be carried out in accordance with the Motorsport UK Q12.25.1 – Q12.25.4 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit / Meeting.
- 2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)
- 2.8 **RACE FINISHES:**
- Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.
- After taking the Chequered Flag drivers are required to:
- I. progressively and safely slow down,
  - II. remain behind any competitors ahead of them,
  - III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - IV. comply with any directions given by Marshals or Officials
  - V. keep helmets on and harnesses done up while on the circuits or in the pitlane.



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## 2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3).

## 2.10 TIMING MODULES:

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per Motorsport UK Q12.8.1

## 2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may, at its discretion, run Qualification Races.

## 2.12 OPERATION OF SAFETY CAR:

The safety car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

## 2.13 ONBOARD CAMERAS:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

## 2.14 DATA LOGGING:

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

## 3. SPECIFIC SERIES REGULATIONS

None

## 4. SPECIFIC SERIES PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook.

### 4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: (C3.3.).

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of Motorsport UK regulations: C3.5.1 (a) & b.

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

### 4.2 Additional specific Series penalties as set out in the Supplementary Regulations:

4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26

4.2.2 The Clerk of the Course or the Stewards of the Meeting, where a unfair advantage has been obtained (whether inadvertently or not), may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)



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## 5. TECHNICAL REGULATIONS

The following technical regulations are set out in accordance with the MSUK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can carry out the modifications, you should work on the principle that you cannot. The Technical Regulations are not exhaustive, and entrants should not assume that changes in specification are allowed if they are not mentioned specifically.

If you are in any doubt check with the Registrar or Eligibility Scrutineer- DO NOT MAKE ASSUMPTIONS.

### 5.1 SAFETY REQUIREMENTS

The following Articles of the Motorsport UK Yearbook Appendix K (Safety) Regulations and Q (Circuit Racing) will apply:

- 5.1.1 Roll-Over Protection Systems (ROPS) complying with Regulations set out in MSUK Section K are strongly recommended for all vehicles. Further advice on ROPS can be obtained from the Eligibility Scrutineer or HSCC Chief Scrutineer.
- 5.1.2 It is strongly recommended that seats, seat belts and harnesses complying with MSUK regulations Q13.10.2 and K2 be fitted. If fitted, harnesses must be worn correctly.
- 5.1.3 Fire extinguishers are mandatory per MSUK Regulation Q13.10.7 and must comply at least with MSUK Regulation K32 (hand operated). Fire extinguishers complying with MSUK Regulation K3.1 (plumbed-in) are strongly recommended.
- 5.1.4 A rearward facing red warning light is mandatory and must comply with MSUK Regulations Q13.10.8 and K5.1 .
- 5.1.5 Tank Fillers, Vents and Caps must comply with MSUK Regulation K6.
- 5.1.6 Glass sunroofs are not permitted, and all sunroofs must comply with MSUK Regulation Q13.10.6.
- 5.1.7 An External Circuit Breaker is mandatory and must comply with MSUK Regulation K8.
- 5.1.8 Racing overalls are mandatory and must comply with MSUK Regulation K9.
- 5.1.9 Crash helmets are mandatory and must comply with MSUK Regulation K10.
- 5.1.10 All other race clothing must comply with MSUK Regulations K9.1.9, K9.1.10, K11 and Q.12.1,1(c).

### 5.2 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.2.1 No modifications from original production specifications or silhouette are permitted, except as affected by a ROPS
- 5.2.2 **Interior:** Cars will be expected to retain their original type trim in so far as it relates to fixed portions (e.g., headlining, door trim, dashboard trim etc.). In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to agreement from the Eligibility Registrar.
- 5.2.3 **Exterior:** Factory option hard tops are allowed. Open cars fitted with a front roll-bar hoop must compete with hardtop fitted or with their hood erected. Bumper bars and brackets, if removed, are subject to acceptance by the Eligibility Registrar.

Garish non-period colour schemes are not acceptable and original colour schemes are encouraged.

No advertising or sign-writing is permitted on bodywork unless it can be proven to have been carried in period.

- 5.2.4 **Ground Clearance:** All sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm such that a block of 8cm x 8cm x 10cm may be passed along any route underneath the car. Ground clearance may be measured at any time during an event; on a surface specified by the HSCC Eligibility Scrutineer. Exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.



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## 5.3 ENGINE:

**5.3.1 General:** The engine, cylinder head and block must be the original manufacturer's make, material, type, bore, stroke, and date from the same period as the vehicle.

### 5.3.2 Permitted Modifications from original manufacturer's or period modifier's period specifications:

Cylinder heads may be polished, ported and re-profiled.

Camshafts are free but camshaft drive method must be as original manufacturer.

Valves are free but rocker gear must be as original manufacture.

Crankshafts are free.

Flywheels are free.

Re-boring is permitted to a maximum oversize of 0.060 in. of the manufacturer bore size without affecting the capacity class of the vehicle.

**5.3.3 Location:** The engine must be located in the original manufacturer location.

### 5.3.4 Oil/Water Cooling:

An oil cooler is permitted but with no external ducting.

Electric fans are permitted but must not protrude beyond the radiator opening.

Radiators must be mounted in the original manufacturer's position and be of the original material.

### 5.3.5 Induction Systems:

All induction systems must be the original manufacturer standard fitment except as allowed in 5.7.7. No forced induction is permitted.

Carburettors must be as original manufacture, of the same size, and number as original specification, and located directly on to the original inlet manifold which may be polished and ported. Stromberg carburettors can be changed for SUs of the same size. Jet, needle sizes and springs are free.

Weber DCO3 carburettors may be replaced by Weber DCOE carburettors of the same size.

Cars may be fitted with the manufacturer's original fuel injection system.

**5.3.6 Exhaust Systems:** The exhaust manifold and system is free but must be road legal and comply with Motorsport UK regulations (J5.17 and J5.18) and may also be subject to individual circuit requirements if specified in Supplementary Regulations.

## 5.4 IGNITION SYSTEMS:

No electronic or electronically assisted systems are permitted.

## 5.5 FUEL DELIVERY SYSTEMS:

Fuel pumps are free. Use of metal braided flexible hose and metal fuel lines is recommended.

**5.5.1** All fuel tanks must be fitted in the original manufacturer location. Manufacturer's original fuel tanks may be replaced with aluminium foam-filled or safety tanks complying with FIA safety spec/art/FT3 and FT5 (see K5) be fitted in accordance with MSUK regulations.

**5.5.2** Fuel must be in accordance with MSUK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b).

## 5.6 SUSPENSION:

**5.6.1** The front and rear suspension must be as original manufacturer.



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- 5.6.2 Standard manufacturer mounting points must be used for fitting suspension arms and shock absorbers.
- 5.6.3 Shock absorber and spring rates may be changed.
- 5.6.4 Anti-roll bars sizes are free but may not be adjustable. They may be fitted to the front and rear suspension if not fitted in original manufacture.
- 5.6.5 Anti-tramp bars, or a Panhard rod, or a Watts linkage must remain as standard
- 5.6.6 Original bush material may be changed
- 5.6.7 Spherical bearings are not permitted on any suspension components unless used in original manufacture except as follows: -
  - Anti-roll bars may be fitted with spherical bearings provided they do not affect the geometry.
- 5.6.8 Camber and castor alterations are not permitted unless available in period on this model
- 5.6.9 Wheelbase to be to manufacturer dimension.
  
- 5.7 **TRANSMISSIONS:**
  - No modifications from original manufacturer specifications are permitted except brass/bronze components used in gearbox internal components may be changed for steel to identical dimensions. Straight cut gears are not permitted unless fitted as original manufacturer equipment.
- 5.7.1 Clutch pressure plate and driven plate are free.
- 5.7.2 The clutch control system method can be either cable, rod or hydraulic. Hydraulic clutch master cylinder is free.
- 5.7.3 Concentric slave cylinders are not permitted.
- 5.7.4 It is permitted to change a carbon thrust release bearing to a roller bearing on the manufacturer carrier.
- 5.7.5 The rear axle must be original manufacturer. The final drive ratio is free. Limited slip differentials may only be used if supplied as standard manufacturer equipment
  
- 5.8 **ELECTRICS:**
- 5.8.1 **Rear Warning Light:** A rearward facing red warning light complying with MSUK regulation Q13.10.8 and K5 is mandatory
- 5.8.2 **Batteries:** The type, make and capacity (ampere-hours) of the battery are free except that lithium batteries are not permitted. Battery mounting must be in accordance with MSUK Regulation J5.14.
- 5.8.3 **Generators:** The type and make are free. A dynamo may be changed for an alternator disguised as a dynamo. The generator must generate an electric output and be on load when the engine is running.
  
- 5.9 **BRAKES:**
- 5.9.1 Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits. Hydraulic lines may be replaced with metal braided type piping.
- 5.9.2 Drum materials are free but size and width must be as manufacturer's original specification.
- 5.9.3 It is permitted to fit brake cooling ducts, but these must not protrude outside the bodywork, must blend with the surrounding bodywork and no ducting hoses must be visible externally.
- 5.9.4 All forms of adjustable brake bias devices operable by the driver whilst seated are prohibited.





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## 5.10 WHEELS/STEERING:

- 5.10.1 Wheel diameter is free up to a maximum of 18".
- 5.10.2 Rim width must be as manufacturer's original specification for that model. It is for the competitor to provide evidence of this width if challenged by the Eligibility Scrutineer. Rim widths may be decreased in order to accommodate available tyres. 5.15.5 Alloy wheels of the period are permitted subject to individual acceptance by the Eligibility Registrar.
- 5.10.3 The steering rack/box and column must be standard manufacturer specification. The steering lock may be removed and must be rendered inoperative, except road driven vehicles.
- 5.10.4 Steering wheel is free and may be removable.

## 5.11 TYRES:

Dunlop racing "L" section or a Blockley equivalent if no suitable Dunlop tyre is available .

## 5.12 WEIGHTS:

There are no predetermined minimum weights. However, cars apparently lightened excessively to run under likely period weight, in the opinion of the Eligibility Scrutineers, may be asked to carry ballast to redress that lightening, safely mounted in accordance with MSUK Regulation j5.15.2.

## 5.13 SILENCING:

- 5.13.1 All vehicles must comply with MSUK Regulations J5.17 and 18 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

## 5.14 NUMBERS AND CHAMPIONSHIP DECALS:

- 5.14.1 Numbers must be displayed as per MSUK Yearbook Regulation J4 and Appendix 1 Drawing 4. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.

## 6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC.

- 6.1 **Race Organising Clubs and Contacts:** Historic Sports Car Club, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

Tel. 01327 858400 Fax.01327 858500 Email : office@hsc.org.uk

