



HISTORIC SPORTS CAR CLUB LTD

Silverstone Circuit. Silverstone. Nr Towcester. Northamptonshire. NN12 8TN

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HSCC Griffiths Haig Trophy © Regulations 2025

The HSCC Griffiths Haig Trophy is open to genuine production sports and GT cars with drum and disc 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. 50s drum brake sports and GT cars.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Griffiths Haig Trophy is a series organised and administered by The Historic Sports Car Club [HSCC] in accordance with the National Competition Rules (NCR) (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

Motorsport UK Series: **RS2025/057**

Race Status: Interclub

1.2 Officials:

1.2.1 Coordinator: Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Eligibility Scrutineers: Sue Bateman C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

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 2025 Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) fully paid-up members of the HSCC and,
- (b) be registered for the Series and
- (c) be in possession of a valid 2025 Motorsport UK Competition (Racing) **Club minimum**.and
*Or be in possession of the highest grade of national Race license or valid FIA International License, together with their ASN's written consent NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies) All necessary documentation, including FIA Identity documents, must be presented for checking at all rounds when signing-on.

Published Regulations



*If participation in the Championship requires absence from education, a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Series via the online membership registration process as www.hsc.org.uk prior to the final closing date for the first event being entered.

1.4.2 The membership year runs from the 1st January to 31st December. Registrations will be accepted from the 1st January in the membership year.

1.4.3 Registration numbers will be the permanent Competition numbers for the Series for that year.

1.5 Series Events:

The HSCC Griffiths Haig Trophy will be contested over 3 race meetings

Date	Circuit	Status	Org. Club
26-27 April	Snetterton	Interclub	HSCC
31 May – 1 st June	Silverstone GP Circuit	Interclub	HSCC
21-22 June	Donington	Interclub	HSCC

1.6 Awards:

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

1.6.2 **Per race:** Awards will be given to the 1st, 2nd and 3rd overall. An award will be given to first in each class, except the Invitation Class, subject to four starters in the class.

1.6.3 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class Awards will be available either from the paddock office or at a Series co-ordinated presentation one hour after the official results have been published. Any awards not collected on the day will be forfeit.

2. SERIES EVENT MEETINGS & RACE PROCEDURES Entries:

2.1 Entries:

2.1.1 Competitors are responsible for registering 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. NCR 3.11.1.1 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 will 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 and the decision of the Clerk of the Course shall be final.
- 2.3.2 Any driver who has not raced on the course in its current layout within the preceding twelve months must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify. General Regulations NCR 12.6.3.2.
- 2.3.3 If there is more than one race at a race meeting, the grid position for race 2 will be set by the finishing order of Race1 irrespective of any driver change.

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race

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 start.
The minimum Countdown procedures for a rolling start /audible warning sequence shall be:-
- I 1 minute to start of Green Flag Lap – Start Engines/Clear Grid
 - II 30 Seconds – Visible and audible warning for start of Green Flag 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. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.
- 2.5.3 Any car removed from the grid after the one minute signal 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 driver unable to start the Green Flag Lap or start is required to indicate their situation as per NCR 12.6.6.11. In addition, any driver unable to maintain grid position 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

Should the need arise to stop any race or practice, Red Light Panels/Flags 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.

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

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. All cars in the pit lane during a red flag period must take any restart from the pit exit.



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 **Refuelling:** May only be carried out in accordance with NCR 12.11.2 Refuelling 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). You are classed as being in the pit lane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pit Lane Speed Limit until the front wheels have crossed the pit exit line. Pit lane speed limiters are permitted. Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pit Lane Speed Limit:**
Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, a car must 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 circuit or in the pitlane.

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.NCR 3.6.1.4

2.10 Timing Modules:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per NCR 12.6.2

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

- 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 NCR 12.8.2*

- 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

- 3.1 By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions which may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines



4. SPECIFIC SERIES PENALTIES:

In accordance with NCR Chapter 2

Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.1.20-22.

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.2.1a&b

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation NCR 2.8.2.1c



5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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).1 Class Structure of HSCC Historic Road Sports Championship

- 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 G “Collins” sports & GT cars with Disc Brakes either all wheels or front/rear built Prior to 1958 up to 3800cc
- Class I – Invitation

5(3) SAFETY REQUIREMENTS

The following Articles of the National Competition Rule will apply: - NCR Chapter 7 & NCR Chapter 12

Roll-Over Protection Systems (ROPS) complying with Regulations set out in NCR7.3 are strongly recommended for all vehicles. Further advice on ROPS can be obtained from the Eligibility Scrutineer or HSCC Chief Scrutineer.

It is strongly recommended that seats, seat belts and harnesses complying with MSUK regulations NCR 7.5 be fitted. If fitted, harnesses must be worn correctly.

Fire extinguishers are mandatory per NCR 7.6 and must comply at least with NCR 7.6.3 (hand operated).
Fire extinguishers complying with MSUK Regulation K3.1 (plumbed-in) are strongly recommended.

A rearward facing red warning light is mandatory and must comply with-NCR 16.1.4.24.1

Tank Fillers, Vents and Caps must comply with N C R 7 . 4 . 2

Glass sunroofs are not permitted. An External Circuit Breaker is mandatory and must comply with NCR 7.5.5

Racing overalls are mandatory and must comply with NCR 9.3.

Crash helmets are mandatory and must comply with-NCR9.5, 9.7,9.8,9.9,

All other race clothing must comply with MSUK Regulations NCR9.10 -9.12



5(4) **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

5(5) **CHASSIS**

5(6) **BODYWORK**

5.6.1 General

No modifications from original production specifications or silhouette are permitted, except as affected by a ROPS

5.6.2 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.

5.6.3 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.

5.6.4 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.

5.(7) **ENGINE**

5.7.1 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.

5.7.2 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.



5.7.3 Location

The engine must be located in the original manufacturer location.

5.7.4 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.

5.7.5 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(8) EXHAUST SYSTEMS

5.8.1 The exhaust manifold and system is free but must be road legal and comply with NCR 7.8.2 and may also be subject to individual circuit requirements if specified in Supplementary Regulations.

5(9) IGNITION SYSTEMS

No electronic or electronically assisted systems are permitted.

5(10) FUEL DELIVERY SYSTEMS

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

5.10.2 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 NCR 7.4.4 be fitted in accordance with MSUK regulations.

5.10.3 Fuel must be in accordance with NCR 8.1.1.7

5(11) SUSPENSION

5.11.1. The front and rear suspension must be as original manufacturer,.

5.11.2 Standard manufacturer mounting points must be used for fitting suspension arms and shock absorbers.

5.11.3 Shock absorber and spring rates may be changed.

5.11.5 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.

5.11.6 Anti-tramp bars, or a Panhard rod, or a Watts linkage must remain as standard

5.11.7 Original bush material may be changed

5.11.8 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.

5.11.9 Camber and castor alterations are not permitted unless available in period on this model
Wheelbase to be to manufacturer dimension.



5(12) TRANSMISSIONS

- 5.12.1 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.
- 5.12.2 Clutch pressure plate and driven plate are free.
- 5.12.3 The clutch control system method can be either cable, rod or hydraulic. Hydraulic clutch master cylinder is free.
- 5.12.4 Concentric slave cylinders are not permitted.
- 5.12.5 It is permitted to change a carbon thrust release bearing to a roller bearing on the manufacturer carrier.
- 5.12.6 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(13) ELECTRICS

- 5.13.1 Rear Warning Light: A rearward facing red warning light complying with N C R 7 . 5 . 6 is mandatory
- 5.13.2 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-NCR 7. Appendix 5.1 Batteries
- 5.13.3 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(14) BRAKES

- 5.14.1 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. Disc brakes are permitted for car in both Class B & G
- 5.14.2 Drum materials are free but size and width must be as manufacturer's original specification.
- 5.14.3. 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.
- 5.14.4 All forms of adjustable brake bias devices operable by the driver whilst seated are prohibited.

5(15) WHEELS/STEERING

- 5.15.1 Wheel diameter is free up to a maximum of 18".
- 5.15.2 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.
- 5.15.6 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.
- 5.15.7 Steering wheel is free and may be removable.

5(16) TYRES

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



5(17) 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 NCR7.2.19.2

5(18) SILENCING

5.18.1 All vehicles must comply with NCR 7.8.2 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(19) NUMBERS AND CHAMPIONSHIP DECALS

5.19.1 Numbers must be displayed as per NCR 7.13 Diagram 1 Competitions Numbers 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 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

(T) 01327 858400 email : office@hsc.org.uk



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.