

# THE “GRIFFITHS - HAIG” HISTORIC SPORTS CAR SERIES

“FOR INVITED PRE 1961 DRUM BRAKE SPORTS & GT CARS”



HSCC  
&  
Historic Racing Repertoire





**The Historic Sports Car Club , Castle Combe 1966.**

**The era of the 1950's sports racing cars to many people is the greatest period in post war motor racing. Evocative looking cars of various sizes and capacity's running in circuit & road races through the UK, Europe and the America's. Their country's manufacturers pitting their cars and factory drivers against amateurs, often with one off non production cars in major endurance events. Most of these cars running in those races were all wheel drum braked, long before disc brakes became the accepted standard . The effect of disc brakes gave way to a more confident and faster style of racing and a big step towards the present day where brake fade is a distant memory.**

**Drum brakes are from an earlier dynasty before the war, it depended on a driver to manage the brakes during a race but still have the skills to perform combat. Saving the brakes was an issue, however it was an additional element that made drivers respectful of each other's problems & although competition was tough it was usually well mannered. Above all it was still an exciting spectacle.**

**Move forward to the 1960's, an ever increasing amount of enthusiastic owners of post war 1950's sports cars need to find a home to continue to race them. Cars were disappearing abroad or being modified for later grids. It was this enthusiasm that formed the very beginnings of historic sports car racing and the birth of the HSCC. Two people that so much was owed to at that time and had the foresight was Guy Griffiths & Betty Haig both instrumental in getting the first race at Castle Combe in 1966.**

**It's our aim to regenerate that philosophy and style of racing for owner drivers with the right cars.**





‘ Le Mans 1952’

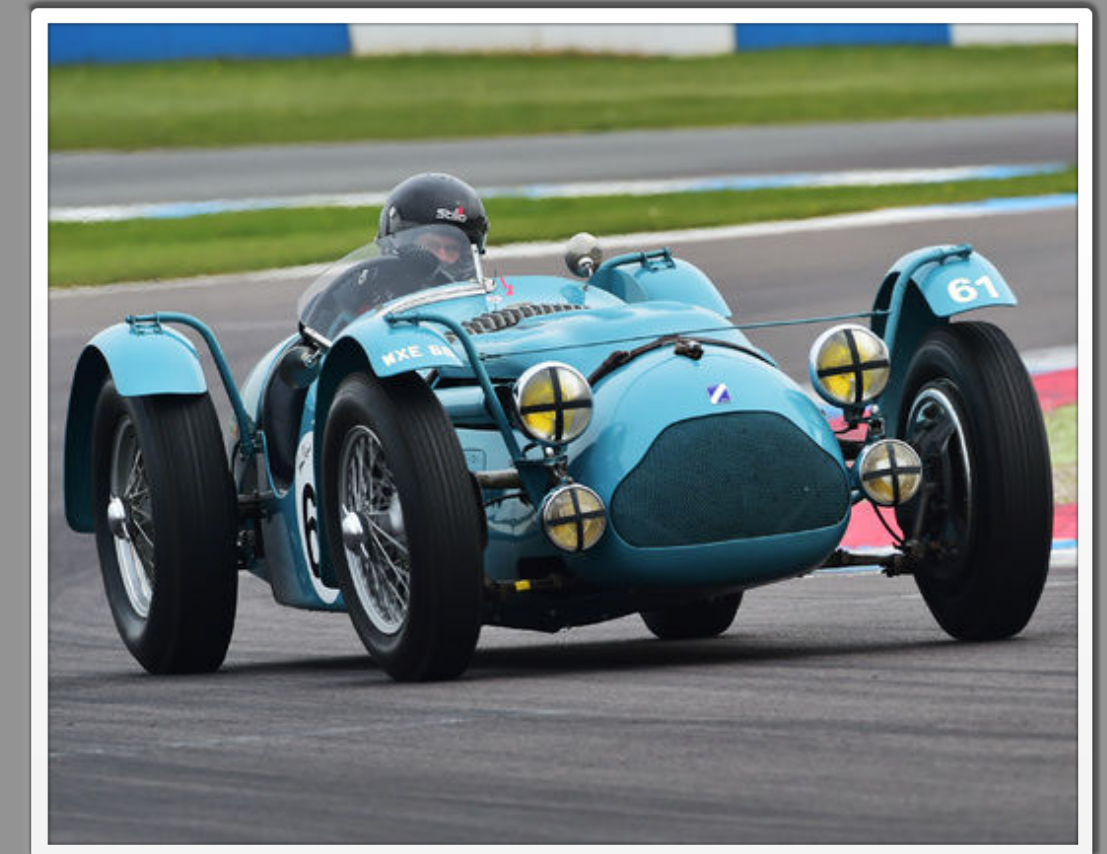
A Classic Louis Klemantaski picture of Jack Fairman in the works Chrysler Hemi engined “Allard J2x”  
A drum brake sports car.





A wide variety of cars are available for drum brake grids





The Drum brake era was the last where Barchetta's, cycle wing and GT cars ran against each other in the worlds most famous endurance events. Evocative, colorful and roadworthy competition cars from the most exciting period in sports car history.





**‘ Monaco 2016 ‘ Drum brake 50’s sports cars provide a great spectacle and excellent racing.**



The series is for owner driven pre 1961 drum braked sports, sports racing & GT cars in correct visual, material & mechanical specification.

The philosophy of this invited series, is a high standard of racing with great cars for amateur owner drivers.

Drivers considered as professionals or driving at a professional level by the organizers will not be able to participate in this race series .

A strong level of camaraderie between competitors and a healthy but safe competitive spirit is essential.

All cars need to meet normal safety requirements and follow Appendix K

The Griffiths - Haig race series does not require FIA HTP's.

Dunlop Racing L section or Blockley Tyres only.

**The  
HSCC  
Heritage  
Drum brake race series  
class structure  
Up to 1961**

**“Leston” Sports racing cars up to 1100cc**

**“Whitehead” Sports racing and GT cars 1101cc to 1600cc**

**“ Archie ” Sports racing cars 1601cc to 2000 cc**

**“Hamilton” Sports racing and GT Cars 2000 cc to 3000 cc**

**“Hawthorn” Sports racing and invited GT cars up to 3400 cc**

**“Salvadori” Sports racing and invited GT cars of unlimited capacity**





# **Race Calendar for 2022**

**May 14-15th Silverstone International**

**July 29-31st Oulton Park Gold Cup**

**September 25th Castle Combe Autumn Classic**

**October 7-9th Dijon Motors Cup**

**\* General Race format will be a 25 minute qualifying and two 20 minute races**

**\*Subject to change**



Interested eligible sports car owner drivers contact :  
Series concept and coordinators in conjunction with the HSCC

## Historic Racing Repertoire

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