



## 2023 Gold Arts Magnificent Sevens Series Regulations



The CSCC Gold Arts Magnificent Sevens race series is for cars based on the Lotus Seven Series 3 design, including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar-type cars.

- Typically, two x 30-minute (non pit-stop) races and a 20-minute qualifying session on the same day.
- Entries may be for either single drivers, two drivers sharing a single car or a two-car team.
- Register the car for the 2023 season for £99 (each driver joins the club as a member for £39 for 12 months). If you wish to register a second car for any eligible series, it is £50. Enter individual rounds when they open, around 8 to 10 weeks before the event.
- Separate Overall winners for Groups 1 and 2, with grid penalty, in order to reduce the likelihood of the same cars/drivers dominating at the next round.

### Class Structure:

#### Group 1

Class A Cars with a power output upto 135 bhp, on tyres as used in Toyo Tires Sevens/Graduates/Locost/Caterham Academy/270R Championship regulations.

Class B Cars with a power output of 136 to 152 bhp, on tyres as used in Toyo Tires Sevens/Graduates/Ma7da/Caterham 310R Championship regulations.

Class C Cars with a power output upto 152 bhp.

#### Group 2

Class D Cars with a power output of 153 to 185 bhp

Class E Caterham R300/420R Championship specification cars, on tyres as used in Toyo Tires Sevens regulations.

Class F Cars with a power output of 186 to 230 bhp

Class G Cars with a power output of 231 to 260 bhp

Class H Cars with a power output of 261 to 300 bhp

Class I Cars with a power output above 301 bhp

Class J Cars fitted with bike-engines up to 1300cc, with power output up to 185 bhp

Class K Cars fitted with bike-engines above 1300cc, with power output above 186 bhp

Engines using either forced-induction or multi-induction systems (throttle bodies) will be placed into an appropriate class, to suit power output/performance.



### Chassis and Silhouette

The silhouette must remain as original Lotus Seven Series 3 design from all angles (and with CSCC approval). Aerodynamic devices such as wings, splitters, nose cones with integral splitters or diffusers are not permitted, except for a pair of small winglets/whiskers (similar to the CSR type), which may be fitted on either side of the nose cone. It is highly recommended that an FIA full roll cage be fitted. Windscreens or aeroscreens must be used. Lights where fitted must operate. Working stop-lights and FIA rain-light must be fitted. All competitors must run 6-point harnesses that conforms to Motorsport UK regulations (no 4 point- harnesses) and it is highly recommended that competitors wear wrist/arm restraints. Onboard cameras are highly recommended. All cars must have a method of determining that they are travelling at 60 kph.

All cars must display the correct stickers, these will need to be collected by the driver/team from the CSCC at the circuit and applied to the car before the race. Failure to display these decals when issued may result in the car failing at scrutineering or the loss of an award. A Sticker Guide is available on the series webpage: <https://www.classicsportscarclub.co.uk/magnificent-sevens>

### Pit-stops, Grid Formation and Starts

The grid for the first race is set by times in qualifying. The grid for the second race is based on the finishing position of race 1. Starts will be a mixture of standing and rolling, as set out within each meeting's supplementary regulations. Pit Stop and Starts

Most Gold Arts Magnificent Sevens races do not involve a pit-stop, but they are required when two drivers share a qualifying session, or at longer, pit-stop races. See here for driver change and pit stop regulations: <https://www.classicsportscarclub.co.uk/regulations>

### Tyres

Those in classes A, B and E will run specific tyres as mentioned in the class structure.

All classes except A, B and E may run on any MSUK list 1A/B/C tyre, up to end of 2023 season.

For 2024 tyres for this series will be reviewed, competitors are advised that Avon RT-7, ZZR Extremes and Kumho V700 are unlikely to be valid/available after this date.

All competitors will restrict themselves to a maximum of one set per CSCC race meeting, unless the tyre or rim are in an unsafe condition, or weather conditions dramatically change.

### Entries

Entries may be either one car with one or two drivers or a two-car team. Each driver must be a member of the Classic Sports Car Club and each car must be registered for the series.

Classic Sports Car Club, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY

Telephone: 01225 810655

e-mail: [info@classicsportscarclub.co.uk](mailto:info@classicsportscarclub.co.uk)

Web: [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)



Recognised  
Club



[CSCC Magnificent Sevens](https://www.classicsportscarclub.co.uk/magnificent-sevens)



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## Overseas rounds

In order to race with the CSCC at an overseas round, drivers are required to race with us twice beforehand this season. Overseas rounds are not subject to winners' penalties. Overseas rounds require a pair of forward facing, bright, white, lights and cars could be subject to additional safety requirements.

## 2 driver entries

Whilst most entries are typically one driver, you may enter as a 2 driver or 2 car team. Both cars/drivers must complete a minimum of 3 laps in qualifying, with only one car on circuit at any time. Drivers may compete in one race each.

## Winners penalty

Overall Group 1 and 2 winners will incur a \*10-place grid penalty onto their next race start position (at this, or a future round), unless event supplementary regulations state otherwise. Each consecutive win adds a further 5-place grid penalty until such time as they start a race but don't win their group overall, when their penalty record gets wiped clean. If they should qualify in such a position where the full places can't be served, they will start from the back of the grid. \*e.g 1st to 11<sup>th</sup>. A winners penalty list will be updated after each race meeting and published on the CSCC regulations web page.

## Awards

Awards are given at each race: - Overall Winner of Groups 1 and 2, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters and 3<sup>rd</sup> in Class with 7 starters. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, using the form on the CSCC website.

## CSCC Series Infringements:

	During Qualifying	During Race
Excess speed in pit lane	Loss of Fastest Lap	60 Seconds
Unsecured harness belts before coming to a stop	Loss of Fastest Lap	60 Seconds
Not switching off the engine for driver change (where relevant)	Loss of Fastest Lap	60 Seconds
Unsafe release or impeding a car during pit stop	Loss of Fastest Lap	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window		30 Seconds + short stop duration
Not stopping for the mandatory pit stop		Disqualification from the race
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	Loss of Fastest Lap	30 Seconds
Excess speed under Code 60	Loss of Fastest Lap	20 Seconds + excess kph <sup>2</sup> as seconds
Code 60 speeding example: During the race the competitor speeds at an average of 65kph. 5kph over the limit, 5 x 5 (5 squared) = 25 seconds + 20 seconds = 45 second penalty.		

A driver disqualification or exclusion in the case of a 2 driver/2 car team, will result in the loss of that drivers laps only, with no award for the team. The purpose of these Series penalties is to help enforce safety and sporting fairness. Each penalty issued by the MSUK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. The MSUK Clerks may issue any combination of time penalty, 1 or 2 lap penalty, stop-go or drive-through, in addition to C2.1.1.

## Other Infringements:

As per C2.1.6 and Q12.26. the Clerks may issue drive through and stop-go penalties, in addition to those within C2.1.1

## Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2023 yearbook (Blue Book).

## Technical Rights of the CSCC

The CSCC have the right to overrule any of the above rules, including moving a car between classes and/or treat any applicant individually as seen fit, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car entered in a meeting that does not comply with the series technical regulations or is not prepared to an acceptable standard. The Club reserves the right to amend these regulations at any time in the year.

Motorsport UK Certificate No:RS2023/023

V1 13/12/2022

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