

# 2026 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, MK, GBS, Tiger, Dax, Stuart Taylor, Raw, Locost or similar-type cars. The series is welcoming to all Sevens, whether standard, highly modified, or championship specification machines.

- 2026 continues with the 20 minute, double-header sprint race format, with two groups separated by tyres and classes based on power.
- Those wanting more track time may also take part in half-priced, discounted Open Series races (no slicks/wets in the Open).
- Entries may be for either single drivers, two drivers sharing a single car or a two-car team.
- Register the car for the 2026 season for £150.00 (each driver joins the club as a member for £49.00 for 12 months). Your £150.00 Gold Arts Magnificent Sevens registration fee includes registration to the Open Series, which your Seven is eligible for in 2026. If you wish to register a second car for any eligible series, it is £75.00. Enter individual rounds when they open, around 8 to 10 weeks before the event.
- Overall winners grid penalty.

## Class Structure:

**Group 1 - MSUK list 1A/1B/1C treaded tyres, including Toyo R888R, with the exception of the following tyres: Avon ZZS RT-7, ZZR Extremes and Kumho V70A Supersoft (K12) and Soft (K22) compounds (no soft compound, or racing tyres).**

Class TA	Cars with a power output upto 135 bhp (including Academy, Roadsport and Seven 270R championship specification cars)
Class TB	Cars with a power output of 136 to 152 bhp (including 310R championship specification cars)
Class TC	Cars with a power output of 153 to 185 bhp (including R300/420R championship specification cars)
Class TD	Cars with a power output above 186bhp
Class TMK	Motorbike-engined cars with a power output up to 210 bhp (including MK Cup 200 cars).

**Group 2 - Tyres are free, including slicks, racing wets and the softer compound treaded tyres not permitted in Group 1.**

Class SA	Cars with a power output up to 185 bhp (including Caterham R300/420R/Seven UK Championship specification cars)
Class SB	Cars with a power output of 186 to 260 bhp
Class SC	Cars with a power output above 261 bhp

Other motorbike-engines, forced-induction engines or multi-induction systems (throttle bodies) will be placed into an appropriate class, to suit power output/performance and tyres.

## 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 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>

## Code 60 and Starts

All cars must have a method of determining that they are travelling at 60kph.

Starts will be a mixture of standing and rolling, as set out within each meeting's Supplementary Regulations.

## 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. Two driver/two car teams: Both drivers/cars must complete a minimum of three laps in qualifying, with only one car on circuit at any time. Each driver may take part in a race each. The driver competing in the 2nd race will start the 2nd race from the finishing position of the 1st race.

## Overseas rounds

Priority will be given to members who have supported the club by entering UK rounds in 2026 and/or previous seasons. Cars could be subject to additional safety requirements.

## Awards

Awards are given for 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.

## Overall winners penalty and grid formation

The grid for the first race is formed by qualifying times. The grid for the second race is based on the finishing order of the first. The outright winner of race one (car and/or driver) will start the second race at that meeting, ten places further back on the grid\*. No penalties are carried over to the next meeting: therefore, the winner of the final race of the day will not serve a penalty. The CSCC reserves the right to amend or remove the winner's penalty throughout the season. 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 11th.

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## CSCC Series Infringements

Each CSCC 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 more lap penalty, stop-go or drive-through, in addition to Ch. 2 App. 2 Art.1.

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.

During qualifying, any of the below series infringements will result in a minimum of a loss of fastest lap.

### \*Minimum datum penalties

Excess speed in pit lane	60 Seconds
Unsecured harness belts before coming to a stop	60 Seconds
Not switching off the engine for driver change (where relevant)	60 Seconds
Unsafe release or impeding a car during pit stop	30 Seconds
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph <sup>2</sup> as seconds.

### Other Infringements:

As per Ch. 2 App. 12 Art. 1.4 and Ch. 12 App. 10 Art. 2 the Clerks may issue drive through and stop-go penalties, in addition to those within Ch. 2 App. 2 Art. 1

### Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2026 NCR.

### 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.

V2 18/12/2025

Motorsport UK Certificate No: TBC



Recognised  
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