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## **LOTUS SEVEN CLUB**

### **Lotus Seven Club Speed**

#### **Championship Regulations 2019**

#### **1 Sporting Regulations – General**

##### **1.1 Title & Jurisdiction**

The Lotus Seven Club Speed Championship 2019 is organised and administered by the Lotus Seven Club in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit no. – CHS063/2019

Status – Non Race National B

Motorsport UK Championship Grade – D

##### **1.2 Officials**

- 1.2.1 Coordinator: Terence McCarthy ,C/O 19 Springbank, Darfield, Barnsley, S73 9LF
- 1.2.2 Eligibility Scrutineer: Mr G J Walton, Wayside Farm, Stanways Lane, Biddulph Moor, Stoke-on-Trent, ST8 7LD. Tel 01782 522708
- 1.2.3 Championship Stewards: Barry Hunt, Paul Ranson, Tim Wilson

##### **1.3 Competitor Eligibility**

- 1.3.1 Entrants must be fully paid-up valid membership card holding members of the Lotus Seven Club and in possession of a current Motorsport UK Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Lotus Seven Club, be Registered for the Championship and be in possession of a current Competition Non-Race National B Licence, as a minimum.
- 1.3.3 A novice for the purpose of the Novice Trophy is a person holding an Motorsport UK Non-Race National B Competition Licence for the first time in 2019 and taking part in their first competitive season of Motor Speed events. Excepting that they may have held an Motorsport UK Non-Race National B Competition Licence and competed **ONLY** in the Lotus Seven Club's own Club sprints at Curborough during the previous year (to encourage new competitors).
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on
- 1.3.5 Any competitor score after the competitors 60<sup>th</sup> Birthday will be included in the Veterans Champion Scoring.

##### **1.4 Registration**

- 1.4.1 All details of the Championship can be obtained at <https://www.lotus7.club/competitors-area>

- 1.4.2 There is a fee of £30 for entering the Northampton Motorsport Lotus Seven Club Speed Championship 2019. The entry fee for novice competitors registered with the Dare to Be Different Campaign is discounted to £15
- 1.4.3 The closing date for acceptance into the Championship shall be the same as the closing date for the final Championship round.
- 1.4.4 Competitors must register for the Championship at least seven days before the first event at which they intend to compete and accrue points.

##### **1.5 Championship Rounds 2019**

<b>Event</b>	<b>Date</b>	<b>Motor club</b>
Goodwood	20/04/2019	Bognor Regis MC
Curborough	12/05/2019	Lotus 7 Club
Gurston Down	25/05/2019 26/05/2019	BARC
Coventry MotorFest	02/06/2019	BARC Midlands
Epynt	23/06/2019	Brecon MC
Aintree Sprint	29/06/2019	Liverpool MC
Barbon	06/07/2019	Liverpool MC
Loton Park	21/07/2019	H&DLCC
Castle Combe	27/07/2019	Bristol MC
Harewood Hillclimb	04/08/2019	BARC
Curborough 8	25/08/2019	Lotus 7 Club
Blyton Eastern	07/09/2019	Nottingham MC
Blyton Outer	08/09/2019	Nottingham MC
Wiscombe	14/09/2019	MG Car Club
Anglesey National	05/10/2019	Longton & District
Anglesey Internat	06/10/2019	<a href="#">Longton &amp; District</a>

In the event of a Championship round being cancelled the Championship Organiser reserves the right to nominate a substitute event, providing that a minimum of 6 weeks is available to notify all Championship entrants. A notification sent to the Championship Entrants registered email will be deemed to have been received.

Each qualifying round will be run under its own Supplementary Regulations to which Championship contenders will be bound as well as these Championship Regulations and the general regulations of the Motorsport UK.

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## **1.6 Scoring**

1.6.1 All class runs offered at each round will count for Championship scoring. However if a meeting is abandoned before the completion of two class runs for all Championship classes it will only count as a qualifying round of the Championship providing that all competitors have completed one class run. In this instance only the first class run would count for Championship scoring purposes.

1.6.2 Each round will be scored as follows:

The championship competitor finishing first in each class will be awarded 100 points. All other championship competitors in each class will be awarded points based on the first place time as a percentage of their time – to two decimal places, rounded down.

An example is shown below.

1 <sup>st</sup>	63.18 secs	100.00 points
2 <sup>nd</sup>	64.20 secs	98.41 points
3 <sup>rd</sup>	64.58 secs	97.83 points
4 <sup>th</sup>	66.78 secs	94.60 points

## **1.6.3 Championship and Trophy scoring**

To be eligible to receive an end of season award, competitors are required to compete at least one of the two Curborough sprints.

The Class Champions will be decided from the best 7 results out of the 15 rounds by simply totalling the points awarded. The Champion for each class will be the one with the most points in that class who has entered and competed in at least 7 rounds.

In the event of a tie for a Class Champion the results from the best scores for 8 rounds will be counted. In the event of a tie Highest cumulative Curborough Scores when calculated against class records will be used and at this stage if this fails to resolve the tie the result will be declared a tie.

The Overall Champion will be the driver with the most points who has entered and competed in at least 7 rounds. In the event of a tie the best scores for 8 rounds will be counted. If this still results in a tie, the Highest 5 scores from nominated events when calculated against class records will be used. If this still results in a tie the Overall Championship will be shared

Nominated events are :-

Goodwood, Curborough, Gurston Down, Aintree, Loton Park, Castle Combe, Harewood, Curborough 8, Blyton Park Outer, Anglesey National, Anglesey International

The Novice Trophy, Ladies Trophy will be decided from the best 5 results out of the 15 rounds by simply totalling the points awarded. The trophy

winners will be the ones with the most points who have entered and competed in at least 5 rounds.

In the event of a tie for the Novice Trophy, Ladies Trophy, the best scores for 6 rounds will be counted and at this stage if this fails to produce a clear winner, the result will be declared a tie.

The Edward Lewis Cup will be decided from the best 5 results out of the qualifying rounds by ranking the percentage positive improvement achieved, calculated from the competitors' best timed run at each event against their previous personal best at the same venue and the same class (from and including 2016 onwards).

At each event, the driver with the highest percentage score will be given 10 points, the driver with the second highest score will be given 9 points all the way down to 1 point for 10<sup>th</sup> place positive score.

The cup winner will be the one with the highest score out of all competitors. Class champions will be calculated similarly and an award made. In the event of a tie the best scores for 6 rounds will be counted and at this stage if this fails to produce a clear winner, the result will be declared a tie.

The Veterans Trophy will be open to any competitor who have passed their 60th Birthday. Only rounds after their 60th Birthday will be counted.

The Trophy will be awarded to the competitor with the most points who has entered and competed in at least 5 rounds. For venues we have competed at previously scores will be calculated against Class Records For new venues scores will be calculated against the fastest class time on the day. In the event of a tie the best scores for 6 rounds will be counted If this still results in a tie the Overall Championship will be shared

## **1.6.4. Running Order**

with the exception of the two Curborough rounds, the running order, subject to force majeure shall be as follows :-

Dual drives shall run with the secondary driver at the start of the Championship classes in reverse order with the fastest driver first.

All other competitors shall be scheduled to run in ascending class & ascending competitor number order.

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#### **1.7 Awards**

There shall be one Class Champion per class and in addition there will be an Overall Champion, a Ladies Trophy winner, Novice Trophy winner and the Edward Lewis Cup winner. Each Class Champion, the Ladies Trophy, Novice Trophy, Veterans Trophy winners and the Overall Champion shall receive an award. In addition there will be awards for second and third places in each class dependent upon the number of entries in the class. Five competitors in a class will trigger a second place award, with eight competitors triggering a third place award.

Event awards will be given at each of the Lotus Seven Club organized events for first, second and third in class in each class dependent upon the number of entries in the class.

Class Champion, Ladies Trophy, Novice Trophy, Overall Champion Awards and the Edward Lewis Cup will be presented at an Awards Presentation Event at the end of the season.

#### **2 Sporting Regulations – Judicial Procedures**

##### **2.1 Rounds**

In accordance with Judicial (C) of the 2019 Motorsport UK Regulations and the Supplementary Regulations for each event.

##### **2.2 Championship**

In accordance with Judicial (C) of the 2019 Motorsport UK Regulations and these regulations.

#### **3 Technical Regulations**

##### **3.1 Eligible Vehicles**

All cars must be of the type known as Lotus Seven or Caterham Seven and will be placed in one of the following categories and classes:

##### **3.2 Categories and Classes**

**Classes 1 to 4 are within the Road-Going Specialist Production Car Category. Classes 5,6 & 7 are within the Modified Specialist Production Car Category.**

Where there is a reference to a maximum power limit in the regulations below, a 5% tolerance is to be allowed to provide for variability in rolling road calibration. In the event of the requirement to verify a competitor's power limit compliance the nominated testing company shall be Northampton Motorsport. Contenders have the opportunity to have power runs on the Northampton Motorsport rolling road. Where a "BHP at the wheels" value is provided by a contender, the figure will be converted to a "BHP at the flywheel" equivalent by using the calculation BHP at the wheels +15% +10 BHP

The Eligibility Scrutineer will have the final say on the eligibility of each car for a particular class. The Eligibility Scrutineer has the right to move any car to the class in which he believes it best fits the technical specification and spirit of the regulations below.

#### **Class 1**

This is a class for standard cars and the reference maximum power limit is 125bhp.

Lotus or Caterham Sevens powered by:

1. Single cam engines up to 1600cc. Power for these engines is limited to 125bhp.
2. Rover K series 1400cc engines. For cars with the supersport engine - 5 speed gearbox only.
3. Rover K series 1600cc engines to standard non-supersport specification only and standard 5 speed gearbox only.
4. Ford Sigma engines – 125bhp only – with 5 speed gearbox. Ford Sigma engines are not permitted to be modified and must run with the Caterham supplied ECU and map.
5. Ford Sigma engines fitted with the fixed cam 125bhp Caterham Tracksport upgrade and running with a 5 speed gearbox.
6. For Ford OHV 'Kent' Crossflow 1600cc engines ONLY there is a maximum re-bore allowance of 60 thousandths of an inch.
7. The 3 cylinder turbocharged 660cc engine as fitted to the Caterham 160 and 165 models.

For Rover K series engines any form of remapping of the MEMS ECU is not permitted. The fitting of vernier pulleys and timing of the cams is allowed.

Tyres to be listed in the current Motorsport UK General Regulations Permitted Tyres (L) Lists 1A – radial tyres only. Maximum tyre width 205mm. Maximum wheel diameter of 14"

Cars powered by non-car derived engines or equipped with sequential gearboxes are not allowed in this class.

#### **Class 2**

This class is targeted towards standard cars with a reference maximum power limit of 150bhp (unless stated otherwise below).

Lotus or Caterham Sevens powered by:

1. Single cam engines of 1601cc and greater. Power for these engines is limited to 160bhp.
2. Lotus Twin Cam engines and Cosworth BD series engines. Power for these engines is limited to 160bhp.
3. Rover K series 1400cc supersport engines – with 6 speed gearbox.
4. Rover K series 1600cc engines - provided induction is via the standard production plenum.
5. Rover K series 1800cc 'VVC' engines – with 5 speed gearbox only.
6. Rover K series 1800cc engines provided induction is via a standard production plenum.
7. Ford Sigma engines with a power output of up to 150bhp.

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8. Ford 1.8 litre Zetec engines equipped with carburettors and the engine producing up to 150bhp.

The following modifications are permitted to Rover K series 1600cc engines: camshafts, vernier camshaft pulleys, larger throttle body, the use of forged pistons or K16 cylinder head porting retaining the standard valves.

The following modifications are **PROHIBITED** to Rover K series 1600cc engines: The use of VVC or VHPD cylinder heads, reprogrammable ECUs e.g. Emerald (other than that specifically allowed below), VVC plenum chambers.

The following modifications are permitted to Rover K series 1800cc engines: camshafts, vernier camshaft pulleys, larger throttle body or the use of forged pistons.

The following modifications are **PROHIBITED** to Rover K series 1800cc engines: Any porting of the K16 cylinder head or the use of VVC (except on VVC cars eligible for this class) VHPD cylinder heads, reprogrammable ECUs e.g. Emerald (other than that specifically allowed below).

Provided that they are of standard, un-porting specification, Rover K series engines may have their MEMS ECU remapped by Z & F Tuning. Remapping is specifically not permitted for cars with ported 1600cc Rover K series engines

Tyres to be listed in the current Motorsport UK General Regulations Permitted Tyres (L) Lists 1A – radial tyres only. Maximum tyre width 205mm.

Cars powered by non-car derived engines or equipped with sequential gearboxes are not allowed in this class.

### **Class 3**

This class is targeted towards standard cars with a reference maximum power limit of 150bhp (unless stated otherwise below).

Lotus or Caterham Sevens powered by:

1. Single cam engines of 1601cc and greater. Power for these engines is limited to 160bhp.
2. Lotus Twin Cam engines and Cosworth BD series engines. Power for these engines is limited to 160bhp.
3. Rover K series 1400cc supersport engines – with 6 speed gearbox.
4. Rover K series 1600cc engines - provided induction is via the standard production plenum.
5. Rover K series 1800cc 'VVC' engines – with 5 speed gearbox only.
6. Rover K series 1800cc engines provided induction is via a standard production plenum.
7. Ford Sigma engines with a power output of up to 150bhp.
8. Ford 1.8 litre Zetec engines equipped with carburettors, and the engine producing up to 150bhp.

The following modifications are permitted to Rover K series 1600cc engines: camshafts, vernier camshaft pulleys, larger throttle body, the use of forged pistons or K16 cylinder head porting retaining the standard valves.

The following modifications are **PROHIBITED** to Rover K series 1600cc engines: The use of VVC or VHPD cylinder heads, reprogrammable ECUs e.g. Emerald (other than that specifically allowed below), VVC plenum chambers.

The following modifications are permitted to Rover K series 1800cc engines: camshafts, vernier camshaft pulleys, larger throttle body or the use of forged pistons.

The following modifications are **PROHIBITED** to Rover K series 1800cc engines: Any porting of the K16 cylinder head or the use of VVC (except on VVC cars eligible for this class) VHPD cylinder heads, reprogrammable ECUs e.g. Emerald (other than that specifically allowed below).

Provided that they are of standard, un-porting specification, Rover K series engines may have their MEMS ECU remapped by Z & F Tuning. Remapping is specifically not permitted for cars with ported 1600cc Rover K series engines

Tyres to be any road legal E-marked radial tyre listed in the current Motorsport UK General Regulations Permitted Tyres (L) Lists 1A and 1B – radial tyres only.

Cars powered by non-car derived engines or equipped with sequential gearboxes are not allowed in this class.

### **Class 4**

Any Lotus or Caterham Seven not meeting the engine requirements of classes 1, 2 or 3 including those with forced induction

All cars must be fitted with an operational reverse gear.

Tyres to be any road legal E-marked radial tyre or listed in the current Motorsport UK General Regulations Permitted Tyres (L) Lists 1A and 1B – radial tyres only.

Driver Aids - All driver aids are permitted in this class.

### **Class 5**

Any Lotus or Caterham Seven which has a power output of up to 210bhp.

Cars powered by non-car derived engines up to 1049cc are allowed in this class – specifically the Honda Fireblade. All other engine types and specifications will be subject to authorisation by the eligibility scrutineer.

Sequential gearboxes are only permitted with non-car derived engines.

All cars must be fitted with an operational reverse gear and must meet the Motorsport UK Specific (S) and Competitors: Safety (K) Regulations for Modified Specialist Production cars.

Tyres to be any road legal E-marked radial tyre or listed in the current Motorsport UK General Regulations Permitted Tyres (L) List 1C .

Driver Aids - All driver aids are permitted in this class.

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##### **Class 6**

Any Lotus or Caterham Seven not meeting the engine requirements of Class 5 including those with forced induction.

All cars must meet the Motorsport UK Specific (S) and Competitors: Safety (K) Regulations for Modified Specialist Production cars

Tyres to be any tyre listed in the current Motorsport UK General Regulations Permitted Tyres (L) List 1C

Driver Aids - All driver aids are permitted in this class.

##### **Class 7**

Any Lotus or Caterham Seven not meeting the requirements of any other class.

#### **3.3 General Technical Requirements**

Cars in classes 1 to 6 **must** run in a fully road legal condition (i.e. with correct lighting and all other technical requirements, and MOT where applicable, with the exception of tyre selection in Class 6. )

Cars in classes 1 to 4 must be taxed & insured for road use.

Cars with a daytime only MOT will not be accepted in classes 1 to 6. Competitors are advised that they may be asked to provide documentary proof at an event.

Cars in classes 1 to 3 must have normally aspirated engines, with the exception of the 160/165 in class 1.

Cars in any class may use engine modifications that improve engine reliability and longevity, e.g. forged pistons, uprated valve springs, gaskets and bearings, providing no performance gain is achieved.

Cars in classes 1 to 6 must have a usable passenger seat and working road legal seat belt installed.

In the interests of environmental protection all cars will be subject to a maximum noise limit of 108dB at 2/3 maximum revs at 0.5m at all rounds unless specified otherwise in the Supplementary Regulations for the specific round.

All competitors will be provided with two championship decals and these must be fitted to all competing cars in an externally visible position.

All cars must comply with the Sprints, Hill Climbs and Drag Racing (S) and Competitors: Safety (K) Regulations of the 2019 Motorsport UK Yearbook.

All cars upto 2000cc must be fitted with a Safety Rollover Structure which meets the Competitors: Safety (K) Regulation 1.6.1.(a) of the 2019 Motorsport UK Yearbook

**The Safety Rollover Structure MUST have any removable members fitted – e.g. the 'petty strut' on the Caterham FIA rollover bar.**

**Competitors are advised that the traditional standard roll-over bar as supplied by Caterham does not meet these requirements. Any car fitted with the standard roll-over bar that arrives at an event will NOT be allowed to compete.**

All cars over 2000cc must be fitted with a Safety Rollover Structure which meets the Competitors: Safety (K) Regulation 1.6.1.(b) or 1.6.1.(C) of the 2019 Motorsport UK Yearbook

Tyre warming is not permitted by any competitor competing within the L7C Speed Championship at any round – even though it may be allowed by the organisers of specific events.

#### **4 Additional Notes for Competitors**

These notes are written chiefly for the benefit of competitors who are new to hill climbing and sprinting. They give a brief introduction to how the championship works.

##### **4.1 Qualifying Rounds**

The Lotus Seven Club is only directly responsible for the organisation of some of the qualifying rounds of the Championship – those with L7C as the organising club against the event details on page 1. Registering for the Championship means that you will be invited by each organising club to submit an entry to each of the qualifying rounds.

##### **4.2 Event Regulations**

For Championship rounds organised by the Lotus Seven Club entry will be by online entry forms and Supplementary Regulations on the Lotus Seven Club website – [www.lotus7.club](http://www.lotus7.club). Supplementary Regulations are also available upon request from the Championship coordinator. For qualifying rounds organised by other clubs the event regulations will be posted in the competitors section of the Lotus Seven Club website

##### **4.3 Event Entries**

The Championship proved very popular in 2019. Most events have a maximum of 120 competitors - Lotus Seven Club events at Curborough have a maximum of only 80 competitors and are also open to competitors who have not registered for this Championship. Hence many events are oversubscribed, and some entries may be refused.

At invited events the Lotus Seven Club Speed Championship may be one of many invited championships so the number of available places may be very restricted and early application is advised. At certain venues (e.g. Castle Combe, Gurston Down and Loton Park) demand is likely to exceed supply and the Championship Coordinator may be asked to filter entries for the organising club.

Registration for this Championship does not guarantee an event entry will be accepted for any qualifying round of the Championship – nor does registration confer any form of priority status.

However there are some simple actions that you can take to maximise the chance of an entry being accepted.

- Apply early. Most events have at least part, if not all, of the entry accepted on a first-come first-served basis so send off the entry as soon as the regulations allow – which is often when they are DRAFT.

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- Fill in the form correctly! This seems obvious but it is surprising how many entries are rejected or delayed by competition secretaries due to incorrect or missing information. For an oversubscribed event incorrect entries are often the first to be rejected.
- Remember to include the cheque!!!

#### **4.4 Double Drives**

Double drives are encouraged and any perceived benefit achieved due to running order shall be accepted as part of the sport.

#### **4.5 Results**

Results for each qualifying round and the overall Championship will be posted as soon as possible after each event on the Competitors' section of the Lotus Seven Club website – [www.lotus7.club](http://www.lotus7.club)

Competitors without access to the Internet and wishing to receive printed copies of the results should supply a SAE to the Coordinator (see 1.2.1) for each event when entering. Printed results will be posted within 7 days of the event.

#### **4.6 Spirit of the Championship**

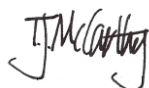
The Lotus Seven Club Speed Championship was designed to enable Lotus Seven and Caterham Seven owners to take part in motorsport in a friendly, safe but competitive environment. The Club strives to build a class structure that will enable drivers to compete on even terms but, with almost 60 years of Lotus 7/Caterham history, it is extremely difficult to accommodate the wide range of engine and chassis specifications and variations. This means that the Club can never create an absolutely level playing field within any class but expects the drivers to respect the spirit of the championship by not exploiting the regulations to gain an unfair advantage. Speed trap figures will be monitored and any competitor that proves to be significantly faster than others within the same class may be asked to move to the one above.

We strongly recommend that newcomers who wish to enter for the first time, or existing competitors who are considering upgrades/modifications not explicitly defined in the regulations, seek guidance from the Competition Secretary to verify their eligibility for the class in which they would like to compete.

Have fun!

Signed: 

Chris Bramall  
Competition Secretary  
Lotus Seven Club



Terence McCarthy  
Championship Co-Ord  
Lotus Seven Club

Date: 4<sup>th</sup> January 2019

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