

The following cars are covered under these regulations:

- Lotus 7 series 1 (Ford 100E/1172cc), Super 7C (Climax 1098/1220cc), America (BMC 948/1098cc)
- Lotus 7 series 2 (BMC 948/1098cc), (Ford 105E/997cc), Super 7 (Ford 109E/1340cc or 116E/1498cc)
- Lotus 7 series 3 & series 4 (Ford 1300/1600 x-flow), Twin Cam SS (Lotus-Ford 1558cc twin-cam)



Engines:	.047" (1.2mm) maximum overbore allowed	
	BMC (948cc)	Bore x stroke.....2.48" x 3.00"
	BMC (1098cc)	Bore x stroke.....2.54" x 3.30"
	Ford 105E (997cc, I-4)	Bore x stroke.....3.19" x 1.91"
	Ford 109E (1340cc, I-4)	Bore x stroke.....3.19" x 2.56"
	Ford 116/122E (1498cc, I-4)	Bore x stroke.....3.19" x 2.86"
	Ford (1598cc, cross-flow I-4)	Bore x stroke.....3.188" x 3.056"
	Block /head material.....cast iron	
	Coventry-Climax FWA/FWE (1097/1220cc)	Bore x stroke.....2.85"/3.00" x 2.625"
	Block/head material.....aluminum	
	Lotus-Ford DOHC (1558cc)	Bore x stroke.....3.25" x 2.864"
	Block material.....cast iron head material.....aluminum	

Transmissions: British Ford or BMC 4-speed, ratios free

Chassis: Individual tube space frame with sheet alloy skin, separate fenders

- Wheelbase.....88"
- Track dimension, front.....48.5", +/- 2"
- Track dimension, rear.....48.5", +/- 2"
- Wheels.....(BMC, Climax, 997cc - 1340cc)...5" x 13 or 4.5" x 15", (1498cc-1598cc)...5.5"x13"
- Brakes.....9" discs F, 7 or 9" drum R

Official weight, measured without fuel & driver, all tolerances included: **Note: Optional weight w/driver, add 175#**
 S1/S2...925# Super 7 (1340) S2/S3...1025# Super 7 (1498) S2/S3...1075# All S4, 1598, Twin cam...1285#

Level 1: Period Correct Specifications and Options (1969 SCCA GCR/PCS)

- Dual SU carburetors
- Single or dual Weber carburetors as appropriate
- Substitution of any alternator for the standard generator, but not removal
- PCS listed gearbox and rear axle ratios
- Rear axle locating devices allowed
- Limited slip differential
- Panhard bar or traction bars
- Cycle fenders allowed on S1/S2 (BMC/Climax), 15" wheels only →
- Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Removal of windshield; must fit suitable racing alternate windscreen
- Removal of turn signals and parking lamps (head and tail lights must remain in place)
- Reversal of headlamps is permitted
- Safety modification: add additional 3/4" o.d. x .048 mild steel tube per mfg. drawing to chassis at front**
- Chassis & frame reinforcements & stiffening is encouraged



Level 2: Additional Specifications and Options (HSR-Generally accepted for Vintage Racing)

- Internal engine parts are free including roller rockers
- Accusump
- MSD type electronic ignition, must be triggered from distributor
- Removal headlights
- Caterham original specification replacement chassis is permitted
- Alternate rear axle to obtain a "floater" design
- Gearbox and rear axle ratios free
- Alternate 4-speed production gearbox
- Rear axles may be modified or replaced with others of any origin (ratios free)
- Dave Bean wishbone front a-arms

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Level 3: Additional Specifications and Options (post 1972 SCCA)

*Caterham style cycle fenders

*Dry sump

Note: Items marked * subject to reclassifying

Specifically prohibited in Level 1 & 2:

Altering suspension pick-up points

Altering engine/gearbox location

Metal or hard tonneau cover

Standard clam shell fenders may not be trimmed or louvered.

