

CHAMPIONSHIP BULLETIN 2025
Regulations Amendments & Clarification

BMW SUPERCUP CHAMPIONSHIP

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The following amendments to the Championship Regulations are of immediate effect pursuant to the organisers obtaining the agreement of Motorsport UK and all registered competitors. All additions are underlined and in red text. Where appropriate, deletions are shown by strikethrough.

Amendment to Article 2.3.3

2.3.3 The grids for all races will be formed in two parts allowing the first part of the grid to be started in advance of the second. The first part of the grid will include all competitors in the BMW 1 Series Class; the second part of the grid will include all competitors in the BMW Compact Class. Where possible, there will be a two-row gap between the two parts of the grid. The signal lights or starting flag will be used to start the first part and the second part started by use of a starting flag alone. The time delay between the two parts will be 10 seconds. NCR Ch.12 App.6 Art.6.15 refers.

The grid positions for race 1 will be based on qualification times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of NCR Ch.12 App.6 Art.3.1 are met. The competitor will then be required to start at the back of the respective part of the grid relating to the class of their vehicle. ~~Of the grid.~~

At a double header meeting, the class results from race 1 will determine the grid positions for race 2. Non-finishers from race 1 will start at the back of the respective part of the grid in race 2, their starting order amongst other non-finishers decided by race 1 grid positions. Non-starters from race 1 will start behind race 1 non-finishers for race 2, their starting order amongst other non-starters decided by race 1 grid positions.

For the third race of a triple header, the class results from race 2 will determine the grid positions for race 3. Non-finishers from race 2 will start at the back of the respective part of the grid in race 3, their starting order amongst other non-finishers decided by race 2 grid positions. Non-starters from race 2 will start behind race 2 non-finishers for race 3, their starting order amongst other non-starters decided by race 2 grid positions.

Should any competitor(s) officially withdraw from the event the vacant grid slot(s) will be taken by the car(s) that are positioned behind it/them on the grid, and all remaining cars will move up accordingly. An official withdrawal being where a competitor has formally lodged their withdrawal with the Secretary of the Meeting or Clerk of the Course.

In cases of a competitor receiving a grid place penalty or disqualification that will affect the grid of the next race, the consequences of such penalty will be applied to the respective part of the grid relating to the class of their vehicle.


Reason(s):

The changes introduced to Regulation 2.3.3 are made in accordance with NCR Ch.3 App.10 Art.4.2 and follow feedback received from all registered competitors, who have each signed their agreement to this adjustment. The revised procedure allows for a distinct and separate start between the BMW 1 Series Class and the BMW Compact Class, with the grid now being formed in two parts and a controlled 10-second delay between starts.

This modification provides greater clarity and space at the start, particularly under mixed-class conditions, and ensures that the first part of the grid (BMW 1 Series Class) can race independently of the second (BMW Compact Class).

This Championship Bulletin is Issued as an Official Document (2025 NCR Ch.3 App.10) in accordance with NCR Ch.3 App.10 Art.4.2.

Signed:


Lyndsay Close (May 30, 2025 11:21 GMT+1)

Issued by:

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Position:

Championship Coordinator

Date:

30 May 2025