

CHAMPIONSHIP BULLETIN 2025
Regulations Amendments & Clarification

MG METRO CUP

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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.

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.

Amendment to Article 3.3

3.3 Grid Positions

Meetings at which the championship has two races, grid positions are determined as follows. The first race grid positions are determined by the competitor's qualification times, fastest taking pole.

The second race grid positions are determined by the competitors finishing position of the first race. The drivers who were classified as non-finishers of race 1 or were disqualified from race 1 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 1. The order of their grid position will be determined by the ascending order of their grid position of the first race.

The organisers reserve the right to merge/combine grids with other formulae. In those cases, starting positions will be determined by qualifying lap times or race finishing positions from within the complete grid. Alternatively, the organisers may elect to form the grid in two parts allowing the first part of the grid to be started in advance of the second. The organisers will clarify in Official Documents for the event(s) which formulae will start ahead of the other. 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 no less than 10 seconds subject to the criteria set out in article NCR Ch.12 App.6 Art.6.15.

Reason(s):

The changes introduced to Regulation 3.3 are made in accordance with NCR Ch.3 App.10 Art.4.2 and follow feedback received from registered competitors, who have each signed their agreement to this adjustment. The revised procedure allows for a distinct and separate start between this Championship and any other formulae with which it shares a grid, 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 can race independently of the second.

Signed: 
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