

SCRUTINEERS' BULLETIN

June 2026 – 247

Email Preferences and Member Communications

We continue to receive occasional enquiries from Scrutineers who are not receiving Motorsport UK communications relevant to their role or discipline.

All members can now manage their communication preferences directly through the Motorsport UK Email Preference Centre, allowing them to choose the updates and information they wish to receive.

<https://motorsportuk.org/contact-us/keep-in-touch/>

If a fellow Scrutineer advises that they are not receiving expected communications, please encourage them to review and update their preferences through the Email Preference Centre.

IDR Update and Resources

A reminder that FIA Impact Data Recorders (IDR) are mandatory for vehicles competing in British Championship, National Championship and Junior Championship events in accordance with [NCR Ch.7 App.12 Art.1.13](#).

Competitors can purchase IDRs directly from the FIA IDR online shop:

<https://secure.impactdetect.com/>



IDRs must be installed and operated in accordance with the manufacturer's instructions. Where a vehicle is required to be fitted with an IDR, Scrutineers should satisfy themselves that the device is present and correctly installed. The FIA IDR Official App, available for both Apple and Android devices, can be used to confirm device status and access incident data where required:

<https://apps.apple.com/gb/app/fia-idr-official/id6741418790>

https://play.google.com/store/apps/details?id=com.aim.fia_idr&hl=en_GB

During 2025, IDRs recorded 58 trigger events across 470 deployed units, supporting the ongoing development of motorsport safety and post-incident analysis.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



Motorsport UK Association Limited,
trading as Motorsport UK
Registered office: (see main address)
Registered number: 1344829 England



Further guidance for Competitors and Officials is available via the FIA IDR ASN Guide:

<https://impactdetect.com/fia-impact-data-recorder-idr/fia-idr-asn-guide/>

An explainer video covering installation and operation, together with information relating to the current Race and Stage Rally consultations, is linked below:

<https://www.youtube.com/watch?v=3zfkvbJSNvg>

https://motorsportuk.org/wp-content/uploads/2026/05/FOR-UPLOAD-Race-Action-Sheet-IDR_Race-Final.pdf

<https://motorsportuk.org/wp-content/uploads/2026/05/FOR-UPLOAD-Rallies-Action-Sheet-IDR-Final.pdf>

Motorsport UK continues to gather feedback on the operation of the IDR programme. Any observations, questions or suggestions from Officials should be submitted to idr@motorsportuk.org.

Thank you to all Scrutineers who have engaged with the programme to date and for your continued support moving forward.

Stage Rally: Equipment Checks at Stage Starts

Further to the guidance published in April regarding equipment checks at stage starts, thank you to those Scrutineers who have continued to provide feedback and observations from events throughout the season.

As previously highlighted, stage start checks remain an important final safety control and provide an opportunity to identify issues that may have arisen after pre-event scrutineering or whilst crews are preparing to compete.

However, recent feedback has highlighted the importance of ensuring that any interventions made at stage starts are based on the mandatory requirements of the NCR. Whilst Scrutineers may encourage the use of recommended safety equipment, care should be taken not to advise competitors that recommended items are mandatory where this is not the case.

Where a concern is identified, Scrutineers should ensure that any instruction given to a competitor is supported by the relevant NCR requirement and applied consistently across all competitors.

A reminder that competitors remain responsible for presenting themselves correctly equipped and ready to compete, whilst stage start checks provide an important final opportunity to identify potential safety concerns before the start of a Special Stage.

The recent competitor communication, "Your Safety Starts With You", reinforces these responsibilities and is linked below for reference.

<https://motorsportuk.org/rally-competitor-ppe-reminder-your-safety-starts-with-you/>



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



Motorsport UK Association Limited,
trading as Motorsport UK
Registered office: (see main address)
Registered number: 1344829 England



Non-UK Vehicles – Temporary Import Requirements

Further to last month's article regarding foreign-registered vehicles competing in events on the public highway, we have received a small number of enquiries regarding temporary vehicle imports into the UK.

As highlighted previously, where the NCR require a vehicle to be road registered (in its country of origin), competitors must make sure that appropriate registration documentation is available for the vehicle.

However, for non-UK registered vehicles, Scrutineers are not expected or required to verify compliance with temporary import requirements, customs declarations, taxation arrangements or any associated time limits that may apply to a vehicle entering the UK from another country.



Responsibility for ensuring compliance with these requirements rests with the competitor or vehicle owner. Similarly, when signing-on, competitors declare that their vehicle complies with the applicable requirements of the NCR and relevant legislation.

Where questions arise regarding temporary import arrangements, competitors should be directed to the relevant government guidance and border authorities for advice.

The GOV.UK guidance relating to the temporary import of vehicles into the United Kingdom can be found here for reference: <https://www.gov.uk/importing-vehicles-into-the-uk/temporary-imports>

Professional Conduct and Discretion

Motorsport UK licenced Officials are often entrusted with information that is sensitive, incomplete or subject to ongoing investigation. This may include technical concerns, observations from previous events, competitor complaints, judicial matters or discussions involving fellow Officials.

A number of recent situations have highlighted the importance of exercising discretion when discussing these matters, whether at an event venue, in the paddock, within earshot of competitors or on social media.

It is entirely appropriate for Officials to use observations from previous events to inform future scrutineering activity. Equally, concerns regarding safety, eligibility or compliance should be raised through the appropriate channels where necessary. However, care should always be taken to avoid speculation, unsubstantiated allegations or discussions that could be interpreted as questioning the integrity of competitors, Officials or Motorsport UK processes.

As a reminder, conversations that may feel private are often overheard by competitors, team members, spectators or other Officials. Once information is repeated, shared online or taken out of context, it can be difficult to correct misunderstandings and the resulting impact on individuals and the sport.

Please continue to raise concerns, share observations and support one another, but ensure that sensitive information is treated appropriately and discussed only with those who have a legitimate need to know.

Professionalism, discretion and respect for others are essential to maintaining confidence in officiating and the scrutineering community.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



Motorsport UK Association Limited,
trading as Motorsport UK
Registered office: (see main address)
Registered number: 1344829 England



MEMBER OF

Buyer Beware – Similar Products, Different Standards

Scrutineers occasionally encounter situations where competitors have purchased a motorsport safety product, only to discover at scrutineering that it does not meet the standard required for the discipline in which they are competing.

A recent example concerns flame-resistant balaclavas. Certain manufacturers offer products which appear almost identical, carry very similar model names and are sold at comparable prices, but only one version may hold the approval or certification required by the NCR.

This can be particularly confusing where both products are genuine items from the same manufacturer and are offered for sale through established motorsport retailers. In these circumstances, it is easy to assume that a product marketed for motorsport use will automatically comply with the requirements for every discipline.

As a reminder, where flame-resistant balaclavas are mandatory, competitors remain responsible for ensuring that the garment complies with the standards specified in [NCR Ch.9 Art.12.3](#). Scrutineers should continue to verify compliance by reference to the approval labels and markings on the garment rather than relying on appearance, branding or product descriptions alone. We would like to thank the scrutineering team who identified this risk at a recent race meeting. Cases such as this demonstrate the value of diligent scrutineering and reinforce the importance of trusting objective evidence when assessing compliance. While competitors may understandably be frustrated where they have made a genuine effort to purchase the correct equipment, Scrutineers should remain confident in their observations and findings when these are supported by the approval markings and the requirements of the NCR.

When responding to competitor enquiries, it may also be worth encouraging them to carefully check the product specifications before purchase, particularly where compliant and non-compliant versions of a product are available at very similar prices.

Example products illustrating this distinction are linked below for reference:

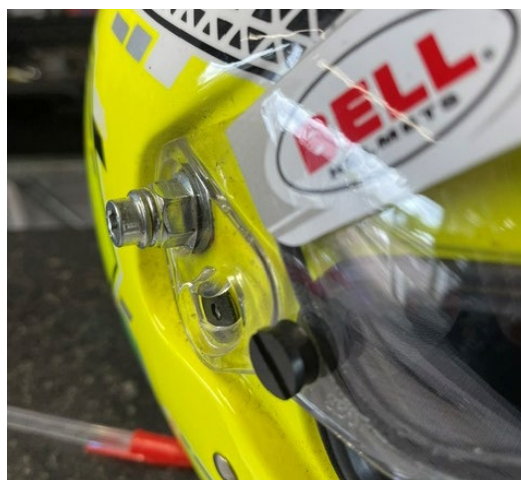
<https://www.demon-tweeks.com/uk/sparco-rw-4-single-layer-balaclava-spa001488bi/>

<https://www.demon-tweeks.com/uk/sparco-rw-4-balaclava-7002232/>

Feedback from the Field: Helmet Visor

This helmet was spotted by Scrutineers at a recent kart event. Closer inspection revealed that the competitor had attempted a homemade effort to affix the visor using a bolt passing through an oversized nut acting as a spacer – for a reason unknown. Even more alarmingly, the end of the bolt protruded inside the helmet!

Fortunately, the issue was identified before the competitor went on track during dummy grid checks, emphasising the importance of scrutineering checks in assembly areas, dummy grids and stage starts.



Thank you to the Scrutineering Team who shared this example.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



Motorsport UK Association Limited,
trading as Motorsport UK
Registered office: (see main address)
Registered number: 1344829 England



Feedback from the Field: Illegible Date Markings?

This onboard fire extinguisher system was presented for scrutineering at a recent event. Whilst the bottle and service label were present, damage to the label meant that the date markings could no longer be clearly identified.



The approval and service markings on fire extinguisher systems must be present and legible. Where the relevant dates cannot be verified, the system cannot be accepted as compliant and the only available outcome is to reject the bottle at scrutineering.

In this case, the competitor readily accepted the Scrutineers' observations and replaced the bottle before competing.

Thank you to the Scrutineering Team who identified the issue and shared this example.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



Motorsport UK Association Limited,
trading as Motorsport UK
Registered office: (see main address)
Registered number: 1344829 England

