

SCRUTINEERS' BULLETIN

July 2026 – 248

Licensed Official Assessments to Return for 2027 Licence Renewal

As part of the 2027 licence renewal process, Motorsport UK will continue its programme of online assessments for Licensed Officials. The assessments are designed to support ongoing learning, encourage consistency across all disciplines, and help officials stay up to date with the latest regulations and best practice.

To help everyone prepare, a range of learning resources and guidance will be available as part of the wider development programme. In August, we'll share everything you need to know ahead of licence renewal, including how the assessments work, key dates, the learning resources available, and the support on offer for anyone who would benefit from additional development before renewing their licence in September.

The Volunteer and Official Development Team, alongside the Volunteer and Officials Committee, is committed to making the renewal process as clear and supportive as possible. By investing in the continued development of our officials, we're helping to maintain high standards, strengthen confidence across the sport, and support the future of officiating in UK motorsport.

NCR Updates: 2026 Edition 4

Edition 4 of the 2026 National Competition Rules was released yesterday incorporating a number of regulatory amendments and clarifications across the NCRs, the details of which can be found via the Approved Changes section of the Motorsport UK website:

<https://motorsportuk.org/the-sport/regulations/approved-changes/>

Regulation amendments taking effect from 1 January 2027 can be found within NCR Chapter 22:

<https://ebooks.motorsportuk.org/najd/p789>



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NCR Updates: 2026 Edition 4: Chapter 9: Competitor Personal Safety Equipment

Edition 4 of the National Competition Rules includes a clarification to the requirements for flame-resistant clothing contained within Chapter 9.

The amendment confirms that FIA homologated garments may be either single-layer or multi-layer constructions, depending on the FIA standard to which they have been approved. The previous reference to "two layers" relates specifically to garments manufactured from materials complying with ISO 6940, where the standard addresses the flame-resistant properties of the fabric rather than the construction of the garment itself.

The regulation has also been updated to remove references to the registration of garments with Motorsport UK. Motorsport UK does not operate a registration scheme for flame-resistant clothing, and where FIA homologation is required, compliance is demonstrated through the relevant FIA approval standard and homologation label.

NCR Updates: 2026 Edition 4: Chapter 6: Tobacco Advertising

Edition 4 of the National Competition Rules introduces a clarified provision within Chapter 6 relating to the display of historic or period-correct tobacco advertising on competition vehicles.

<https://ebooks.motorsportuk.org/najd/p218>

The amendment reinforces that responsibility for ensuring compliance with the Tobacco Advertising and Promotion Act 2002, and any other applicable legislation, remains solely with the Entrant.

For Scrutineers, the key point is that they are not expected to provide legal advice or determine whether the display of such advertising is lawful. Where tobacco advertising is identified on a vehicle at an event, Officials need only to reiterate the responsibility of the entrant to ensure compliance with NCR Chapter 6 Article 8.1.e.

Officials involved in Vehicle Passport and Historic Eligibility inspections should note that, where a vehicle is presented with historic tobacco advertising, the Applicant is responsible for providing supporting evidence demonstrating that the vehicle type, model or period-correct competition specification competed with that livery in period. The role of the Scrutineer is limited to ensuring it is recorded as part of the application process. The inclusion of tobacco advertising within Motorsport UK or FIA vehicle identification documentation does not constitute approval of that advertising and should not be regarded as evidence of compliance with the Tobacco Advertising and Promotion Act 2002.

This bulletin will be published in parallel via the Clerks & Stewards Bulletin (01 July 2026).

HMRC Mileage Rates

HMRC has recently updated the approved mileage allowance rates for certain vehicles.

The expense guidance for Motorsport UK Officials published via the National Competition Rules is periodically reviewed against HMRC guidance but is not automatically linked to HMRC mileage rates. The published Motorsport UK rates will remain unchanged for the remainder of the 2026 season pending review for 2027.



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Further details of the current Motorsport UK expense guidance can be found here:

<https://ebooks.motorsportuk.org/najd/p176>

Officials who submit a Self Assessment tax return may wish to consider whether they are eligible to claim any difference between mileage payments received and the relevant HMRC approved mileage allowance rates. Individuals should seek their own tax advice where appropriate.

Further information can be found on the HMRC website:

<https://www.gov.uk/tax-relief-for-employees/vehicles-you-use-for-work>

Working with Scrutineering Documents via the Resource Centre on Apple and Android

The Scrutineering forms available through the Motorsport UK Resource Centre are provided as editable PDF documents. These can be used on both desktop / laptop computers and mobile devices.

For users of Apple iPhone and iPad devices, editable PDFs can normally be completed using the built-in Files app and Markup tools. Features such as AutoFill can also help populate commonly used information and signatures. Apple provides a range of online support articles covering the use of PDF forms, markup tools and AutoFill.

<https://support.apple.com/en-gb/guide/iphone/iph1d3607e5c/ios>

Android users can also complete editable PDF forms using a range of built-in and third-party applications. In many cases, Files by Google can be used to annotate, complete and save PDF documents.

<https://support.google.com/files/answer/15949407?hl=en>

Competitor PPE – Validity Dates

The Technical Department has recently received a number of enquiries regarding "Not Valid After" dates on items of competitor personal protective equipment (PPE), particularly flame-resistant overalls.

Motorsport UK NCR Chapter 9 Article 4.3 requires overalls to be presented bearing an acceptable standard and in a satisfactory condition but does not mandate that they cannot be used beyond any validity date printed on the garment label.

<https://ebooks.motorsportuk.org/najd/p353>

Where a "Not Valid After" date is included on the garment label, this should not be interpreted as an additional eligibility requirement unless specifically required by Championship Regulations.



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Customisation Certificates for Competitor Clothing

Recent enquiries have highlighted that there remains some uncertainty around the requirements for customised FIA 8856-2018 garments, particularly where transfers or printing have been applied to the garment.

	8856-2000	8856-2018
Embroidery	Through the outer layer of the garment only.	
Badges	Stitching to attach the badge can go through all layers. Thread used to attach the badge must be flame-resistant. Backing of the badge must be flame-resistant.	
Printing / Transfers	Carried out only by the manufacturer of the garment.	Carried out only by the manufacturer of the garment. Must be accompanied by a customisation certificate from the manufacturer.

Where printing or transfers have been applied to an FIA 8856-2018 garment, the work must have been carried out by the garment manufacturer and be supported by a Customisation Certificate issued by that manufacturer. The certificate confirms that the modified garment continues to comply with the FIA standard.



A common question is what to do when a garment has been presented and passed for a number of years, only for it to emerge that no Customisation Certificate is available. In these circumstances, previous acceptance of the garment does not remove the requirement for a certificate where one is required. Equally, it is recognised that awareness and understanding of the requirements have evolved over time. The objective should be to apply the regulations consistently and fairly from the point that the issue is identified.

As with many aspects of scrutineering, a proportionate and pragmatic approach is appropriate. Where a competitor is unaware of the requirement, explain the position and provide them with the opportunity to obtain the necessary documentation from the garment manufacturer. If there is doubt regarding the legitimacy of a modification, or whether a Customisation Certificate should exist, details and photographs should be referred to the Technical Department for further guidance.



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Officials are reminded that FIA guidance on customised safety clothing remains available and provides useful examples of acceptable and unacceptable modifications. Competitors should retain copies of any Customisation Certificates with their racewear and present them when requested.

https://www.fia.com/sites/default/files/guidelines_safety_clothing_web.pdf

Road Rally Hub & NCR Consultation

Officials involved in Road Rallying are encouraged to visit and bookmark the Motorsport UK Road Rally Hub, which brings together the latest guidance, resources, news and discipline-specific information.

Officials are also reminded that there is currently a consultation on proposed changes to the Road Rally regulations open until 6 July 2026. Those involved in the discipline are encouraged to review the proposals and provide feedback before the consultation closes.

Further information can be found at:

<https://motorsportuk.org/road-rally-hub/>

<https://motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/>

Comments on the consultation proposals must be submitted to ralliesconsultation@motorsportuk.org.

Kart Secondary Brake Cable

The image here was found during a recent Kart event and serves as a very good reminder to ensure you check brake systems carefully during safety scrutineering – and in particular make sure you pay attention to the condition of the secondary cable. In the event where the primary connection fails, the secondary brake cable must be in a suitable condition to act correctly in the brake system and allow the competitor to operate the brake.



Clearly with the condition of the cable shown here, there is a good chance that when operated the cable could have failed and left the competitor without any brakes. In this case, the competitor was advised and changed the cable for a new one prior to their next session.

Remember also that the minimum thickness of any cable used in the brake system must be 1.8mm (NCR Ch.18 App.8 Art.7.10).



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