

SCRUTINEERS' BULLETIN

August 2026 – 249

Motionsport UK Knowledge Hub

The Motionsport UK **Knowledge Hub** is now the central location for regulations, guidance, forms and supporting documents, replacing the previous Resource Centre.

Visit the Knowledge Hub here: <https://motorsportuk.org/knowledge-hub>

For Scrutineers, the day-to-day objective remains the same: finding the information you need, when you need it. The Knowledge Hub introduces a number of new features to support that, including the ability to search the content of documents rather than just their titles, ask questions in plain language and view document version history.

One page that's worth bookmarking is **Scrutineering Forms and Reports**, where you'll find the inspection records, rejection notices, sealing reports and other documents regularly used at events, all in one place. Find Scrutineering Forms and Reports here: <https://motorsportuk.org/knowledge-hub/scrutineering-forms-and-reports>

As the Knowledge Hub continues to develop, it will become the primary home for Scrutineering guidance, Technical Bulletins and supporting information, making it the first place to check for the latest documents and advice.

Ultimately, its value will be determined by how well it meets the needs of those using it. If there's guidance you can't find, or content you think would be useful to add or improve, we'd genuinely welcome your feedback. Your comments will help us continue to develop the Knowledge Hub into a resource that better supports officials, competitors and organisers alike. Contact us here: <https://motorsportuk.org/contact-us/>, or email feedback@motorsportuk.org

Motionsport Ireland Vehicle Passport Reciprocal Agreements

Motionsport UK and Motionsport Ireland continue to operate reciprocal Vehicle Passport arrangements under **NCR Chapter 7, Article 2.7** - <https://ebooks.motorsportuk.org/najd/p253>.

Where a vehicle with a Motionsport UK or Motionsport Ireland Vehicle Passport is inspected at an event in the other jurisdiction, observations and inspection records may be entered directly into the passport by the appointed Scrutineer.



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Motionsport UK Association Limited,
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Club Webinar - Race with Respect

The Safeguarding Team and the Club & Volunteer Development Team will be hosting a webinar to provide more detailed information about the **Race with Respect** initiative and what it means for clubs, volunteers, and officials.

The webinar will cover:

- An overview of Race with Respect
- The difference between Race with Respect and Safeguarding
- How Clubs can support the initiative
- How Motorsport UK can support Clubs and Volunteers

Date: Wednesday 30 September

Time: 7:00pm – 8:00pm

This webinar is aimed at club members, volunteers, and officials. Attendance is entirely voluntary, but we would love to see as many of you there as possible.

If you would like to register your interest, please do so [here](#).

If you have any questions, please contact the Safeguarding Team, safeguarding@motorsportuk.org

Conflict of Interest and Post-Incident Vehicle Documentation

When undertaking inspections for Motorsport UK vehicle documents, two important requirements are worth remembering.

Conflict of Interest

Scrutineers must not inspect their own vehicle for the issue, renewal or amendment of any Motorsport UK vehicle document, including Vehicle Passports, CAT 2 SRVIFs, HRVIFs, or any other document requiring a Scrutineer's inspection.

The same principle applies to vehicles owned by close family members, relatives or friends, or in any situation where a conflict of interest, or the perception of one, could reasonably exist. In these circumstances, the inspection should be carried out by another eligible Scrutineer.

Damaged Vehicles Requiring Re-inspection

Where a vehicle has sustained accident damage requiring re-inspection before it can return to competition, the relevant Motorsport UK vehicle document should be confiscated and forwarded to the Motorsport UK Technical Team at the earliest opportunity.

The vehicle must successfully complete the appropriate re-inspection process before the document can be reinstated or replaced.



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2027 Licensed Official Knowledge Checks

As part of the 2027 licence renewal process, we will continue our programme of online knowledge checks for Licensed Officials. The knowledge checks are intended to support ongoing learning, encourage consistency across all disciplines and help officials stay up to date with the latest regulations and best practice.

Ahead of licence renewal opening in September, further information will be shared during August, including how the knowledge checks will work, the learning resources available and the support on offer for anyone who would benefit from additional development before renewing their licence.

The Volunteer and Officials Development Team, supported by the Volunteer and Officials Committee, remains committed to making the renewal process as straightforward and supportive as possible, with the emphasis on helping officials prepare with confidence.

Inspection of In-Car Information Devices – a Reminder

In-car information devices must be installed in accordance with the requirements of **NCR Chapter 7, Appendix 2, Articles 22.17 and 22.18**.

Information devices, including – but not limited to – data loggers, displays, instrumentation, communication systems (where permitted) and trip computers, are increasingly common across all disciplines. During scrutineering, particular attention should be given to the method of installation and the potential risk these devices may present to the vehicle occupants.



When carrying out inspections, Scrutineers should ensure that:

- All devices are securely mounted using a suitably robust mechanical fixing capable of withstanding the loads and vibration encountered during competition
- Mountings do not present sharp edges, protrusions or other hazards within the vicinity of the driver's or passenger's body or helmet
- Where practicable, a secondary means of retention is fitted to minimise the risk of a device becoming detached in the event of a collision
- Suction mounts are **not acceptable as the primary means of attachment**.



Whilst many commercially available mounting systems are marketed for motorsport use, acceptance should be based on compliance with the NCR rather than manufacturer claims. Where the security of a mounting or the risk it presents to occupants is in doubt, competitors should be required to rectify the installation before the vehicle is accepted for competition.

Consistent application of these requirements will help reduce the risk of detached equipment and cockpit injuries, whilst ensuring a uniform approach to scrutineering across all disciplines.



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Frontal Head Restraint (FHR) Devices – Inspection of Additional Padding and Modifications

A reminder that any additional padding or non-standard modifications to FIA-homologated Frontal Head Restraint (FHR) devices should be carefully considered during scrutineering, with reference to the requirements and guidance contained within the FIA Standard Guidelines for Frontal Head Restraint Devices.

The FIA homologation requirements specify that, with the driver seated and the harness correctly tensioned, the shoulder harness should compress the FHR padding to a thickness of approximately **1.5 mm**. The addition of supplementary padding may prevent the device from achieving this requirement and should therefore be considered when assessing compliance.

Whilst the FIA documentation does not prescribe a specific method of securing recommended replacement padding, it places significant emphasis on maintaining the integrity of the friction rubber surface beneath the shoulder straps. This surface is a key functional element of the device and should remain free from damage or obstruction.

Scrutineers should therefore carefully assess any FHR that has been modified with additional padding or non-standard fixings. Where cable ties or similar retention methods pass across the friction surface, consideration should be given to whether they could compromise the function of the friction material or lead to accelerated wear. Such arrangements may affect the continued compliance of the device with its FIA homologation.



As with any homologated safety equipment, FHR devices should be presented in a condition consistent with the manufacturer's specifications and FIA guidance. Where the condition or modification of a device raises concerns regarding its compliance, scrutineers should advise the competitor accordingly and, where appropriate, seek guidance from the Motorsport UK Technical Department before the device is accepted for competition.

FIA guidance for FHRs can be found here:

https://www.fia.com/sites/default/files/fia_standard_guidelines_-_frontal_head_restrain_0.pdf



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NOW RECRUITING

HELP SHAPE THE FUTURE OF UK MOTORSPORT MOTORSPORT UK COMMITTEES – 2027 APPOINTMENTS

MOTORSPORT IS EVOLVING — AND SO ARE WE.

Guided by our Vision 2030 goal to get more people enjoying motorsport, more often, we're inviting passionate, forward-thinking individuals from across our community to play a vital role in shaping what comes next.

Whether you're a competitor, volunteer, official, or industry professional, this is your opportunity to help power the future of motorsport.

WHY GET INVOLVED?

Motorsport UK is building a more accessible, inclusive and sustainable sport for the next generation and our Committees sit at the heart of this mission. As a Committee Member, you won't just advise — you'll help turn strategy into action and ensure our sport continues to grow and evolve.

ABOUT THE ROLE

- Voluntary position (reasonable expenses covered)
- Typically, up to 3 meetings per year (in person, hybrid or online)
- 3-year terms following an initial probation period
- Work alongside fellow experts, volunteers and Motorsport UK teams
- Contribute to decisions that shape the sport at every level

WHERE YOU CAN CONTRIBUTE

We're recruiting across a wide range of areas that reflect the full motorsport ecosystem:

Discipline Committees	Autotest • Cross Country • Esports • Historic • Kart • Race • Rallies • Trials
Cross-Discipline Committees	Judicial • Medical • Safety • Technical • Timekeeping • Volunteers & Officials
Sub-Committees	Autocross & Rallycross • Dragster • Kart Technical • Medical Expert Group • Rescue & Recovery • Sprint & Hill Climbs • Young Officials (under 35s)
Advisory Committees	Equality, Diversity & Inclusion (EDI) • Sustainability

WHO WE'RE LOOKING FOR

We're looking for people who:

- Bring experience, insight or specialist knowledge
- Reflect the diversity of the communities we serve
- Are passionate about making motorsport more accessible and inclusive
- Represent your community and discipline

You don't need to follow a traditional pathway — fresh perspectives are welcome.

APPLY NOW

Send a short covering letter outlining how you can contribute, along with your motorsport CV

✉ committeeinterest@motorsportuk.org 📅 Deadline: Friday 21 August 2026



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