

Scrutineers' Bulletin

January 2026 – 242

Officials Participation Survey

The Volunteer Development Team are currently undertaking a review of all volunteers participating at Motorsport UK events. The outcome of this review will enable us to shape the future of Officiating within the sport in the UK, and the way in which we recruit, retain and recognise members in the future.

We would be grateful if you could respond to the survey linked below. Please note that we will only be using this data to map out participation levels by licence type and discipline; the results of this will then allow us to devise further questions to better understand the make-up of our community and begin to identify specific training needs.

<https://www.cognitofirms.com/MotorsportUK1/OfficialsParticipationSurvey>

Those of you who have already attended a seminar this year would have already received this link with your post-event email, if you already clicked through and completed the survey that way (which is different to the specific seminar feedback form) then there is no need to do this again.

Homologated Rally2 and R5 Stage Rally Cars

The rules requiring Rally2/R5 cars to run in homologated specification came into force from 01 January, having been passed in September 2024 with a year's grace period given.

Please note that this also includes the requirement to run a 32mm restrictor and a homologated pop-off valve in accordance with FIA Technical List No. 43 (which is available to view by [clicking here](#)).

For confirmation, the only modification from Homologated specification permitted for this vehicle type is a right-hand drive conversion. Please familiarise yourself with NCR Ch.13 App.16 Art.4.2.a and Ch.13 App.24 Chart 50.

Note that this is an evolving situation, and there is likely to be further detail introduced into the NCRs in collaboration with the Rallies Committee, so please keep an eye on the Proposed Regulations WhatsApp channel and Regulation Changes for Consultation page on the website. We will also share any relevant guidance via this bulletin.



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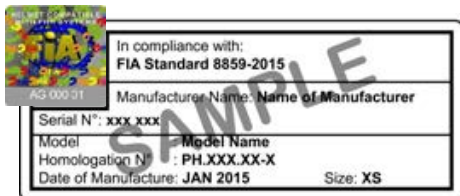


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Dual Standard Helmets

A reminder that helmets could be subject to more than one approval standard. Where a helmet is approved to more than one standard, as long as a minimum of one of those standards is currently valid the helmet is acceptable. Commonly this would be combination of a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8859-2015 and Snell SA2015 standards.



In the example above – although the Snell SA2015 standard is set to expire at the end of 2026, the FIA 8859-2015 standard (shown to the left) remains valid beyond this date. Therefore, such a helmet remains acceptable for 2026 and beyond until such time as the FIA 8859-2015 standard is withdrawn.

It is important to read the FIA label carefully to make sure it is one of the helmet standards as listed in NCR Ch.9 Art.7.1.a, as the earlier FIA helmet standard label, before the hologram system was introduced, is very similar in appearance to the early FIA 8858-2010 Standard label shown below (for non-8859/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Take care not to confuse it also with the FIA 8858-2002 Standard label below, which relates to the FHR tether anchorages and again must be combined with a valid helmet standard.



Vehicle Passport Cover

Please note that the cover of the Vehicle Passport has been updated (below left). Vehicle Passports issued with the previous cover (below right) are unaffected and remain valid, provided that the Vehicle Passport is in date and the vehicle details are correct.



(new design)



(old design)



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Fuel Sample Testing

During this year's seminars the topic of fuel sampling is one that has generated a fair bit of interest and welcome discussion. One of the points that has been reiterated, is the need for individual analysis samples to be a minimum of 1 litre each – remembering that if less than 3 litres in total is available, the competitor forfeits their right to retain a sample.

One of the queries arising from this on more than one occasion at the various sessions is, how can a litre be accurately measured in the sample can without resorting to weighing, or more intricate methods? Whilst there isn't a simple answer, we have produced the following as guidance to ensure the minimum quantity is obtained.

The sample can pictured here has been marked up on the outside to indicate the point that 1 litre of fluid reaches. The 1 litre line sits just below the engraved manufacturers writing on the rear of the can.

We would suggest it would be good practice to ensure that the can is filled to at least the level of the writing, so that it can be certain that the required 1 litre is present.



Another query raised at the seminars was what are the rough costs of fuel testing, so that appropriate funds can be requested if – for example – the test is due to a protest from another competitor?

We are able to provide the following estimated costs depending on the type of test required. The most common component that is looked at in fuel tests is the Research Octane Number (RON), and note also that the cost of testing the RON is dependent on the whether it is above or below 100, so if the test is on fuel such as FIA spec. at 102 max, then the higher costs will need to be used. Remember that the Club or protestor will only pay the costs if the test shows the fuel to be legal, so if the fuel is meant to be below 100 RON, then only the lower price needs to be put forward. The competitor pays all costs if the test shows the fuel to be illegal and so will need to pay the higher costs if the result is over 100 RON in this example.

Motor Octane Number (MON):	£284
Research Octane Number (RON):	£275 (<100RON) / £518 (>100RON)
Oxygen %:	£391
Sample retention and disposal (Per Litre):	£17

We have only given estimated costs here for the components quoted in the NCR Ch.8 App.1 Art.1.9 Specifications Table, it is important that the type of test required is clearly established as a "full" test to all of the components declared in the British Standard will cost easily a few thousand pounds!

Fuel sampling cans are available for Scrutineers to buy at a cost of £4.70 each, online through the [Motorsport UK webshop](#) or by contacting our sales team at sales@motorsportuk.org.

Note that these current prices are subject to review and alteration, any changes in the prices will be advised through future editions of this bulletin.



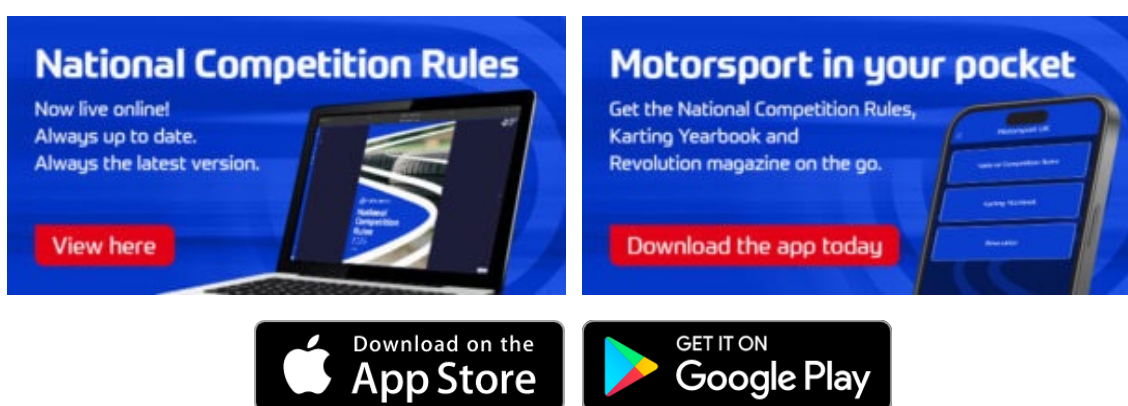
Anti-Doping and Alcohol Policy

Please be advised that the Anti-Doping and Alcohol policy has now be uploaded to the Motorsport UK Resource Centre. A link can also be found [here](#).

2026 National Competition Rules

An updated version of the 2026 NCR is due to be released the first week of February incorporating any new changes approved by the Board. As always, a separate document detailing those changes will be uploaded to the website [here](#) and don't forget to check out Chapter 22 for any future changes.

The Motorsport UK App hosts the National Competition Rules (NCR), Karting Yearbook and copies of Revolution, Motorsport UK's monthly membership magazine. As a reminder, the instructions on how to download the App or view the NCR via your browser are found below. and the full pdf version is available to download from the [Resource Centre](#) should you wish to do so.



Follow the links above to view the NCR via the interactive browser and / or to download the new Motorsport UK App for Apple or Google/Android devices.

To watch the video below to understand how to use the App: [follow this link](#)

PDF versions of the NCR and individual chapters remain available via the [Resource Centre](#)

Karting Yearbook 2026 v1.1

Please note that the 2026 Karting Yearbook has been updated and republished as Version 1.1. The changes made are within the IAME X30 Junior and Senior classes. In both cases it is clarified that Rear Wheel Protection must be used in line with current NCR (2022onwards, adjustable version only) (D1.2 and E1.2). For Junior X30 there is some minor amendment in D1.4 regarding exhaust restrictors and gaskets.

Rotax Max Technical Regulations 2026

In the last edition of this Bulletin key changes to the technical regulations in Rotax classes for 2026 were introduced. The Rotax Max Technical Regulations 2026 have now been published and are available in the [Resource Centre](#) on the Motorsport UK website (Technical: Kart > Engines). You will note that the document is labelled as "Version 2" – updates made in v2 since the changes notified in the last Bulletin are highlighted green in the document.



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Iain Bennie

We were very sad to hear the Iain Bennie passed away in December. We celebrated Iain's 100th birthday in the September edition of this Bulletin, when the Scottish Scrutineering community gathered to celebrate the milestone.

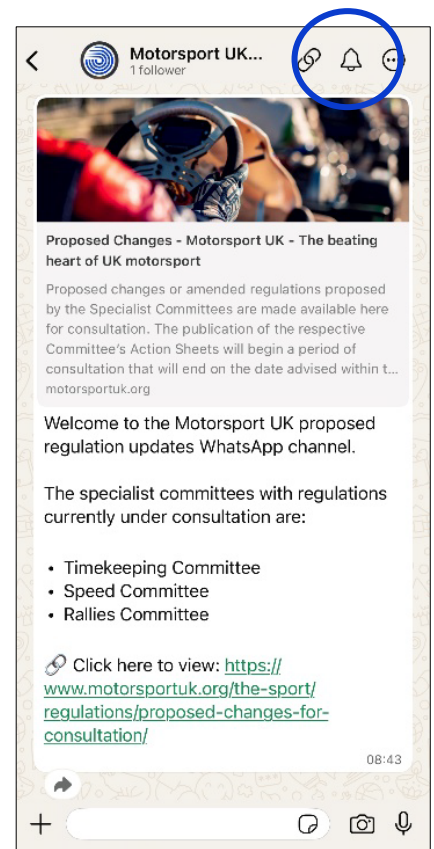
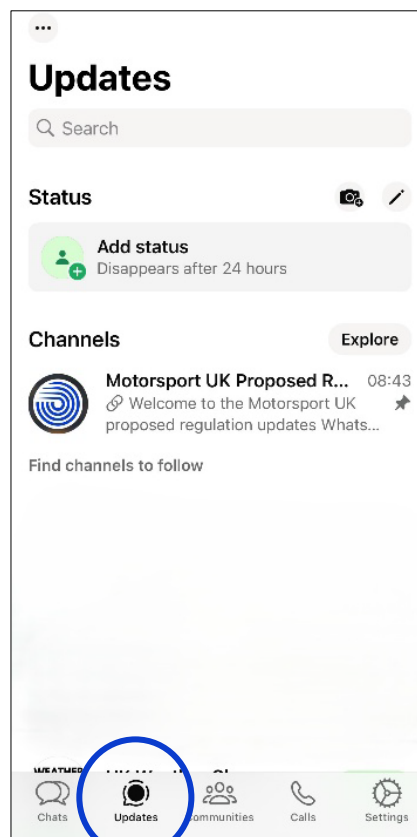
Best known as Chief Scrutineer for the Scottish Motor Racing Club in a career that spanned decades, Iain was a true gentleman always willing to assist competitors as well as sharing his knowledge to the next generation of scrutineers he trained. Iain has held the prestigious title of Officiel d'Honneur since his retirement from Scrutineering in 2001, he will be greatly missed by the community in Scotland and beyond.



Stay Informed with Our New WhatsApp Channel

To help ensure you're always up to date with the latest regulatory information, we have launched a dedicated WhatsApp Channel. This new service allows you to receive updates and alerts on proposed regulations directly to your phone.

To join, simply click [here](#) or scan the QR code below. Once subscribed, you can find the channel by opening WhatsApp and selecting 'Updates' from the bottom menu. To ensure you receive alerts for the WhatsApp Channel, please make sure notifications are enabled by clicking the bell icon in the top right.



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