

SCRUTINEERS' BULLETIN

March 2026 – 244

2026 Licensed Officials Seminar Series

The start of 2026 saw the annual Licensed Official Seminar Series take place across the UK. In January and February, the presenting team, consisting of a large number of Motorsport UK staff and community members, visited 9 different locations, with a date in the Channel Islands still to come!



These Seminars have been attended by over six hundred Officials, across all different roles, and we are deeply appreciative of those who were able to attend. We hope they have been valuable. They have been generally well received, with the discipline/role-based sessions seeming to prove valuable in taking a deeper dive into some of the responsibilities or issues you may face out on an event.

The constructive feedback that has been left has also been taken on board and is already being used to help shape future seminars and training to be provided. If you have not yet left any comments on the sessions you attended, there is still time to do so, and it is a great opportunity to positively impact how we deliver and focus our training.

We would like to extend a big thank you to all the Scrutineers that helped with arranging for local competitors to bring cars along for us to use in the demonstration sessions, we were very pleased with the offers for help we received from the community and all those supplying



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



vehicles were really keen to be involved and interested in what we were doing. Being able to take the seminars out of the classroom was something we hope made the day more engaging and interesting for you, even if the weather did pose some “challenges” at some of the venues!

The slides from each presentation are now available to view on the home page of the Learning Hub. You can use the guide available by [clicking this link](#) to help you access these. This will enable you to revisit the content from the sessions you attended or catch up on any sessions you were unable to attend.

If you have any issues accessing the slides, or have any questions relating to the Seminars, please contact the Volunteer Development team using volunteers@motorsportuk.org

Channel Islands Licensed Officials Seminar

If you are a scrutineer based in the Channel Islands you should have received an email confirming the seminar will take place in Jersey on 18th April. If you haven't already registered your intent to attend, please do so as soon as you can using the registration form found at the link below.

https://www.cognitofrms.com/MotorsportUK1/_2026SeminarRegistrationFormJersey

Officiating Abroad

A reminder if you are officiating at foreign events, there is additional insurance benefit in place for licensed officials – including Scrutineers – who attend other events in their official capacity overseas. This cover for Personal Accident, Third Party (Public Liability) and Professional Indemnity, will match the existing master arrangements in place for officials under the Motorsport UK master policy.

The cover is in place providing the event that you are attending is sanctioned by the ASN of that country, who like Motorsport UK are recognised by the FIA in that capacity. Note that no cover is given for any non-affiliated events.

Officials will need to have notified Motorsport UK in writing – using the Overseas Insurance Application Form – of their intention at least 30 days prior to the event and have had Motorsport UK acknowledge it accordingly.

There are certain restrictions on the territories where the cover is available. And the official shall take out their own travel insurance for any incidents that occur away from the event venue. These restrictions are detailed in the Policy Information document.

More information on the policy and level of cover is detailed in the terms and conditions of the policy / guidance document is available by request from our Safety team by emailing safety@motorsportuk.org,

And the application form can be found in the Official's Resource Centre by [clicking on this link](#)

Please complete and submit this form to extend the Motorsport UK Insurance policy to your officiating role abroad and return all applications to safety@motorsportuk.org.



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



Homologated Rally2 and R5 Stage Rally Cars

As reported in last month's Bulletin, the rules requiring Rally2/R5 cars to run in homologated specification came into force from 01 January which includes the requirement to run a 32mm restrictor and a homologated pop-off valve in accordance.

We advised at the seminars that there would be guidance issued for Scrutineers on the principles and accepted methods of checking the eligibility of the homologated pop-off valves and their installation.

This guidance is now available to view in the Resource Centre area on the Motorsport UK website, by selecting Technical: Car, then Miscellaneous in the filters. It can also be viewed at the link below.

[Rally2/R5 Pop-Off Valve Scrutineering guidance](#)

As a reminder, 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.

New Safeguarding Training

We're pleased to announce that the Safeguarding Team has revised its safeguarding training for 2026. The new 'Introduction to Safeguarding in Motorsport' programme is now open to all club committee members, officials, marshals, volunteers, and team personnel - not just CSOs.

The aim of this update is to improve reach, strengthen safeguarding standards across the sport, and raise awareness throughout the motorsport community so that more people feel confident recognising and responding to safeguarding concerns. The revised training is designed to provide participants with the knowledge and awareness needed to help ensure a safer environment for everyone involved in motorsport.

To find out more and to sign up for the training, please click here or on the direct link below.

<https://www.motorsportuk.org/introduction-to-safeguarding-in-motorsport-safeguarding-training/>

Vehicle Passports

As some of you may know, we have changed the process for the issuing of receipts when inspecting a vehicle for a vehicle passport. After the inspection has been carried out you will provide the customer/competitor with the 'Scrutineer's Inspection Receipt'. You will only provide the customer with one receipt that will cover them for 30 days for events from the date of inspection.

If for whatever reason, the 30-day period has been exceeded, then it is the customer's duty to contact us directly and request a covering letter. Please do not issue the customer another receipt for another 30 days. The receipt is to be given only to the customer and does not need to be uploaded to Cognito along with the vehicle passport application anymore.

We have also now combined the change of ownership form and the amendment form into one, keeping the process as simple as possible. This new Cognito Amendment form to be used for all changes can be accessed at the link below.

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



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



Helmet Modifications

- Helmet Cameras

Remember that any camera devices fitted to, or within, the helmet are prohibited as per NCR Ch.9 Art.9.4, note that this now also includes the use of 'Smart' or AI Glasses, as the NCR states *Only glasses for the sole purpose of correcting eyesight in accordance with Chapter 6 Appendix 2 Article 6.7 (and/or sun protection) are permitted.*

Modern cameras may be light in weight, but helmet weight is critical. The lower the helmet's weight the better the chance of minimising head or neck injuries. Hence why modern helmet standards have been developed to not only give increased penetration resistance and energy absorption but also for the weight of the helmet to be reduced.

Having a camera mounted externally on a helmet also gives the possibility of an impact load being concentrated. As always spreading an impact load over the largest possible area lessens the impact. Additionally, the rounded profile of a helmet gives reasonable possibility of an impacting object sliding off – or for the helmet sliding freely along the ground – if snagged by such as a camera that is not necessarily going to happen. Cameras mounted internally, may become detached in an impact, at which point there is a potential projectile inside the visor aperture.

The only exception is for integral cameras homologated with the helmet as part of its Standard approval. An example of such an approval can be seen on the Presentation Form for a Bell helmet to FIA Standard 8860-2018 which can be found on the FIA website through the link on the Technical List ([click here](#)), this is one of the helmet cams used in Formula One to show the drivers eye view footage!

- Helmet Wrapping

Wrapping alone – as with painting – should not be a reason to reject the use of a helmet. This follows the stance taken by the FIA, who in turn are in regular communication with the helmet manufacturers. Many helmet manufacturers issue guidelines for the decoration of helmets, and these should always be followed. Any queries in relation to decoration of helmets should in the first instance always be directed to the helmet manufacturer.

However, as always, the Scrutineer will judge the overall condition of any helmet to ensure that they are satisfied as far as possible that the helmet is safe for use. If the helmet has been wrapped poorly, or there is some indication that the helmet may be damaged or has been dismantled and not sufficiently reassembled, then the Scrutineer will be in a position to reject the helmet and possibly impound it for the duration of the meeting. If the Scrutineer is in doubt as to whether there is damage beneath any wrapping, then they may ask for the competitor to demonstrate the condition, which may involve removal – or partial removal – of the decoration, if the competitor refuses, then the Scrutineer will reject the helmet and may impound it for the meeting.

All of the above applies in the same way to painted helmets, and those with partial wrapping or stickers. Remember that it is always the responsibility of the competitor to ensure that their equipment remains – and is presented – in a suitable and usable condition.

The FIA have produced a useful guidance document on helmets which can be viewed by [clicking this link](#)



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



3-Point Harness

There are several Harness systems on the market that are not FIA Homologated but are ECE approved to be legal for road use.

For disciplines such as the Road Car Categories in Sprint and Hill Climb, where the minimum harness requirement is a 3-point belt per NCR Ch.14 App.4 Art.2.6. Providing the harness used bears all the correct ECE approvals and markings to be legal for road use and is installed correctly in a way that is fully compliant with MOT standards for seat belt mountings then this type of harness would be acceptable.

However, in no way should this be considered as replacement for a 4-point harness, where the NCR requires 4-point as a minimum, nor would it be acceptable where there is a requirement for an FIA homologated harness.



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

