

SCRUTINEERS' BULLETIN

April 2026 – 245

Channel Islands Licenced 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.cognitofirms.com/MotorsportUK1/_2026SeminarRegistrationFormJersey

Joining instructions will be issued shortly

The venue is the Radisson Blu Hotel in St Helier and the schedule for the day is aligned to the Guernsey / Jersey Ferry schedule (1030 registration for 1100 – 1700).

Questions and support requests in advance should be directed to volunteers@motorsportuk.org and/or 01753 765000 (option 7).

2026 Licenced Officials Seminar Series

The slides from each presentation delivered to the Seminars in January and February remain 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.

Protecting Vulnerable Groups (PVG) Scheme (Scotland) Updates:

From 1st April 2026, new Protecting Vulnerable Groups (PVG) members will be moving to a five-year membership, replacing the lifetime membership model in place previously. Existing PVG members will be transferred gradually, and Disclosure Scotland will contact individuals directly. There is no change to the current application process, and no additional costs linked to the new model. Renewals will take place every 5 years through members' online account.

For more details, visit the Disclosure Scotland update page:

<https://www.disclosure.gov.scot/news/2026/01/disclosure-act-update>

If you have any questions about how these changes may affect your PVG membership, or your licence, please contact vetting@motorsportuk.org and/or 01753 765000 (option 2).



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Motorsport UK Committee Schedule and Regulation Changes

The first round of 2026 Committee Meetings are in progress, Committee details can be found here:

<https://www.motorsportuk.org/about-us/governance/committees/>

The Committee, Motorsport UK Board and Motorsport Council schedule can be found here:

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

Committee NCR proposals will be published for consultation here:

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

Future regulation changes once approved are published in Chapter 22 of the NCR:

<https://ebooks.motorsportuk.org/najd/p788>

Vehicle Passports

Links to the various Vehicle Passport application forms are included below for your awareness and ease of reference:

New Passport Application form for Scrutineers:

<https://www.cognitofrms.com/MotorsportUK1/MotorsportUKVehiclePassportApplication>

The Scrutineer Fee for Vehicle Passports is **£24**, this amount and any agreed expenses is all that needs to be collected from the Owner / Applicant by the inspecting Scrutineer.

The remaining £24 of the Vehicle Passport Fee will be collected directly from the Owner / Applicant via a link to the Motorsport UK Webshop.

Vehicle Passport Amendment and Change of Owner form for Vehicle Owners:

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

The paper / pdf Change of Ownership form is now obsolete and should not be recommended or referenced to Vehicle Owners, please direct them to the link above.

Owners can retain their original passport and the confirmation email received upon submitting the amendment form to present at Event Scrutineering whilst their updated passport is processed and issued.

Lost Passport Declaration Form for Vehicle Owners:

<https://www.cognitofrms.com/MotorsportUK1/VehiclePassportLostPassportDeclarationForm>

To be used by the Vehicle Passport owner should the original document be lost and requires replacement



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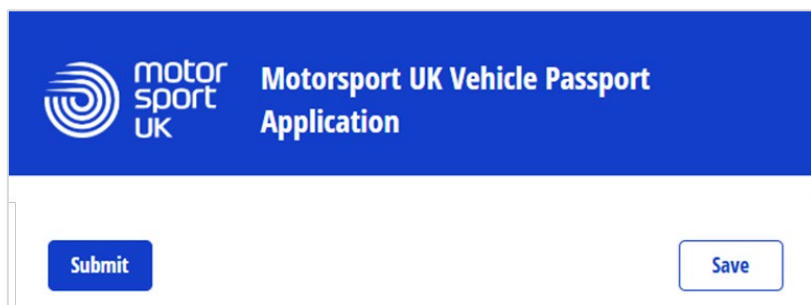


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Save versus Submit!

On all forms, there is the option to save the form as a work in progress. This will provide you with a link that you can bookmark to return to when ready. You can also input an email address and the link to the saved form will be sent to your inbox.



The screenshot shows the top section of a web form. On the left is the Motorsport UK logo. To its right, the text reads 'Motorsport UK Vehicle Passport Application'. Below this header, there are two buttons: a blue 'Submit' button on the left and a white 'Save' button with a blue border on the right.

Saving the form does not submit it! When completed, please make sure to click 

Vehicle Passport Receipts

The process for the issuing of receipts when inspecting a vehicle for a Vehicle Passport has changed. After the inspection has been carried out and the application submitted via the Cognito form, the applicant will receive an email confirming submission and their new Vehicle Passport number, this email will also provide the applicant with the Owner's Declaration details previously documented on the 'Scrutineer's Inspection Receipt' and the 30 day receipt that can be used for event scrutineering.

As the Inspecting Scrutineer, you are welcome to issue a personal receipt to the applicant detailing the Scrutineer's fee and any agreed expenses collected, this is entirely your choice, and any receipt of this nature does not need to be uploaded to the application form when submitted.

Vehicle Passport inspections conducted on the same day as an event do not require a receipt on the day as they should be conducted with the knowledge and agreement of the Chief Scrutineer for the event.

Should an applicant require an extension to the 30-day event Scrutineering receipt, they should contact Motorsport UK Technical.

Any previously issued versions of the Scrutineers Inspection Receipt form are now obsolete and should no longer be issued. Any receipts issued and dated prior to 06 April remain valid to the expiry of their 30-day period.

Example here of the new-style 'receipt' for your reference:



The image shows a sample email confirmation. At the top, it says 'Motorsport UK' and 'Motorsport UK Vehicle Passport Application'. The main body of the email reads: 'Many thanks for your application, which has been submitted by your Inspecting Scrutineer on your behalf.' It then states 'Your Vehicle Passport Number will be: 501,085'. Below that, it says 'Your application will be processed and a member of the Motorsport UK Technical Team, who will be in contact should there be any queries, or issues with your application.' It then mentions 'When your Vehicle Passport is ready to issue, you will receive an email from notifications@cognitofirms.com with the details required to make the final payment of the Vehicle Passport fee.' It also states 'We endeavour to issue Vehicle Passports within 30 days of the submission of the application (01/04/2026 09:10)'. It then says 'Please direct any queries regarding this application to: 01753 765000 (Option 1 - Technical) technical@motorsportuk.org'. Finally, it says 'Until you receive your validated Vehicle Passport from Motorsport UK, you must present this email confirmation at Event Scrutineering.'

Stage Rally: Equipment Checks at Stage Starts



Thank you to those scrutineers who have provided feedback regarding competitor equipment checks at stage starts across events held during the last few months.

This consolidated feedback will be represented to Rallies Committee on 08 April to ensure an aligned response to the opportunity to always ensure competitor safety, supported by Event Organisers and all Senior Event Officials (Clerks, Stewards and Scrutineers).

The regulatory position detailing the obligation on crews to be correctly equipped and ready to compete is detailed below

- [Ch.13 App.13 Art.3.8. 1.1](#) **Competitors** must not leave the **Special Stage Arrival Control** unless ready to start a **Special Stage**.
- Supported by [Ch.13 App.14 Art.1.\(e\)](#) **Schedule of Timed Special Stage Event Penalties**.

Recent events and direct scrutineer reports highlight a pattern of non-compliance at stage starts. Examples include:

- Plumbed-in extinguishers not armed
- Helmets not secured
- Harnesses incorrectly fitted (including belts routed under FHR devices or not worn at all)
- FHR devices not connected
- Balaclavas not worn correctly (outside overalls or around the neck)
- Racewear not fully fastened (zips open)

Competitors are responsible for presenting themselves correctly equipped, however, **stage start checks** are a **critical final safety control**, not a duplication of pre-event scrutineering.

Please ensure that provision for stage start checks are enabled through the Event plan with the support of the Organising team and the Senior Event Officials Team.

Please share any specific Event issues, observations or concerns with:

rallies@motorsportuk.org; technical@motorsportuk.org

Further updates post Rallies Committee in April will also be communicated via the Scrutineers', Clerks and Stewards Bulletins and the Rallies Newsletter.



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Process for Technical Exemptions (on Medical Grounds)

The process for a competitor to gain a technical eligibility exemption on medical grounds begins with a declaration of the medical grounds during the licence application / renewal process.

Their declaration will be assessed by the Chief Medical Officer who will advise on the subsequent steps required.

Technical exemptions on medical grounds will be considered based on disabilities that meet the definition under the UK Equality Act.

The Motorsport UK Member Services Team are the first point of contact for any competitor who needs help with Medical Exemptions and they can use the contact details below:

memberservices@motorsportuk.org / 01753 765000 (option 8)

Roll Over Protection Systems (ROPS)

NCR Chapter 7 Appendix 3 Article 3.6 – Implementation Guidance

From 1 January 2026, NCR Chapter 7 Appendix 3 Article 3.6 has been introduced to clarify that battery cables, fluid lines (with the exception of windscreen washer fluid) and fire extinguisher system lines must not pass between the bodyshell side members and the ROPS within the cockpit. This reflects established best practice and has been introduced following constructive input from Scrutineers to provide clearer, consistent guidance in this area.

<https://ebooks.motorsportuk.org/najd/p264>

Where a ROPS is optional (for example in standard and road cars used in Sprint and Hillclimb events), the optional installation of a ROPS does not in itself require full compliance with Chapter 7 Appendix 3. In these cases, the primary consideration is that the ROPS installation must not introduce a hazard to the occupants. Article 3.6 should be used to inform a Scrutineer's judgement in this regard, but it is not a definitive basis for non-compliance where original equipment cable or fluid routing remains unchanged. Scrutineers are encouraged to apply a pragmatic, safety-led approach and to share photographic examples of any cases that raise questions beyond this guidance to support consistency and ongoing feedback.

ROPS Guidance for Single-Seater Racing Cars

A reminder that the comprehensive guidance document outlining the ROPS requirements for Single-Seater Racing Cars competing in Circuit Racing and Speed Events (Sprints and Hill Climbs) remains available for Competitors and Scrutineers via the Resource Centre:

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2019/08/24142149/2018-11-26-roll-over-protection-systems-single-seater-guidance.pdf>

The principles of the guidance issued in 2018 remain valid and can be referred to in support of vehicle passport inspections and event scrutineering.



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Safety Cage Homologations List:

The Safety Cage Homologations list has been updated to the Resource Centre and is now available for reference in both PDF and Excel format.

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2026/03/UK-Safety-Cage-Homologations-Updated-27-03-26.pdf>

Kart and Equipment – Post-Incident Checks

Following an incident where a Kart is impounded in scrutineering – typically a result of a driver requiring treatment or checking with the medics – it is important to ensure you have definitive confirmation that the driver has been released prior to releasing the kart. Of course, any accident reports should be completed and photos/videos taken before release as well. One thing often overlooked when checking prior to release of the kart, is that the driver’s equipment is also checked – most importantly the helmet. With the helmet more often than not going with the driver to the medics, it is good practice to retain the kart as impounded until the helmet is presented for checking. If necessary, the helmet can then be impounded if it has been involved in an impact, or released with the kart if it is unaffected.

Kart Non-Compliance Form and Waiver Process

New for 2026 in Karting only, is a process which allows for a Competitor to waive their right to a judicial hearing following a non-compliance. For example this may mean they bypass the potentially lengthy wait for a judicial hearing to receive the relevant penalty. If the competitor accepts the non-compliance at the point of the report being done, then they can bypass this process by signing the relevant waiver.

On the Resource Centre on the website you will find two relevant documents. The first is a new version of the Non-Compliance Report specific for Karting (001CK) – found under the ‘Scrutineer Forms’ section. On this form there is a new line added (red text) to contain the waiver referred to above:

I

that vehicle no.: fails to comply with the regulation(s) listed, and I

to waive my right to a Judicial Hearing in accordance with NCR 18.6.3.

The second new form is a separate waiver log – also under the ‘Scrutineer Forms’ section and titled “Waiving the Right to a Judicial Hearing Log”. At Kart events where the standard non-compliance form referenced above is not used – for example where a digital reporting system is used – a copy of this additional log form can be printed and used for the Competitor to sign to accept their waiver. It is suggested that a note is made on the digital report at the same time as to whether or not the waiver has been taken.



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Colin Ringham



It was with great sadness that we heard of the recent passing of Colin Ringham. Having been involved in kart scrutineering for longer than many will even have been alive, Colin progressed to International and Technical Commissioner grades, alongside his valued involvement on the Kart Technical Committee for many years ultimately until his retirement from scrutineering a few years ago. In his early year's scrutineering Colin could always be found first thing in the morning making coffee and bacon out of the back of his little white van, at circuits such as Rye House. Colin became incredibly respected as a 'font of knowledge', particularly for gearbox karts and superkarts.

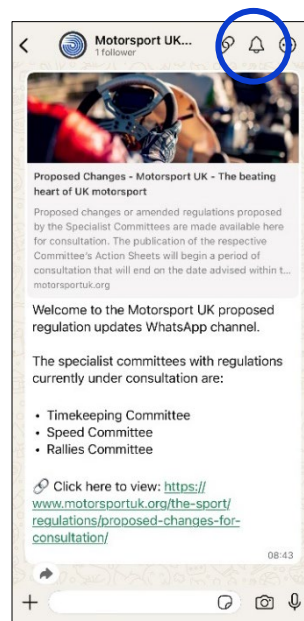
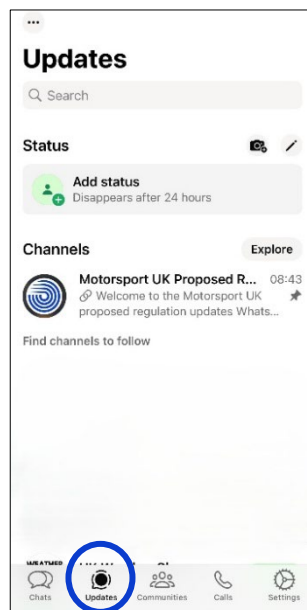
Almost all kart scrutineers who have been involved for more than just a few years will have met, worked with and learned something new and interesting from Colin. Testament to his nature and willingness to share his wealth of knowledge and experience, the standard of kart scrutineering in the UK today owes a lot to Colin's mentorship, guidance and willingness to give his time freely.

Those that have worked closely with Colin over the years all speak enthusiastically about how knowledgeable and highly skilled as an engineer he was, bringing this skill in engineering directly to the scrutineering world, often solving problems by manufacturing tools or applying his skills to solutions that seemed to come easily to him! He would often lend tools to new scrutineers, but not only would he lend them, he would take the time to teach and guide in their use.

Our condolences go to Colin's family, a great man who will be fondly remembered by anyone fortunate enough to have met and worked with him over the years.

Stay Informed via the Regulation Updates 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. 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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