

# SCRUTINEERS' BULLETIN

May 2026 – 246

## Scrutineers Communications Update

We're making strong progress in improving how our community connects and stays informed across Motorsport UK. As part of this, we've launched a new Keep in Touch preference centre - it's important that all clubs review and update their email preferences to ensure they continue receiving the most relevant updates. Update your preferences [here](#).

We've also introduced a dedicated Scrutineers' News Hub on our website, creating a central space for this newsletter and a wider range of stories, updates and resources from across the community. You can view the hub [here](#).

Alongside this, Revolution magazine is entering an exciting new era, with a refreshed focus on celebrating clubs, volunteers and competitors. We encourage you to [explore the latest edition](#) and see the changes for yourself.

## 2026 Licensed Officials Seminar Series

The 2026 seminar series concluded in the Channel Islands on 18 April, with thanks to all Officials from Jersey and Guernsey who joined the sessions, including those who were officiating at events across the weekend and still joined for as much of the day as they could...

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. This will enable you to revisit the content from the sessions you attended or catch up on any sessions you were unable to attend.

## Introduction to Neurodiversity Webinar – Expression of Interest

Motorsport UK, in collaboration with Neurodiverse Sport, are planning to deliver an upcoming webinar focused on neurodiversity in sport.

**Provisional date:** 3rd June 2026

**Time:** 6:30pm



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



Neurodiverse Sport is dedicated to improving inclusion and accessibility for individuals with neurodiverse conditions, including autism, ADHD, and dyslexia. Their work supports sports organisations by providing education, practical resources, and tailored strategies to help participants, volunteers, and staff feel supported and valued.

This webinar, Introduction to Neurodiversity, is aimed at Officials and Club Safeguarding Officers. It will focus on raising awareness and building confidence in supporting individuals with neurodiverse needs. Attendees can expect practical guidance and real-world insights to help foster more inclusive and understanding environments within motorsport.

We are currently seeking expressions of interest for this session. If you would be interested in attending, please [click here](#) to register your interest.

## Flame Resistant Balaclavas

From this year Flame Resistant balaclavas have become a mandatory item of PPE in all Circuit Racing, and in the Modified Cars, Sport Libre and Racing Car categories in Sprint and Hill Climb.

A reminder that the relevant standards for Flame Resistant Balaclavas can be found in NCR Ch.9 Art.12.3, which specifies that it must be homologated to any FIA standard **or** be labelled as ISO 6940.

For clarity, if the balaclava is labelled as ISO 6940 it does **not** also need an FIA certification. However, specifically for an ISO 6940 balaclava, the section of the garment seen in frontal projection must be at least 2 layers of material. Note, there is a forthcoming NCR amendment to clarify that this only applies to ISO 6940 garments, and FIA homologated balaclavas may be a single layer.



## Non-UK Cars for events on the Public Highway



We have had a few enquiries recently from Scrutineers asking how to confirm the road legality of foreign registered vehicles competing in events which require the car to compete in a road legal condition.

Where the NCR requires a vehicle to be registered for the road it does not specifically require vehicles to be UK registered, so providing they can produce registration documents to show that they are registered in their country of origin, then they have met the requirements of the NCR.

As a scrutineer it would not be your responsibility to be able to verify if a foreign registered vehicle had the correct tax and statutory vehicle test status from their country of origin. The competitor, when signing-on, makes a declaration that their vehicle is compliant with the NCR, and conversely statutory requirements, means that they take full responsibility for the compliance of their vehicle.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Vehicle Passport Checks

All Scrutineers are reminded of the importance of ensuring that a valid Vehicle Passport is presented at scrutineering for every vehicle competing, where required by the NCR.

As part of this check the Scrutineer should confirm that all details recorded in the Vehicle Passport are current and accurate. And ensure that vehicles are inspected in accordance with the relevant category safety requirements as detailed in the Vehicle Passport and that this is consistent with the category in which the vehicle is entered.

Also remember the requirement for a vehicle to be re-presented to the Scrutineers following an incident per NCR Ch.7 App.12 Art.1.5 and specifically Ch.14 App.1 Art.4.3 for Sprint and Hill Climb events. If you judge the damage to be severe enough that the vehicle would require reinspection following repair, or if there is significant structural damage to either the shell or the safety cage, then you should retain the Vehicle Passport completing details of the damage in the 'Comments by Officials' section.

The Passport should then be returned to Motorsport UK for the details of the damage to be logged on the vehicle record. We will then liaise directly with the competitor regarding reinspection and re-issue of the Vehicle Passport.

These checks form an essential part of Motorsport UK's incident recording and safety processes and support the ongoing improvement of safety standards across events.

## Counterfeit Seat Label

The seat homologation label shown in the photo was found by a Scrutineer in a Stage Rally car only recently purchased by the competitor. The initial flag was that the hologram did not look right, being a dull grey rather than the normal holographic appearance. Closer inspection showed that the FIA Standard number, 8855-1999, is also wrong on the label.



In this instance reference to the [FIA Technical Lists, which are available on the FIA website](#) will help identify a counterfeit as you can compare the label to the sample shown on the FIA document. Technical List No.12 is the one for 8855-1999 Standard seats, this can be viewed by clicking on the link below, and you will be able to see that the "hologram" presented to the Scrutineers bears no resemblance to the genuine FIA hologram!

### [FIA Technical List No.12](#)

The final clincher here was having instructed the competitor to remove the seat for further investigation, an original manufacturers label was found on the base showing the date of manufacture as 2011, so the seats are actually 15 years old!

In this case it was fairly obvious, but if you come across a label you are unsure about, with a simple photo we can normally quite easily follow up to establish whether there is an issue or not. So, in any such case, please forward images to the Technical Team and we can communicate with the manufacturer or FIA where necessary.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Sealing Bags

We have had a few enquiries about sourcing sealing bags, since we no longer stock an official Motorsport UK product. It is acceptable for a scrutineer to source their own sealing bags and when they meet certain requirements (as outlined below) and are used and recorded correctly these will be perfectly acceptable as a judicial seal. We have compiled the following guidance to assist with finding suitable products:

- Obtain samples – test the product before committing to purchase
- A robust sealing method – make sure it cannot be easily opened without destroying or leaving clear evidence of tampering
  - Glue or method of sticking that leaves a clear tell-tale (e.g. “void” or “opened” markings)
- Good quality plastic – thick and hard-wearing enough to retain any components likely to be sealed, especially sharp edges or points
  - Go for clear bags rather than opaque so the contents can be seen without breaking the seal
- Individually/serial numbered – be as confident as possible that it is not easy to reorder bags with duplicate numbers
- Receipts – some products feature a tear-off strip after sealing with the identification details – recommended but not essential. A photo of the sealed bag can also act as a receipt
- Size – most bags come in varying sizes – A5, A4, A3 for example – make sure you find a product or range of products suitable for the intended use
- Space for details – on the face of the bag there must be a writing space to clearly record the following as a minimum:
  - Date / Venue / Competition No. and Class / Scrutineer name, licence no., signature
  - Remember to write on the bag before filling and sealing!
  - Ensure the pen used and surface written on provide a marking that will not be easily rubbed off or smudged – allow time to dry if needed
- Basic sealing principles – remember best practice for sealing components – if you can apply a seal to the component before bagging it, then do so. The more layers of protection the better!
- Take photos! – make sure you photograph the sealed bag, including clearly visible ID and filled in details.

If you follow all of the advice above, then you should be able to source products that you can be confident will be an acceptable method of sealing judicially. As a useful starting point, the following link will take you to a product that has been used successfully, meeting all of the points outlined above, and in a range of suitable sizes (example to the right):

<https://www.packagingpanda.co.uk/tamper-evident-bag.html>.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Vehicle Passports

Links to the vehicle passport application forms below for your 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:

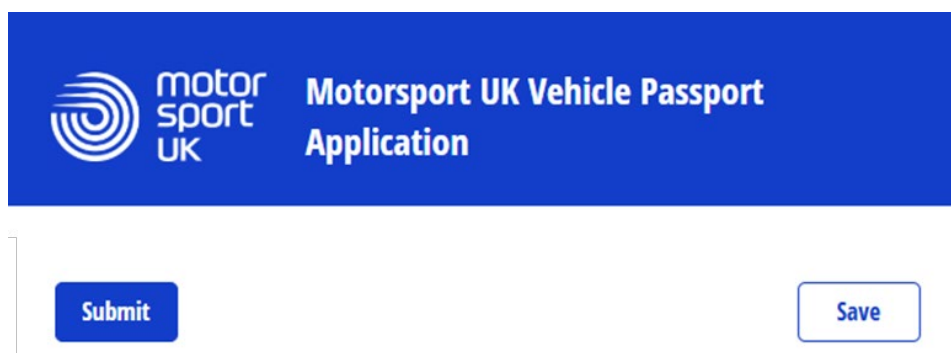
<https://www.cognitofrms.com/MotorsportUK1/VehiclePassportLostPassportDeclarationForm>

### 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. You can also input an email address and the link to the saved form will be sent.

Saving the form does not submit it!

When completed, please make sure to click  Submit



Please ensure you confirm the Applicants email address during the inspection, as we are receiving a number of requests for updates on applications that have been assessed and sent for payment, which is not being received by the applicant. A missing letter, dot or hyphen can cause delays to the process.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Kart Scrutineering – FHR anchorages

During 2025, there was an update in the NCR to mandate that helmets used for karting must have FIA 8858-2010 FHR anchorages removed.

The full regulation can be found in NCR Chapter 18, Appendix 7: <https://ebooks.motorsportuk.org/najd/p668>

**NCR Ch.18, App.7, Art.3.5** – For helmets with 8858-2010 M6 anchorages (FHR attachment points), the M6 anchorages must not be fitted in Karting for safety reasons.



Competitors who also compete in disciplines where FHR anchorages are required, and wish to use a helmet compliant for both car and kart disciplines, may remove the FHR anchorages prior to using the helmet for Karting and replace them after.

If the anchorages are present on the helmet when presented during PPE Scrutineering, Competitors must be requested to remove them before the helmet is accepted. Removal is very straight forward – just undoing the fixing screw holding it in place. Normally there is a plastic plug to insert to protect the exposed threaded insert, or a piece of tape to cover it can also be used. It is recommended that a note is made of the race number and class of the so that if you notice the same helmet entering the technical area with the anchorages at another point during the meeting, you will be able to identify that they have been refitted since the helmet was accepted.

Competitors are obliged to bring all PPE that they may use for the Event at the designated time for PPE Scrutineering – e.g. competitors with a wet helmet and a dry helmet will be required to present both during PPE Scrutineering.

## Motorsport UK Committee Schedule and Regulation Changes

The first round of 2026 Committee Meetings have now concluded, 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/>

**Several NCR proposals are currently 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>



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Julian Batten-Dale

We were saddened to learn of the passing of Julian “Julze” Batten-Dale, who passed away last month after a brave fight against illness.

A respected and much valued member of any Scrutineering Team, Julze Scrutineered at numerous Race & Rally Meetings and was working towards being an Eligibility Scrutineer, where his excellent interpersonal skills engendered a great relationship with colleagues and competitors alike.

As well as Scrutineering Julze volunteered in a number of other roles and was a longstanding member of the BRSCC Rescue Crew, but many will know him best from his role as Pit Lane Manager with the British GT Championship.

Our condolences go out to all Julzes’ friends and family and especially his partner Rachel, a fellow Scrutineer.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England

