

# Clerks' & Stewards' Bulletin

January 2026

## Right to Waive a Judicial Hearing when a Technical Non-Compliance is Not Contested

One of the regulation changes for the 2026 season is that Competitors now have the right to waive their right to a judicial hearing when a technical non-compliance is not contested. The specific NCR reference for this is Chapter 18, Appendix 6, Article 3. It is important to note that this means that a non-compliance report still needs to be created and a decision sheet produced for the outcome, but the judicial hearing does not need to take place. Motorsport UK will continue to work with the timing providers to make this process more automated. In the meantime, we have created a more simple log, which we will circulate to the Clubs.

## Implementation of SLOW Boards

Following the adoption of the SLOW Board procedure, that replaces the black/yellow quarter flag. Some further editorial changes have been made to the NCR to remove references to the black/yellow quarter flag, in NCR 18.3.1.13 you will now find the minimum dimensions for the SLOW Boards are 60 x 80cm, this mirrors the FIA guidance.

## Updates to the 2026 Karting Summary of Penalties

There have been some changes to the 2026 Summary of Karting Penalties, the updated document can be found on the Motorsport UK Resource Centre and has also been distributed to Clubs via the ABKC already. Some of the key changes include:

1. Penalty for attempting to tamper with or reattach the front fairing has been put to Event DSQ regardless of whether the incident occurred in TQ or a Race session.
2. Expansion of penalties for breaches of 2.1.1.1, allowing the choice of Race DSQ, Event DSQ, and Event DSQ with a 30-day suspension, giving the choice to the Stewards whether to enforce the suspension, or not.
3. Crowding regulation has been included into the penalty table, and the penalty has been set.



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## Track Licence Changes

Following recent reports, it is reminded that under no circumstances can any changes be made at the event to the track licence without the approval of the Safety Team. Stewards can use the Emergency number to discuss any proposed changes.

## Rescue Pathway

For awareness, new minimum crew requirements have been introduced to align with the Rescue Pathway. A copy of the Rescue Pathway can be found on the Resource Centre. Whilst we work to ensure the appropriate individuals are granted a Crew Chief grade, the following has been added to NCR Ch.11 App.1 App.5:

*5.4. If no Rescue crew member holding a Rescue Crew Chief Licence grade can attend the event due to unforeseen circumstances, then advice must be sought from the ASN through the ASN Steward in advance of the stage or event starting.*

If the Rescue Unit Administrator seeks advice from the Steward, the Steward must contact the emergency safety number to determine the appropriate course of action.

## Unit Licensing

A reminder Rescue, Recovery and Stage Safety unit licences are now issued valid from 1st January 2026 to 31st December 2026 (unless the unit assessment expires earlier). When inspecting a unit, please ensure a valid Vehicle Passport is held. Licences are currently being processed, if you have any concerns please contact [safety@motorsportuk.org](mailto:safety@motorsportuk.org) prior to the event, or the emergency safety number during the event.

Motorsport UK encourages Stewards to routinely visit and inspect Rescue and Recovery Units at their events. Stewards are reminded to record any findings or observations from these inspections in the vehicle passport at the time of the visit.

## Officials Participation Survey

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

We would be grateful if you could complete the survey in the link. 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. Please find a link to the survey [here](#).



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## Emergency Vehicle Passport Cover

Please note that the cover of the Rescue/Recovery/SSU Vehicle Passport has been updated. Vehicle Passports issued with the previous cover remain valid, provided the passport is in date and the unit details are correct.



(old format)

(new format)

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## Emergency Vehicles – Track Licence Requirements

In accordance with NCR Ch.11, App.3, a second Rescue Unit may be replaced by a Medical Car where permitted. Please note that this is a *replacement option only* and **must not be treated as a reduction in resource**. Refer to the Safety Notes on the front page of the Track Licence to confirm that this option is authorised for the circuit in use.

## Sprints & Hill Climbs – Single-Use Plastic Tyre Wraps

From the start of 2023, the use of single-use plastic for tyre wrapping has been prohibited at all Sprint and Hill Climb events (**NCR 14.3.1.3**).



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The Sub-Committee was asked this year to consider the procedure that Clerks and Organisers should follow if any infringements are identified at events, and specifically whether penalties should be applied.

It is noted that, in general—and particularly following guidance issued during 2025—competitors have embraced the environmental objectives of this regulation. Instances of plastic wrap use are now rare, and previous challenges for organisers have largely been resolved.

In light of this, the Sub-Committee does not consider formal penalties appropriate. Instead, organisers are asked to provide suitable advice to any competitor found in breach of the regulation. Their details should be noted and provided to Motorsport UK for monitoring.

## **NCR Changes**

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

## **Digital Licensing – Suspensions**

Clubs and officials can verify the status of a licence by scanning the QR code displayed on the digital licence. The QR code links directly to the Motorsport UK licence record. This page will confirm key licence details, including whether the licence is current, suspended, or lapsed.

Please note that suspensions issued on medical grounds (e.g. concussion) or Anti-doping controls may not be shown on the public Suspensions Register. If there is any concern that an individual's licence may be subject to a suspension, the QR code can be used, alternatively the Steward may contact the Motorsport UK emergency safety number for confirmation before allowing participation.

## **Steward Reports – Photos and/or Moving Imagery**

We have previously highlighted the importance for Motorsport UK to be provided with photos or moving images to support your report where this would provide greater insight into the matter reported. This includes but is not limited to judicial matters and circuit damage. For example, where there has been circuit damage needing repair this may need to be assessed by the Safety Team and the photos/moving imagery would greatly assist. This will also help us to communicate the issues back to the venue/organising club. It is also paramount that for instances of 2.1.1.1 and 2.1.1.13. where any moving images are reviewed that these are provided to support the review.

## **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](#).



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## Medical Statistics Form

The Medical Statistics form has been updated and is available to view and download from the Resource Centre. The injury code key has been removed and replaced with a discharged column. Please ensure the new form is used for any future events.

## Bill Shewan

We are saddened to hear of the passing of Bill Shewan, who over the years was involved through Club motorsport and organisation, marshalling on events and then later on went on to act as a Motorsport UK Steward for many years. Bill acted as a friend and colleague to many in the sport and he will be greatly missed by the community. Our thoughts are with his family and friends at this difficult time.

## Bulletin Content

We welcome any ideas for articles that you would like to see included in this bulletin. These may be topics that you feel would be worthwhile sharing with your colleagues, observations from events that you have attended, things that you have seen completed successfully, or suggestions for how things can be improved. Please send your ideas to [safety@motorsportuk.org](mailto:safety@motorsportuk.org)



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