Scrutineers' Bulletin

February 2026 – 243

New Scrutineers' Bulletin format

As part of a small change to how we share updates moving forward, you will notice a new structure to our emails from this edition onwards. Key news and updates will be brought together in a central hub on the Motorsport UK website, making it easier for everyone to find the latest information in one place.

The Scrutineers' Bulletin will continue as usual, just with a slightly refreshed look and feel. The PDF version will also remain available, so you'll still be able to download and access it offline whenever needed.

As you can see in this February edition we have duplicated some of the articles published in January, to show how the articles will be presented in the central hub on the website, along with a couple of new articles. The next full edition of the bulletin will be published on the usual date, the first Thursday of the month, in March.

2026 Officials' Seminar Series

A big thank you to all the Scrutineers who joined the seminar series so far this year. With three sessions still to run in Exeter, Harrogate and Newcastle over the next two weekends, it has been a great turn out so far and we have also been very encouraged by the feedback received showing that overall, the topics covered were considered useful and informative as part of your ongoing training and development.

We will be providing details of how to access copies of the training material via the Learning Hub in next month's Scrutineers' Bulletin, where a version of each session presentation and the supporting handouts will be available to you to save and refer back to.

For those that have already attended, if you have any questions regarding the Seminar series and the evaluation form, please contact training@motorsportuk.org.

And if you need any support with the expenses process, please contact accounts@motorsportuk.org.

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.

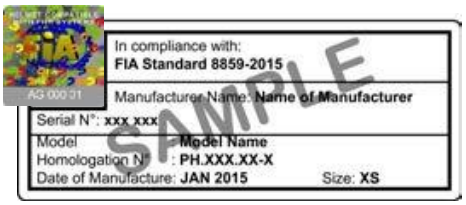
Please note that this also includes the requirement to run a 32mm restrictor and a homologated pop-off valve in accordance with FIA Technical List No. 43 (which is available to view by clicking here).

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.

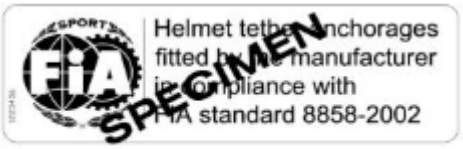
Dual Standard Helmets

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.



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 trough future editions of this bulletin.

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 (2022 onwards, 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.

Ian Mackinder

We were very sad to hear the Ian Mackinder passed away suddenly in January. Ian was just 54.

Ian has been described by his colleagues as a lovely man and an excellent scrutineer. Since attaining the full Scrutineer grade in 2024 Ian had been learning the ropes of Eligibility working with the Rallycross, Historic Rally & Goodwood Eligibility Teams. We send our condolences to Ian's friends and family; he will be missed by all those who worked with him in the Scrutineering community.

Ian's commitment, professionalism and warm nature made him a valued official and a pleasure to work alongside. He will be fondly remembered by all who had the opportunity to know and work with him.