

CLERKS' & STEWARDS' BULLETIN

March 2026

Update to the Judicial Procedures Guidelines 2026

Motorsport UK has published the [2026 Judicial Procedures Guidelines](#), which include a number of clarifications and additions designed to support Officials and Competitors in the fair and consistent application of the National Competition Rules.

The updates focus primarily on providing greater clarity around judicial processes and the roles of those involved. Key updates include:

- **Guidance on matters involving dishonesty**, including practical examples and new guidance on how Officials should approach situations where dishonesty is suspected.
- **Clarification regarding compliance with Officials' instructions**, confirming that there is no distinction between a *failure to follow* and a *refusal to follow* an Official's instruction.
- **Additional guidance on Protests brought in bad faith**, including how such situations should be identified and handled within the judicial process.
- **Karting-specific procedural guidance**, confirming that at certain Kart Events Competitors may elect to waive a judicial hearing in cases of technical non-compliance, where they consent to do so.
- **Clarification of the role of Driving Standards Advisors**, including their advisory function in supporting judicial decision-making.
- **Clarification of the role of the Clerk of the Course within a Stewards' Hearing**, ensuring a clearer understanding of potential involvement within the judicial Appeals framework.
- **Updated guidance on Right of Review procedures**, reflecting the recent regulatory amendment confirming that Step 1 (the assessment of whether a new and significant element exists) will normally be determined via written submissions. A hearing will only take place at this stage if specifically requested by the applicant.

These updates are intended to provide greater procedural clarity for Officials and participants, and to support consistent decision-making across the sport.

Officials are encouraged to familiarise themselves with the updated Guidelines ahead of the 2026 season.

The new document can be found [here](#) as well as in the Resource Centre found on the Motorsport UK website.

Jersey Seminar

The final Motorsport UK Seminar of 2026 is taking place in St Helier Jersey on the 18th April. This event is open to all Stewards, Clerks and Scrutineers on the Channel Islands, as well as Event Stewards and Event Secretaries.

The annual Seminars provide a fantastic opportunity to learn about the latest information regarding your role and discipline, as well as key regulation changes and updates from Motorsport UK.

If you would like to register, or know anyone that would benefit, please use the registration form [HERE](#). A member of the Volunteer Development team will then be in touch with further details. If you have any questions please contact us on volunteers@motorsportuk.org

Seminar Content

Thank you to all Officials that joined us on the recent seminar series, we hope that you enjoyed the day and the content presented. For those that were unfortunately not able to join us at a seminar, please note that the seminar content can now be found on the Learning Hub. Please find an instruction document here: [How-to-access-the-Seminar-Series-Resources.pdf](#)

Right to Waive a Judicial Hearing when a Technical Non-Compliance is Not Contested (Kart Only)

Please be advised that the below article, posted in the January Clerks and Stewards bulletin, relates to karting only. Please find a link to the Waived Judicial Hearing Log [here](#). This can also be found on the Resource Centre. If used on an event, this document should be included in the Motorsport UK Steward Documentation.

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 simpler log, which we will circulate to the Clubs.

Light Panels

Ahead of the forthcoming racing season, clarification has been sought regarding the procedure for displaying the green signal following the withdrawal of the Safety Car. This topic has been discussed with Race Committee and, following those discussions, we have been asked to provide the following guidance (also included in the Marshals' bulletin)

At race circuits equipped with light panels that provide full circuit coverage, the green signal will be displayed simultaneously and will be clearly visible to drivers around the circuit. In these circumstances, it is acceptable for the green lights to be extinguished before the completion of a full racing lap, provided that the green signal has been displayed for a minimum duration of 10 seconds.

Light panels are considered the primary and clearest means of displaying signals to drivers. As such, the use of flags is required only in the event of a light panel failure, where an additional signal is required to supplement that shown on the light panel, or where the spacing of panels means they cannot provide full coverage.

To ensure consistency and confidence in application, Race Control should make certain that the procedure to be followed is clearly explained during the marshals' briefing.

Safety Car Convoys

Please note that animals must not be transported in the back of any the Safety Convoy Cars. If passengers are travelling in these vehicles, they should be there in an official role, such as a Trainee or Observer in any capacity. Anyone who is not supporting the event in a designated role should not be seated in the Safety Convoy Cars

2026 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](#).

Rescue & Recovery Vehicle & Crew Attendance Records

The Rescue and Recovery Vehicle & Crew Attendance Records have been updated and are available to view on the Resource Centre. The change is to add a row for Crew Chief. Please ensure all details are filled out and correct, including medical personnel, before including them within the Motorsport UK Steward report documentation.

Officials Participation Survey

The Volunteer Development Team wish to better understand Volunteer participation 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.

If you haven't done it already, we would be grateful if you could spare five minutes of your time to complete the Officials Participation Survey [HERE](#). 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.

Clerks and Steward Updated CIK Decision Sheet

Please be advised the CIK decision sheet for both Clerks and Stewards have been updated to reflect the changes to the Summary of Karting penalties form. These forms can be found within the Resource centre or by clicking the links following:

[Clerk Decision Sheet](#)

[Steward Decision Sheet](#)

[Summary of Karting Penalties](#)

Sprints & Hill Climbs – Intro / Junior Class Requirements

We are aware that there may be some confusion regarding the licence requirements for the Intro and Junior Classes and therefore wish to provide clarification.

The **Intro Class (Ch.14 App.2 Art.1.12)** is the only class within Sprints and Hill Climbs where the **RS Clubman licence is permitted. Juniors are not permitted to compete in the Intro Class.**

Competitors participate on an Event by Event basis only, enabling them to gain initial experience of the discipline before committing to a Championship. Only *Standard* vehicles may be used (Ch.14 App.4 Art.13), and cars must run on List 1A tyres.

The **Junior Category (Ch.14 App.2 Art.1.9 / 1.10)** is for competitors aged 14 up to the end of the calendar year of their 16th birthday. As with the Intro Class, only *Standard* vehicles are permitted (Ch.14 App.4 Art.13). New Junior drivers must start singly, unless they meet one of the

exceptions detailed within the NCR. An **RS Interclub licence is required** for all Junior competitors.

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 in the penalty table, and the penalty has been set.

William Fullerton

We are saddened to hear of the passing of William Fullerton from Northern Ireland. William was a founding member of the Car Section of North Armagh Motorcycle and Car Club in 1970 and was the Clerk Of Course for many of their events over the years, particularly the Lurgan Park Rally (first run in 1981) which became one of largest Single Venue Rallies in the UK both in terms of status and promotion through William's ability to secure significant sponsors such as Burmah/Castrol.

William's expertise in the sport soon brought him to the attention of Motorsport UK (formerly the Motor Sport Association) and he was appointed a Steward during the 1980's where William was respected across the province for his knowledge, wisdom and the help provided to organising Clubs from many disciplines of the sport however Rallying was his priority. William's short fight against ill health ended on 26th January 2026 and his large funeral was attended by a very wide variety of organisers, competitors, and friends from the Motorsport community in

Northern Ireland. Motorsport UK sends sincere condolences to his family and friends at this difficult time.

Barry Guess

We are deeply sorry to learn that Barry Guess passed away on the 9th of March following a short illness.

Barry was a Motorsport UK Steward and Clerk of the Course for many years, being the driving force behind many rallies including the Tempest Rally and Abingdon CAR-nival which over the years raised a significant amount of money for charity. He was also a very effective Forestry Liaison and MoD Liaison officer. He pioneered realistic training events for organisers and marshals at venues such as Rushmoor. This initiative was noticed by the MSA at the time, who took the idea around the country.

Barry was a big part of club motorsport in the South, being a past Chairman of Sutton and Cheam MC and the Association of Central South Motor Club. His passion and dedication to the sport will be missed by many. Our thoughts are with his family and friends at this time.