






TECHNICAL BRIEFING NOTES – 2026 SEASON

-  Pre-Event Safety Scrutineering

-  Equipment Registration

-  Helmets – General safety and scrutineering preparation

-  Clothing – General safety and scrutineering preparation






-  Service Park

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Pre-Event Safety Scrutineering

Scrutineering Documentation continues using the same system as 2025. No information needs to be completed prior to Pre-Event Safety Scrutineering.

Pre-Event Safety Scrutineering

-  **Karts** and **PPE** will be managed separately
-  **Only selected Classes** will be subject to Pre-Event Safety Scrutineering at each event
-  This will be confirmed in the Event Documents and will vary event-to-event. All Classes will be seen at least once during the season
-  **PPE Checks** will be carried out for **all drivers** at **every event** prior to the first track session
-  Competitors must **stick to their allocated slots** to ensure smooth processing.

KARTS – what to Bring to Pre-Event Safety Scrutineering (selected Karts):

-  **Complete, assembled kart** with all parts correctly fitted (including engine, but not wheels)
-  **Second engine** (if registering two engines, bring both to scrutineering).

PPE – what to Bring to Pre-Event Safety Scrutineering (all Drivers):

-  **All racewear** intended for use (wet and dry helmets, suits, gloves, boots).







Equipment Registration

The Scrutineering Document will be automatically filled during Equipment Registration.





No information needs to be completed prior to this.

Karts selected for Pre-Event Safety Scrutineering will have their equipment registered as part of that process and do not need to be presented separately.

Equipment Registration Process

-  Equipment should be **presented at scrutineering** to be registered by scanning of barcodes (1 chassis and a maximum of 2 engines)
-  The time slot for Equipment Registration will be confirmed in the Event Timetable
-  Where required secure barcodes will be applied by a scrutineer
-  **Scrutineering Document** will be auto-filled, combining entry info with scanned equipment and Competitor/mechanic will **sign to complete**
-  Changes to equipment (before Qualifying Practice) must be made at scrutineering:
 - **Engine Change:** Present the new engine for barcode recoding/application
 - **Chassis Change:** Present the fully assembled kart for inspection and barcode application
-  Competitors should cross-check all information to confirm accuracy prior to the closing time.







During the Event:

-  **Equipment scanning** (e.g. engine, chassis, restrictor) at the Entrance Gate begins from Qualifying Practice onward to ensure only registered equipment is used
-  Competitors must **maintain barcode stickers**. Missing or damaged barcodes are treated as missing seals
-  Some harsher cleaning products (e.g. carb cleaner) may damage the barcode, take extra care. **Protecting barcodes** with clear tape or lacquer spray over them is acceptable
-  If a seal is damaged or removed on track, competitors must report it to scrutineers **before leaving Parc Fermé**. Once the kart exits Parc Fermé, no rectifications can be made.

Helmets – General safety and scrutineering preparation

Helmets

All helmets (wet and dry) must be presented for PPE checks.

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Interior checks: Moisture and heat can damage the foam. Direct heat for drying helmets is best avoided, and if done should only be with dedicated helmet dryers at low settings. Hardening, brittleness, or damage to the foam will result in rejection and impounding.
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Label checks: Damaged or unreadable Standard labels, including shrivelled ones, are a sign of damage and could lead to rejection.
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Exterior checks: Any damage reaching the helmet shell = rejection. Minor damage to the outer coatings may be allowed, but you may be advised to protect it to prevent further issues.
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Visors: Must be from the same manufacturer as the helmet. The locking mechanism must be operational when the visor is closed. If not, you may be asked to adjust so that it locks the visor closed before the helmet is passed.
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 Helmets must have the **correct Motorsport UK sticker** (on the right ear area). If missing, you'll need to purchase one for £2.50.
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 After passing scrutineering, your helmet will get a free **Event-specific sticker**. This is required for entry to the Service Park after pre-event checks.




Clothing – General safety and scrutineering preparation

Mandatory Clothing – Race Suits, Gloves and Boots

All mandatory racewear that may be used during the Event must be checked, bring it all with you to PPE Checks – it'll help keep it smooth and stress-free! To avoid delays or your kit being impounded, make sure everything is: clean, undamaged, fully compliant with regs!


Race Suits

 **Counterfeit race suits** are a real safety concern. Only buy from trusted motorsport retailers and avoid sites like eBay. Not sure? Ask a member of the team in scrutineering – we're here to help!


- **Check your suit:** CIK/FIA labels must be embroidered into the collar. If it's stitched on, printed, or heat-transferred, it's a fake (examples below)



- Poor embroidery and spelling mistakes are also red flags
- Suspected counterfeits will be **impounded** and sent to Motorsport UK.

 **Race suit condition matters.** Even genuine suits must be in good shape. Scrutineers will check for wear and damage

- Small holes if directly covering the rib/body protector *might* be allowed – but only if repaired as directed by scrutineering. **Acceptance is always at the discretion of the scrutineer.** If allowed, that race suit is only valid for that Event and must be replaced before the next
- **Large holes or tears** anywhere else = instant rejection. The suit will be impounded and can't be used

 **Be prepared:** You must have at least one race suit passed by scrutineering. Return with another race suit for checking if needed.

Gloves and Boots

 All gloves and boots will be checked for damage and overall condition.

- **Holes, tears, or anything unsafe** = rejection and impound for the Event
- You must have at least **one approved set** of gloves and boots. Bring spares if needed – you might have to come back with replacements.

Service Park

Service Park Entry


To keep things moving smoothly at the Entrance Gate, always follow Officials' instructions and check the following:

Barcodes:

- Must be clean, readable, and not hidden
- Engine seal barcodes (e.g. Rotax, Honda) should face outward wherever possible.


Front Fairings:

- From **Non-Qualifying Practice onward** (where relevant), front fairings **must be dismantled** before arrival at the gate
- They'll be checked for damage – **holes or cracks are NOT allowed** (except the original central hole) and the front fairing will be **rejected and impounded**
- **Repairs are not allowed** under FIA rules – any repaired front fairing will be **rejected and impounded**
- **Mounting blocks** must be clean and undamaged – cracks or excessive wear = rejection
- **Be prepared:** A replacement front fairing and/or blocks will be required if impounded.

 **Reminder:** The Championship Official at the gate has the final say. Remain respectful!

Service Park


The Championship Official in the Service Park is in charge – follow their instructions at all times to keep things running smoothly.

 Random checks will be carried out on: rear width, bumper/wheel alignment, front bumper gaps, championship stickers etc.

- If you're asked to **make adjustments**, follow this instruction prior to Pre-Grid access

 **Engine starting** is limited to **5 seconds max**, with **no excessive revving**

- One verbal warning may be given – a further offence will be referred to the Stewards

 In some cases, if you are required to run **controlled components** for a session you may be allowed early access at the Official's discretion

- Only go where directed and await further instructions