



CATEGORY 2 Motorsport UK STAGE RALLY VEHICLE IDENTITY FORM GUIDANCE NOTES

1 APPLICATIONS

All cars prepared in compliance with Motorsport UK Stage Rally regulations (R)46.3 and wishing to compete in domestic Special Stage Rallies under these regulations, will be required to have a Category 2 Stage Rally Vehicle Identity Form. The form is available to download from Motorsport UK website (www.motorsportuk.org) or can be obtained from the Technical Department. The completed form should be forwarded to Motorsport UK Technical Department via email (technical@motorsportuk.org). Payment of £280.00 (VAT inclusive) should be made once your completed form has been sent to us, credit card payment can be made by calling Motorsport UK Sales Department on 01753 765000. Please note applications will only be processed once the correct fee has been received.

Prior to commencement of a project it is strongly recommended that full details of the proposed vehicle specification be forwarded to Motorsport UK Technical Department for comment.

Applicants should allow 15 working days from receipt of a full application (i.e. form and payment) for processing. Any forms and payment received less than 15 working days before the first event will not be given priority treatment and therefore it cannot be guaranteed that the forms will be issued in time.

If the application is incomplete or unsatisfactory in any way the 15 working day processing period may be extended.

The Category 2 SRVIF is only valid alongside a current Motorsport UK Vehicle Technical Passport, which can be obtained at the same time as the Category 2 application is proceeding. Note that the older style Motorsport UK Competition Car Log Book is not valid for new Category 2 applications.

2 PAGES 2 TO 6: PHOTOGRAPHS

Colour photographs are required to illustrate various parts of the car. As the form is completed electronically, only high-quality colour digital photographs are acceptable. A minimum resolution of 300ppi is considered satisfactory. These should be either embedded in the form or sent as a separate attachment by email to technical@motorsportuk.org.

The photographs should be selected for their accurate representation of the detail being depicted. They should be properly exposed and focused and should not include irrelevant persons or equipment etc. Professional assistance may need to be considered.

The photographs are vital for the authentication of the car by Motorsport UK and any lack of clarity will only delay the issue of the form and complicate event scrutineering.

Both the front and rear $\frac{3}{4}$ views must be of the complete car, with licence plates clearly visible. The views of the front and rear suspension should be taken with the wheel removed, clearly showing both the brake and suspension assembly as indicated.

The view of the front bulkhead must be taken from within the engine bay looking back and the view of the transmission tunnel must be taken from inside the passenger compartment clearly showing the full length of the transmission tunnel.

The view of the interior of the passenger compartment looking rearwards should be taken from the area of the driver/co-driver seat looking rearward. The view of the interior of the luggage compartment must be taken from outside the car looking in, showing as much of the luggage compartment as possible. The view of the dashboard must be taken from the driver's seat – or from a representative position.

The view of the ROPS through the driver's door must be taken with the door open/removed and in such a way as to show as much of the ROPS as possible. Similarly, the view of the ROPS through the rear window must show as much of the ROPS as possible and the photo should be taken in such a way as to ensure that there is minimal glare from the window (if fitted).

The left and right views of the engine bay should be taken to show as much of the engine as possible, and the view of the complete engine bay should include the engine as well as the entire engine bay.

3 FACING PAGE

This page is a précis of the details within, below are listed the items on the facing sheet together with explanations of the information required.

Make – Name of the manufacturer or name by which the car is to be known throughout its life for example: Rover, Ford, MG, etc.

Model – A name or series of letters and/or numbers which manufacturers use to designate the type of car for example: Focus, 206, ZR, etc.

Registration No. – The 'number' given by the national authority and displayed on road legal registration plates carried by cars designed for road use.

Chassis No. / VIN – The unique string of numbers and/or letters applied to the car by the manufacturer and displayed on the chassis plate and registration document. When a car does not have a chassis/VIN number any claim for a particular chassis/VIN number will need to be substantiated.

Year of Original Manufacture – Year in which the base car was manufactured.

Engine Capacity – The actual swept volume of the engine in cubic centimetres.

Motorsport UK Vehicle Passport No. – This will be completed by Motorsport UK upon issue of a Vehicle Passport for the vehicle.

Forced Induction Corrected Capacity – The corrected capacity of the engine using the relevant multiplication factor applicable only to forced induction engines.

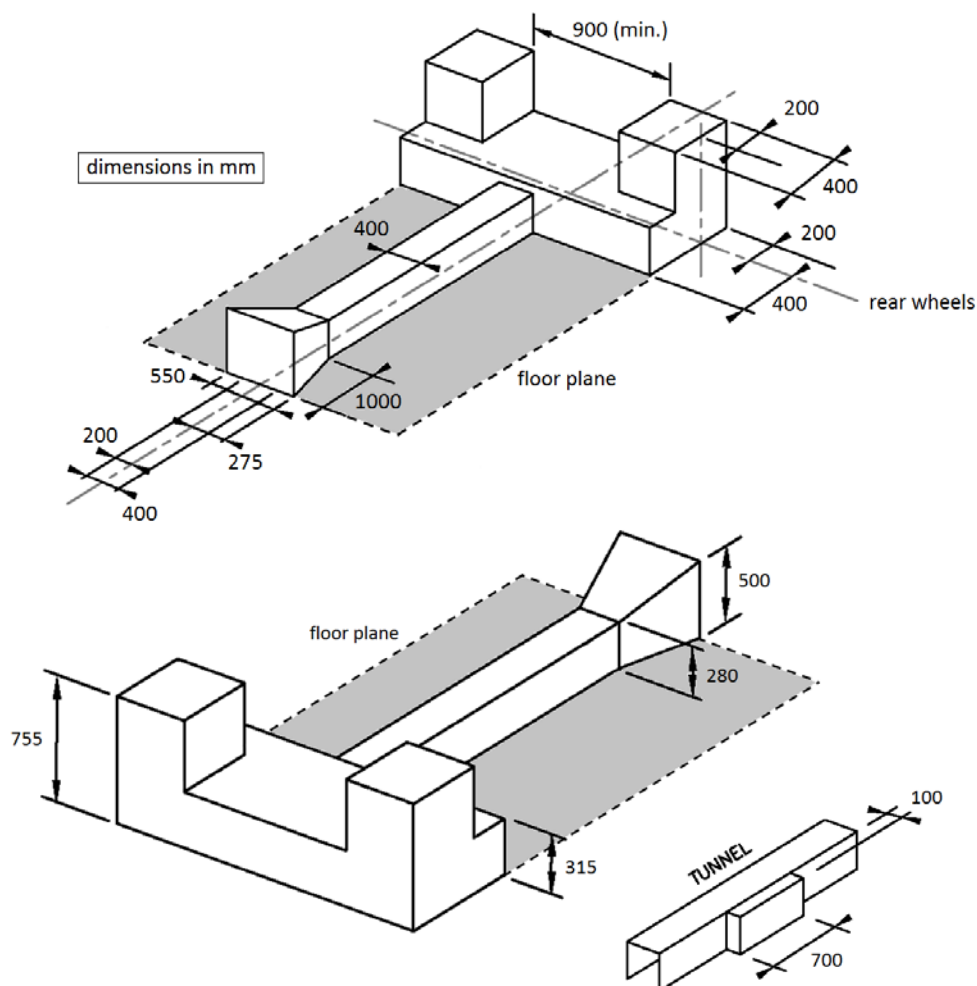
4 SECTION 1 – RECORD OF ELIGIBILITY CHECKS

This section is for Motorsport UK Licensed Officials to complete should a problem arise from scrutineering or with the eligibility of a car at an event.

5 SECTIONS 2 TO 7: TECHNICAL SPECIFICATIONS

These sections deal with the components of the car, including technical specification changes from the standard production car. All dimensions to be metric i.e. millimetre/kilogram etc.

Two wheel drive and four wheel drive arrangements are permitted. Where conversion of a driveline configuration or conversion from 2wd to 4wd necessitates provision of a transmission tunnel in the vehicle floor pan this must be executed within the parameters of FIA Art.279-10.3.10, and as shown in the drawings overleaf.



If any modifications have been made to the front or rear bulkheads, transmission tunnel or floor pan all the dimensions marked A-Q must be completed in the table in section 1.2(a).

The maximum aperture that may be cut into the floor pan to accommodate a link box is 580mm x 55mm (for each link box). Exact measurements are to be recorded in 1.2(b).

All Category 2 vehicles must comply with the minimum weights in the table below. Note, minimum weights relate to the cubic capacity of the car, inclusive of the forced induction coefficient.

	Cars post 01/01/1982 & 4WD Specialist Rally Cars	Cars up to 31/12/1981
Up to 1000cc	660kg	655kg
Up to 1400cc	700kg	700kg
Up to 1600cc	770kg	740kg
Up to 2000cc	850kg	810kg
Up to 2500cc	1080kg	880kg
Up to 3000cc	1150kg	945kg
Up to 3500cc	1230kg	1005kg
Up to 4000cc	1310kg	1075kg

Weight to be taken without fuel and without occupants and their associated personal safety equipment, but with all other vehicle safety equipment and with one spare wheel. Excludes all vehicle jacks, tools and similar equipment.

Certain details of the engine may require the co-operation of the engine builder, to collect the information before final assembly, so that the form may be completed correctly.

6 SECTION 8 & 9: DECLARATION & INSPECTION

This section is for the owner to certify that the form is correct. Owners should be aware that a false declaration could result in disciplinary action being taken against them.

The completed vehicle must be inspected by a Motorsport UK Licensed Technical Commissioner, a listing of which can be found in Appendix 5(e) of Motorsport UK *Yearbook*. At its discretion, Motorsport UK may authorise such person as it sees fit to carry out the inspection subject to that authority being confirmed in writing by Motorsport UK. The details of this inspection should be arranged directly between the applicant and the Technical Commissioner / authorised person; the Technical Commissioner / authorised person may impose a fee for this service.

Once your application has been approved by Motorsport UK a numbered copy of page 12 will be sent to both the applicant and the inspecting Technical Commissioner / authorised person to be signed.

7 SECTION 10: CHANGE OF OWNERS LIST

If the vehicle changes ownership the document, with details of the new owner recorded on the page provided, is to be forwarded to Motorsport UK so that the file copy and database can be updated. The document will be forwarded to the new owner.

8 SECTION 11: RECORD OF AMENDMENTS

This section is for use by Motorsport UK to record any amendments issued for changes of specification. If any changes in specification are made to the vehicle, the form in its entirety must be sent back to Motorsport UK with full details of the changes. The changes must be endorsed by way of an official amendment and recorded in this section.

9 Motorsport UK VEHICLE PASSPORT

Each car subject to an identity form must have a Motorsport UK Vehicle Passport issued by Motorsport UK. The form reference number will be entered on the Vehicle Passport and both documents must be provided at event scrutineering.

10 ADDITIONAL INFORMATION

Certified copies of engine dynamometer and weighbridge reports must be attached.