

## **MOTORSPORT UK PERIOD DEFINED VEHICLE IDENTITY FORM**

### **GUIDANCE NOTES**

#### **1. Introduction**

Under Motorsport UK Regulations a Motorsport UK Period Defined Vehicle Identity Form (PDVIF) is available for any vehicle (non-Rally) taking advantage of exemptions for Period Defined Vehicles within the General Regulations, which does not already hold an approved Vehicle Identity Form issued by a Motorsport UK Registered Club.

A PDVIF does not confirm that the vehicle meets the regulations for any particular events. It is a sporting document that sets out the vehicle owner's declared specification for the vehicle to define its Period.

Period Defined Vehicles (Non-Rally) are split into the following categories:

Historic Vehicles – Cars which are either original competition cars or cars built to exactly the same specification as models with national or international competition history complying with the rules of the period.

Non-Historic Vehicles – Non-Historic vehicles built using period specification parts. The period will be defined by the specification date of the latest major component of the vehicle. The major components being; the Chassis, Bodywork/Bodyshell, engine, transmission, brakes, Suspension and Wheels.

#### **2. Application**

The application forms are available for downloading from [www.motorsportuk.org](http://www.motorsportuk.org). The application should be completed **electronically** on the form provided.

Several colour photographs are required in **landscape orientation**. These must be digital images emailed to [technical@motorsportuk.org](mailto:technical@motorsportuk.org) (please reference your name and vehicle make/model in the email subject). These are to be in focus and a true representation of what they depict. The photos required are: -

- 2.1 A  $\frac{3}{4}$  front view of the car taken with the car static, on its wheels, doors closed, unoccupied with a clear uncluttered and contrasting background. The view to be such that the front and the **Right-Hand** side of the car can be seen. (for example, by clear and contrasting background photographing a red car against a plain white wall is fine, a white car against a white background is not).
- 2.2 A  $\frac{3}{4}$  rear view of the car, the view to be such that the rear and the **Left-Hand** side of the car can be seen. taken in the same conditions as noted in a) above.
- 2.3 For Historic Vehicles only; a period photo of a model that shares the period specification claimed for the presented car.

- 2.4 A view of the front suspension side on, taken by removing a front wheel and taking the shot looking squarely into the wheel arch such that the hub, braking system, the springing medium and shock absorber are shown. Where a car is equipped with McPherson struts the shot is to show the bottom of the strut, the spring platform and the bottom of the coil spring. If the car is fitted with drum brakes, then for the side view photo the drum must be removed and included in the photo so that the inside of the drum is visible. The suspension must be free on the photo (do not put the jack or axle stand under the wishbone but under the chassis).
- 2.5 A view of the front suspension behind the braking system in a longitudinal axis of the car to show the suspension arms behind the brake disc, taken by removing a front wheel and taking the shot such that the hub, suspension arms the springing medium and shock absorber are shown. Where a car is equipped with McPherson struts the shot is to show the bottom of the strut, the spring platform and the bottom of the coil spring.
- 2.6 A view of the rear suspension side on, taken by removing a rear wheel and taking the shot looking squarely into the wheel arch such that the hub, braking system, the springing medium and shock absorber are shown. If the car is equipped with semi-elliptic springs such as to show the springs either side of the brake components. If the car is fitted with drum brakes, then for the side view photo the drum must be removed and included in the photo so that the inside of the drum is visible. The suspension must be free on the photo (do not put the jack or axle stand under the wishbone but under the chassis).
- 2.7 A view of the rear suspension behind the braking system in a longitudinal axis of the car to show the suspension arms behind the brake disc, taken by removing a wheel and taking the shot such that the hub, suspension arms the springing medium and shock absorber are shown.
- 2.8 A view of the whole engine bay taken from the left side of the vehicle. This image should show the whole engine bay to include radiator, suspension top mounts and all engine ancillaries.
- 2.9 A view of the whole engine bay taken from the right side of the vehicle. This image should show the whole engine bay to include radiator, suspension top mounts and all engine ancillaries.
- 2.10 A view of the dashboard as seen by the driver, to include the instruments.
- 2.11 A view of the luggage compartment (Boot) from the rear, or the front for a rear engine car, looking in.
- 2.12 A side on view of the car taken with the car static, on its wheels, doors closed, unoccupied with a clear uncluttered and contrasting background.

For further reference, please use the example photos provided on the application form.

The completed application is to then be forwarded together with the pictures and a scanned copy of the V5c Registration document (Please do not send the original V5c document) to [technical@motorsportuk.org](mailto:technical@motorsportuk.org). The fee, currently £49, to be paid by phone contacting our sales department on 01753 765000, or by sending a cheque to: -

Motorsport UK  
Motor Sports House  
Riverside Park  
Colnbrook  
SLOUGH  
SL3 0HG

**Attention: Technical Team**

## **2 Processing of the Application**

On receipt of the application it will be reviewed by Motorsport UK and if it is considered to be correct and the photographs of acceptable quality, the form will be allocated a reference number and “signed off”. A copy of the form will be retained on file at Motorsport UK and a high-quality copy perforated with the “MOTORSPORT UK” stamp will be forwarded to the vehicle owner.

Unless there are technical queries then applications will normally be turned around within 21 days of receipt.

## **3 Use of the PDVIF**

The PDVIF is required to be produced every time the vehicle is used in an event authorised by Motorsport UK. It will be used by the Scrutineers as a reference to confirm the period defined specification of the vehicle. Scrutineers may record details of checks carried out.

Details of any changes of specification are to be entered on the specification change sheet and the document returned to Motorsport UK with replacement photographs, if appropriate, so that the file copy can also be updated; please note there is a charge of £38.00 for the issue of an amendment.

## **4 Validity of the PDVIF**

The PDVIF will remain valid for a period of 10 years from the date of issue or such time as the registered owner of the vehicle changes.

## **5 Change of Ownership**

If the vehicle is sold the persons to whom the PDVIF was issued should complete the Change of Ownership Advisory Sheet section of the document with the details of the new owner and return the whole PDVIF document to Motorsport UK. Motorsport UK will then contact the new owner to advise how to reapply.