

How to issue FIA Historic Technical Passports – Regulations for ASNs

1. PURPOSE

1.1 International historic motor sport competition is governed by Appendix K of the International Sporting Code (ISC). Each car which competes in historic motor sport must possess an FIA Historic Technical Passport (HTP) as proof of compliance with Appendix K.

1.2 This HTP must therefore refer to a historic period in the life of the car/model considered (a "snapshot"). This is not necessarily the point of original manufacture.

Period Specification is defined as corresponding to the configuration of the model, proven to the satisfaction of the FIA or the stewards to have existed in the period in which it is classified (Art. 3.3.1 of Appendix K).

1.3 HTPs are issued by ASNs under the authority of the FIA.

In addition to these regulations each ASN is free to set additional conditions and its own fee structure for approval of HTPs.

1.4 The only purpose of the HTP is to assist the Scrutineers in carrying out his/her duties and for organizers to classify the car; for the competitor it also represents his/her assurance that all cars comply with a single standard.

2. PREPARATION OF THE HTP

2.1 Each HTP is generated using the FIA software package. Then it can be printed on the ASN's headed paper (for the blank form, see www.fia.com, private area [but you need your ASN's login/password to enter], FIA Sport, Commissions, Historic Motor Sport Commission, Historic Technical Passport [the form is at the bottom of the page]).

2.2 Explanations on items of page 1

Issuing ASN: The initials of the ASN originating the HTP e.g. FFSA, DMSB, SBF, ACCUS etc.

NB: Where two countries ASN share the same initials e.g. Motor Sports Association and Motorsport South Africa the FIA may request clarification on the form.

Form Number: Sequential number of issue of the form beginning with 5000 by the ASN prefixed by the international country identification letters of the country: F, D, S, CH, etc. Thus GB-5000 was the first MSA issued HTP.

Category: Category of car according to Appendix K. The list of categories is in Appendix I to Appendix K. It appears in the form of a drop down menu.

Period: Period of car according to art. 3.2 of Appendix K.

FIA Class: In accordance with Appendix I to Appendix K.

Marque asserted: This is the marque "asserted" by the owner of the car. In this article and all the following ones, the word "asserted" means that this is done under the responsibility of the owner (see also grey box on page 1 of the form).

Manufacturer asserted: The real manufacturer may have a name and the marque another. For example a Porsche Kramer will have Kramer as its manufacturer, and Porsche as the marque.

Model asserted: Model as claimed by the owner.

Year asserted: The year in the FIA Appendix K Period in which the model, to which the application refers, was current and which sets the standard of technical specification to which the applicant's car is purported to comply.

Date of original Manufacture asserted: The date when the actual car, which is the subject of the HTP application, was first assembled as an entity, as claimed by the applicant.

FIA Identity Number: This is the number allocated from the FIA HTP Database identifying the car and confirming that it has been registered with FIA.
For the time being leave this article aside (see articles 3.4 and 4.1).

Engine type: A brief description of the engine as it appears. i.e.:

- STR (for straight engine);
- OHV (for Over Head Valves);
- DOHC (for Double Over Head Camshafts); etc.

Engine cylinder capacity: This is measured in cubic centimetres. In case of normally aspirated engine, this is the volume of the pistons displacement in the cylinders.

In case of supercharging however, depending on periods and categories of cars, there may be a multiplication factor to be used together with the above geometric displacement. This coefficient is 1.4, 1.7 or 2 and is written on the homologation forms, or in the regulations (Appendix J of period and /or Appendix K).

Practically, for a turbocharged Porsche 924 of period I, the cylinder capacity should read as follows on page 1 of the HTP:

Engine cylinder capacity: $1984 \times 1.4 = 2777.6 \text{ cm}^3$

Vehicle chassis / VIN number: The identity number of the vehicle as allocated by the manufacturer at the point of manufacture. Normally on a plate attached to the body and/or a number stamped into the body. This must be checked by the examiner and compared with the official paperwork if any and with the number sequence quoted for the type by the manufacturer on the homologation papers, if applicable.

The plate must be photographed and the photograph kept by the ASN in the inspection file. If it is not possible to photograph the plate a rubbing must be taken.

Some cars do not have any original manufacturer mark or plate. Either none was fitted at point of manufacture or the identifying plate has been removed. The inspector must note the absence and satisfy his/her self that the vehicle can be classified as a period vehicle despite the absence of the manufacturers mark.

FIA homologation form number (if applicable): Only for homologated cars. The homologation number for the model concerned. Only one number applies and the number must be appropriate to the period of the car.

Number of relevant valid pages of homologation form: Only for homologated cars.

The homologation form attached must only contain the relevant pages to the car in the class and period in question. If there are homologated options which fall outside the period of the car these pages must not be included in the homologation form and if there are options which do not apply to the car in question, e.g. which take a Group 1 car into Group 2 or a Group 3 car into Group 4: these may not be permitted and the pages must not be included.

"We, the": To be followed by the initials of the ASN signing the document.

Name and status of signatory: This should be at least the head of the Department responsible for issuing the

HTP or the ASN Chief executive.

2.3 Explanations on items of page 2

Bodywork: For homologated cars, Appendix K permits certain complete body configuration changes. For the avoidance of all doubt if there has been a bodywork change to a car there must be a photograph of the configuration being replicated from an event of the period considered.

For other cars and as much as possible, also display this picture, especially as it can authenticate the car livery.

Box to be ticked about the history: Provided certain conditions are fulfilled, cars or models of cars with only a National History record may be awarded a HTP. In this case, the ASN must avoid an ambiguous situation and must clearly state this in its request.
In addition, the box at the bottom of page 2 must be ticked.

2.4 Page 12 – Eligibility checks

As indicated, this part of the form is reserved for comments from the FIA event officials.

ASNs must neither add comments nor withdraw them from the form. In particular ASNs ARE STRONGLY ADVISED against changing the HTP unless the "red dots", "black dots" and comments in article 13 are officially removed by FIA event officials.

2.5 General notes on changes to the original specification

The purpose of this information is to enable scrutineers and/or stewards to be able to deal with queries or protests about a cars mechanical specification at an event.
Generally the questions asked are self-explanatory.

For example on page 3:

1.1 Chassis Frame

Chassis frame in this instance may be a monocoque or semi monocoque construction. Note the Appendix K restriction on changing chassis length. Inspectors will need to establish, particularly in the case of period C and D cars that they are not modified.

Throughout the HTP document it is to be noted that the changes must have been undertaken in the period of the car for the purposes of International competition and comply with Appendix C or J of that period.

3. CHECKING OF THE HTP AND CAR BY THE ASN

3.1 The ASN will organise the inspection of cars applying for an HTP and representatives of the ASN must physically inspect each car before issuing it with an HTP. Individual inspectors reporting to ASN, committee views to ASN, ASN employees are all acceptable. Single approval signature systems are not recommended.

The ASN is responsible for the inspection and must keep a copy of the inspector's report with the original of the HTP. A photographic record of the inspection is highly recommended.

3.2 ASN and inspectors should at all times bear in mind that their competence in issuing these forms should be to a universal high standard. It is requested that a competent scrutineer should undertake all inspections or a person qualified to understand the cars.

3.3 Once the ASN is satisfied with the check of HTP against the car, the car must have attached to it by the inspector the relevant FIA tamperproof sticker supplied by the FIA (see point 4.2): the large sticker (50 x 20 mm, with the FIA logo) will be attached to the car:

- in the case of any open car fitted with a rollbar, the sticker will be attached vertically on the right side of the rollbar.
- in the case of any closed car, with or without a rollbar, and in any open car without a rollbar, the sticker will be attached to the bodywork as close as possible to the bottom corner of the windscreen on the right hand side of the car.
Alternative location for stickers on closed cars: they can be affixed on the right side of the cockpit and on the rear rollbar (B-pillar), immediately visible when the door is open.

The ASN issuing the HTP is responsible for ensuring that the stickers are affixed to each car in the prescribed positions.

3.4 A request for the allocation of an FIA Database Number, together with copy of the complete draft HTP including the chassis VIN, must then be sent to the FIA secretariat (fchamplon@fia.com).

If necessary, the draft HTPs must be accompanied by historic reports establishing that the corresponding models fulfil the conditions imposed by Appendix K regarding their history in period.

4. ISSUING THE HTP

4.1 You will soon receive the result of your request in one of the following format:
26.09.08 Accepted, change homologation number to 18.

Or :

25.09.08 Change model to Carrera RSR
Front suspension = Mc Pherson
Photo front suspension = Additional springs not correct, not used in Period

In the first case ("*Accepted*"), you will receive a FIA database number which must be entered on page 1 under "FIA identity n°". Once the correction requested ("*change homologation number to 18.*") has been taken into account, the HTP can be processed further.

In the second case you will not receive the FIA database number; the draft form must be presented again after the form has been corrected as requested.

4.2 The original of the HTP is the property of the issuing ASN.
The ASN will provide the keeper of the car with a certified colour copy of the HTP. This copy is the property of the keeper of the car and must be transferred with the car to any new keeper (see art. 6.1).
The copy of the car owner will receive the second FIA sticker (see 3.3 above) with the same number as for the first one affixed to the car. This is the small sticker (24 x 16 mm), and it will be affixed to the bottom left corner of page 1, below the date.
Note that these stickers are to be ordered from the FIA (dmoretto@fia.com).

4.3 The car owner must sign his HTP copy and the HTP kept by the ASN.

4.4 If the model of the car is homologated, a verified copy of the valid pages of the homologation form must be attached to the HTP (see art. 2.2).

4.5 Once the HTP has been issued, a copy of the 11 first pages (either on paper or preferably as a computer file) with good quality colour photographs must be sent to the FIA Secretariat in Geneva.

5. MODIFICATION OF HTPS - VARIANTS

5.1 In the event of a HTP being modified, the draft must be submitted to the FIA before it is issued.

5.2 For a given HTP, extensions to the form may be issued as Variants, if part of the information given in the basic form may change. As stated on page n° 1, Variants will be valid for one or several of these

categories of events: Hill-Climb, Rally, Racing.

The competitor may use Variants as he wishes, provided this is within the right category of events.

5.3 The above regulations will be used for the issue of variants, but no additional stickers on the form or on the car are necessary.

6. TRANSFER OF THE CAR

6.1 If the car is transferred to another country out of an ASN's jurisdiction, the new keeper must notify the new ASN which must notify the previous ASN. The previous ASN must then send the original HTP and the inspector's report (see art. 3.1) to the new ASN, which will adopt the HTP and allocate it a number belonging to the new ASN.

This must be notified to the FIA by the new ASN in order to update the FIA database. The FIA database number will remain unchanged, but new stickers from the new ASN must be affixed on the car and HTP.

7. VALIDITY OF THE HTP, CANCELLATION

7.1 The FIA may cancel an HTP at the request of an ASN or FIA Chief Steward.

7.2 An HTP will remain valid for 5 years.

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Appendix

Handling the FIA Historic Labels

