

The following document must be considered as an overview of the possible orientations expected at the FIA, not as a reflect of the current regulations.

2005 Historic Technical Passport

Background

The rewrite of appendix K for 2004 necessitated some changes to the format of the HTP and that changed format was very much in the mould of the HVIF which preceded it.

The principal difference with the issuing of the HTP was a World Council decision that cars had to be inspected by ASN before the HTP was issued and the further decision that all HTP had to be submitted to FIA in Geneva for an FIA number before they were issued to competitors and were validated.

One of the consequences of the establishment of the HVIF database was the understanding that due to original numbering history of cars there were many cars without original numbers of any kind, thus the HVIF/HTP as a document that clearly identified an individual car was faulty.

During 2004 the further impact of the decision to accept facsimile copies of cars became apparent.

On the 2004 HTP and the HVIF before it the car's make and model were entered by the applicant and then confirmed by the ASN. In effect the HTP at that point could possibly be construed as a document which gave the vehicle an authenticity which it did not necessarily have and possibly exposed both the applicant and the ASN to legal action, even if they were acting in good faith.

With the advent of the acceptance of facsimile copies of cars it became apparent that it was no longer safe to refer to a car by a make or model description that could be challenged.

2005 Specification HTP

The 2005 HTP was approved by the WMSC in December 2004.

To avoid any legal consequence the make and model are now described as representative that protects the applicant, the ASN inspector and the ASN from legal consequence.

In line with the understanding described above that there was no longer a necessity for the car to have a unique or original makers mark and indeed to avoid these of the

HTP to demonstrate outside a Historic Motor sport situation that the car was a particular car the chassis number was also taken of the form.

The form now bears two numbers. The ASN number that is unique to the car and to the form and will at all times be the same.

The FIA number will be issued by Geneva at point of the HTP being submitted and is a five digit numeric code.

Below the FIA identity number of the form is a blank space. For the use of ASN and FIA only here is entered the chassis number claimed by the vehicle in question. This line is print protected and is on the form in hide mode. The use of the hide/unhide toggle on the Microsoft Word toolbar exposes this number to view, but only within the ASN or FIA.

If in due course Eligibility Delegates have any electronic access to the form-either by CR ROM or real time access to the FIA master DB of issued forms they also will be able to check the number.

In 2004 there was some confusion about the number of valid pages as referred to on page one. This is now clarified and refers to the numbers of pages of the homologation form which are valid in the case of the car in question This detail is fleshed out on page two where the actual relevant pages are listed.

Further along the form there are some extensions to it, the photographs now appear on the same page as the suspension descriptions.

The ownership of the car is no longer part of the HTP and this has raised some ASN queries. From the perspective of an event the owner of the car is of no consequence. The entrant is wholly and solely responsible for the car and its eligibility. The entrant may or may not be the owner of the car and there is no ISC requirement in this matter. If ASN wish to add for domestic reasons a page to the HTP outside the framework of the document for internal reasons they are at liberty so to do. However there needs to be some caution in this that the document can be used for fraudulent reasons if the owner is mentioned. There are allegations and circumstantial suggestions that historically HVIF were used as carnets by owners in collusion with ASN to avoid paying duty when importing cars. Further by fraudulently changing the ownership details the document has been used for sale purposes

Regulations for the Issue and Use of FIA Historic Technical Passports

Purpose and use

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.
2. The HTP will be issued by the ASN under the authority of the FIA.
3. The original of the HTP is the property of the FIA and will be kept by the ASN which issued it.
4. The issuing ASN will provide the keeper of the car with a certified copy of the HTP. The certified copy is the property of the keeper of the car and must be transferred with the car to a new keeper
5. All ASN scrutineers and event organisers must recognise and accept the HTP.
6. It is the responsibility of the competitor, as defined in Article 44 of the ISC, to ensure that the car complies with Appendix K at all times during a competition.
7. The HTP has only one configuration, an eleven-page set for homologated or non-homologated cars. If the car is homologated, the HTP must always be accompanied by a copy of the relevant pages of the FIA Homologation form certified by the issuing ASN.
8. The FIA may cancel an HTP at the request of an ASN or FIA Chief Steward. Details of any cancellations will be published in the FIA bulletin.
9. Unless cancelled by the FIA, an HTP will remain valid indefinitely.
10. A modified HTP was introduced by MSWC in October 2004. After March 2005 only the HTP created on the modified HTP template will be acceptable in historic motorsport. In view of the change after only one year the FIA will reproduce all existing HTP of the old style registered with the FIA free of charge to ASN.
11. The FIA will supply to all ASN issuing HTP tamperproof stickers complete with bar code, alphanumeric code and hologram to identify cars with HTP.

Issuing Practice

10. The HTP may be used for competitions taking place after 1.1.2004. Each HVIF will be replaced as soon as practicable with an HTP. HVIF's will be invalid after 31.12.2006. In the event of a car changing hands the HVIF must be cancelled and an HTP issued. Each ASN is responsible for notifying all its HVIF holders of this change

either directly or through its established channels of communication and for arranging the change from HVIF paperwork to HTP.

11. Each HTP, issued by an ASN will be numbered using the international country identification letters (GB, USA, F etc) followed by a four-digit sequence starting at 5000 in each country. No HVIF will be issued after 16 October 2003.

12. Representatives of the issuing ASN must physically inspect each car before issuing it with an HTP. The ASN is responsible for the inspection and must keep a copy of the inspector's report with the original of the HTP. At the point of inspection each car must have attached to it by the inspector the relevant FIA HTP tamper proof sticker.

13. The ASN must use the inspection report blank template as a basis for all decisions on HTP issue. ASNs must generate and maintain a file of information in respect of each car from these procedures.

14. If the car is transferred to another country or otherwise out of an ASN's jurisdiction, the 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 to the new ASN, which will adopt the HTP and allocate it a number belonging to the new ASN.

15. Each HTP must be computer generated using the FIA software package, and then printed on the ASN's headed paper. Handwritten forms will not be accepted. Only chemical film photographs are acceptable for the originals of the pictures on the HTP.

16. Once the HTP has been issued, a copy of the ten first pages with good quality photographs, preferably in colour, must be sent to the FIA Secretariat in Geneva, where an FIA HTP database number will be allocated to validate the HTP.

Appendix - Issuing of the HTP

Each ASN is free to set its own specific procedure and fee structure for approval of HTP, thus individual inspectors reporting to ASN, committee views to ASN, ASN employees are all acceptable. Single approval signature systems are not recommended.

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

The ASN will organise the inspection of all cars applying to them for an HTP. A file will be kept by the ASN containing the inspector's notes and related information, which will be forwarded to a new ASN in the event of the car moving to the

jurisdiction of a new ASN. A photographic record of the inspection is highly recommended.

User Document for preparing the HTP

To be read with the HTP.

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.

2. Form Number

Sequential number of issue of the form beginning with 5000 by the ASN prefixed by the international letter(s) of the country, F, D, S, CH etc Thus GB5000 is the first MSA issued HTP. The numbering starts at 5000.

3. Category

Category of car according to Appendix K from 'Word' drop down on template.

5. Period

Period of car according to the Specification of the car

6. FIA Class

Taken from Appendix 1 to Appendix K.

7. Make Represented

Name of the car is:

- that name by which it was entered in International competition in the period (non homologated cars),

- that name which appears in the list of homologated cars e.g. Abarth not Abarth Fiat, Fiat Abarth, Fiat/Abarth. In the event of one manufacturer badge engineering identical cars e.g. Austin /Morris, the cars shall be described as Austin/Morris; equally all Cobras are classified by manufacturer AC/Shelby.

8. Model Represented

The model is as described by the manufacturer in international competition in the period, or on the homologation form for the homologated cars. No Roman numerals will be used, thus Mark IX will be Mark 9.

9. Engine Type

This is a brief description of the engine as it appears. EG FORD STR(aight) 4 O(ver) H(ead) V(alve), Jaguar STR 6 D(ouble) O(ver) H(ead) C(amshafts)

10. FIA Vehicle Identity number

This is the number allocated from the FIA HTP Database identifying the car and confirming that it has been registered with FIA. The ASN should record 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**

The VID claimed for the vehicle will be entered by the FIA into the blank space below the FIA ID number where it will be visible only on screen to the FIA, the ASN and the FIA ED if he has an electronic copy of the HTP.

12. Engine cylinder capacity

The engine capacity must be original as per the original specification of the car, or the homologation paperwork for homologated cars, plus any variation being within the tolerances allowed in appendix K.

14. FIA homologation 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.

15. Number of relevant valid pages of this form (if applicable)

Only for homologated cars.

The Homologation form attached must only contain the relevant pages to the car in the class 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.

16. "We, the"

To be followed by the initials of the ASN signing the document.

17. Signatory

This should generally be at least the head of the Department responsible for issuing the HTP or the ASN Chief executive.

18. Bodywork (page 2)

Only 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 a period event. The competitor or the ASN may provide this. It is expected that the FIA Database secretariat will be able to provide a complete schedule of photographs in due course.

The completed HTP must be retained by the ASN who will forward to the proposer a certified copy of the HTP held by the ASN with the relevant pages of the homologation form attached to the certified copy. The competitor, at scrutineering, must always present these as a set. Competitors must be reminded to sign the HTP.

19. 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

- a) 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.

Through out 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.

