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.

The Use of Barcodes on the Historic Technical Passport.

Background

The HTP predecessor the HVIF carried from its beginning the chassis number of the vehicle to which it referred. And this information was integral to the use of the form.
As a greater number of forms were issued by ASN the variety of cars that became involved in historic motor sport grew notably in the increasing numbers of manufacturers. At the point of the establishment of the database of HVIF there were 526 different manufacturers worldwide mentioned on the 12000 plus HVIF issued.

The chassis/VIN number was the only unique identifier of the car on the HVIF, latterly the HTP.

In creating the database of HVIF it became clear that a significant proportion of the cars either had:

a) No chassis number, sometimes from creation and sometimes by genuine loss or by theft.
b) A chassis number that had been invented by the ASN and allocated to the car, but listed nowhere, and in some cases not even attached to the car.
c) A chassis number that was shared by one or more identical cars.
d) In a very few cases individual cars claimed to have lost their HVIF as reason for issuing a second. In one case an AC Cobra had five HVIF issued and valid to the same car.

In 2004 with the acceptance of replicas there was nothing to prevent a replica adopting the chassis number-even a copy chassis plate, of the car that it replicated. Indeed to be a genuine facsimile copy it had to have the same chassis plate.

Ultimately this could lead to a situation where a parc ferme contained 35 identical cars each with an HTP which had the same information and a scrutineer or stewards panel was unable to distinguish between then. Further it became clear that there are cases where owners have two or more cloned cars each using the same HTP

Returning to the need to have an individual identifier for each car and given the FIA requirement to inspect all cars it was one step to use a tamperproof sticker at point of inspection to each car.

In looking to the future with the use of technology it became apparent that by including a bar code as well as an optical alphanumeric code on each sticker it would

be possible in a short time to read the stickers and compare with a central, or select database and the actual form.

Current use of bar code technology within the FIA.

Bar codes come in two forms, proprietary whose fonts can are generally available and limited specialized such as are used by supermarkets who need to be assured that their codes are unique to them. In the usage envisaged there would be straightforward use of proprietary coding which simply puts the alphanumeric codes into machine-readable format.

Presently bar codes are used within the FIA in three areas, Formula1, World Rally Cars and now Karting. In Formula 1 the tyres are all bar coded and due to their limited use it is possible for the TD to check that the tyres on any car at a given moment are those which have been correctly issued to that car. For WRC and Karting the use is with chassis and components-again where individual components are either approved before use, allowed only to be used only once or subject to checking.
In all the above cases the use of the technology in the field is now tried and tested and should prove to be capable of introduction into Historic sport as outlined below with few problems.

2005 Practice

Each car will at point of inspection have attached to it by the inspector a tamperproof foil sticker which has on it in alphanumeric and in bar coded form the country code and the ASN allocated number .e.g. GB5000, F5000, D5000, ZA5000 or USA5000.

Each HTP when issued to the applicant will also have attached to it a copy of the same sticker.

The stickers will be issued to ASN by FIA.

Future practice options

FIA technical delegates may have a CD-ROM issued of all valid HTP for the event in question, be it a Rally, a TGP event, Lurani event, etc.

The use of a bar code reader attached to a laptop with CD-ROM in the scrutineering area will permit:

a) The car to be scanned.
b) Comparison of car with HTP and HTP details held in Geneva.
c) Cross checking any ‘red dots’’ or other comments on the car from previous events.
d) In conjunction with the event organisers ‘real time’ event management-UK licences are bar coded from 2005 on so by connecting administration to the scrutineering bay competitors can be followed through the system.
e) In the event of the organisers not being in real time the FIA technical delegate through his lap top or PC in the scrutineering area generate start lists, produce

lists of outstanding vehicles, add or subtract red dots to HTP, complete analysis of cars, types periods etc, keep a check on required rechecks, print out lists of cars needed for inspection in parc ferme.

f) In conjunction with a real time system and a bar code reader at the pit lane exit ensure that no vehicle takes to the track without passing scrutineering, either ab initio or after an incident.

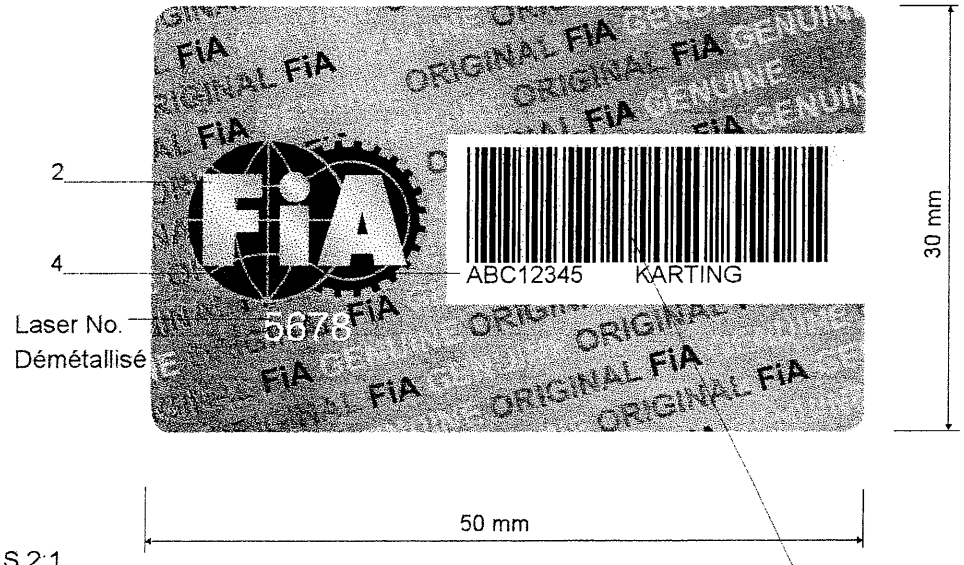
Realistically many of these options will not be used and until the HVIF ends in 2007 all cars will not have a sticker.

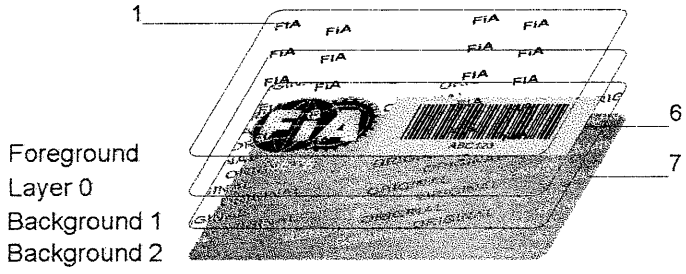
Major benefits are:

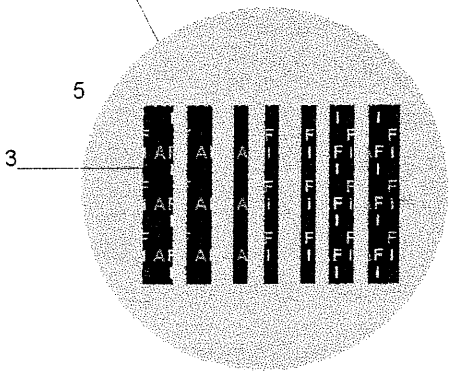
1. For the first time each car taking part in competition has a unique identifier.
2. The need for less paid/volunteer personnel in race management.
3. Simplification of paperwork procedure.

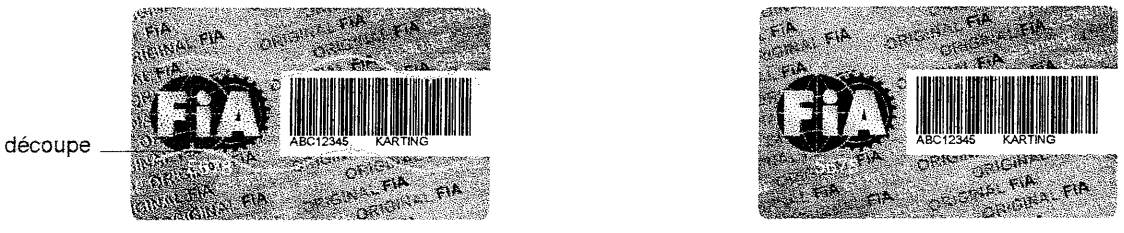
2D / 3D Hologram Version 7

Foreground	1.	One color
Ebene 0	2.	Two colors sine grating
	3.	Microtext dynamic pattern
	4.	Matt structure
	5.	Barcode holographic structure
Background 1	6.	One color
Background 2	7.	One color









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