

2020 DETAILED GUIDELINES

A WORLD IN MOTION

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FEDERATION INTERNATIONALE DE L'AUTOMOBILE

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The texts and documents in the present brochure are for information only. The only regulations that are considered official are those published in the FIA Yearbook of Automobile Sport, in the periodical FIA Bulletins and on the FIA website.

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PURPOSE OF THE DOCUMENT THE APPLICATION PROCEDURE GENERAL FEATURES HOW TO FILL THE FORM PICTURES & FORMAT ROPS CERTIFICATES COMMON MISTAKES



The Historic Technical Passport (HTP) serves two purposes, firstly for the use of technical and eligibility officials at competitions and secondly for the use of competition organisers in both classification and class structure for their competitions.

As stated on the first page of the document:

- The HTP is not a certificate of authenticity, nor does it in anyway verify the history of the car or its constituent parts.
- The FIA merely certifies that the required information gathered and confirmed by the ASN at the date of the inspection, is sufficient for the car to be eligible to compete in FIA-sanctioned events for historic vehicles.
- Neither the FIA nor the ASN certifies or takes responsibility for the accuracy of the items shown below as «represented» as those were provided by the applicant (as detailed in Page 24), on behalf of the owner, based upon his best available knowledge and are not verifiable by the ASN and/or the FIA.

<u>As detailed into Appendix K under Article 4.3, there are procedures in case of non-conformity:</u>

- The red dot procedure if the car is presented with a minor irregularity and which may require an update of the papers.
 - Ex: Wrong technical description or mistake in the form, technical irregularity that does not affect performance.
- The black dot procedure if the car is presented with a safety irregularity.
 - In that case, the car cannot take part in the Competition.
- For non-conformities that have an affect on the performance of the car, those shall be reported to the Stewards.

For the full regulatory texts, these are available in Appendix K.



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To apply for an HTP, three steps need to be carried out:

- 1. Define the requested technical specification of the car, that needs to have existed in period.
- 2. Refer to the applicable regulations:
 - Appendix K, the Homologation form and the corresponding Appendix J for a HOMOLOGATED CAR;
 - Appendix K, the period Appendix J and possibly Championship regulations for a NON-HOMOLOGATED CAR.
- 3. Compile the HTP application in accordance with the above.
 - If you wish to use additional specification to the one presented originally, for a different wing assembly or engine as an example, that specification will have to be added through a Variant to the base HTP. It can be submitted from the start of the procedure along with the other forms and for as many specificationas you wish to use.

Once the above is settled and the form is filled-in, it will be reviewed by your ASN and then submitted to the FIA for final consideration by the FIA Vehicle Compliance Sub-Commission. The purpose of this worldwide spread panel is to consider each application and its compliance with the relevant regulations and period specification.

Should there be administrative mistakes, non-compliance and/or need for clarification, comments will be returned to the ASN in charge of the application for further consideration. If everything is in order, the application will simply be validated and a FIA Database Number issued.



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The 2020 HTP Template has been developped following the FIA observations and feedback from both the VCSC but also according to the feedback of ASNs involved in the process. The new form is a more efficient document which should help ASNs and their Secretariat as well as the FIA in ensuring higher consistency and standards.

<u>Main changes</u>

- PDF Form
- Automated FORM NUMBER and ISSUING ASN fields built-in throughout the document;
- Automated MANDATORY FIELDS (*) with built-in verification tool on each page and for each section;
- All pictures to 16:9 (1280x720px) format;
- New picture requirement for specific cases (listed hereafter);
- New ASN issuing procedure built into the form.

What stays the same

• The document and sections are the same, still 27 pages, plus the Application form;



There are 3 major types of fields to fill the form.

<u>1st type: Simple Drop-Down Menus</u>

Click on the menu and then chose the applicable description.

Mandatory fields *

HISTORIC TECHNICAL PASSPORT VALID IN RACING & HILL-CLIMB

-

Select the appropriate entry, up to 3 disciplines may be entered.





<u>2nd type: Drop-Down Menus opening a further field.</u>

Depending on the answer which may be "YES" or "NO", different possibilies may arise. 1. "YES" will mostly lead you to continue to the next drop-down menu and so on; 2. "NO" will require you to fill-in a further text field aimed at clarifying your answer.

2.2	IGNITION			
[a]	Is the system as per the period specifications?	YES ·		
[b]	Not applicable	YES NO	Choose "YES" or "NO"	
2.2	IGNITION			
[a]	Is the system as per the period specifications?	YES -	Option 1 – "YES"	
[b]	Not applicable		No clarification required => Onto the next field.	
2.2	IGNITION			
[a]	Is the system as per the period specifications?	NO ·	Option 2 "NO"	
[b]	Please clarify		Clarification is MANDATORY	
			A WORLD IN MOTIO	V



<u>3rd type: Images</u>

In order to insert an image, click within the picture box, either select the image through a pop-up window which will invite you to browse through your file or clear the field if you need to insert another one.

		ISSUING AS	FORM No. USA-3
ISSUING ASN : ACCUS	FORM No USA-XXX1	Fichier : Exemple	Parcourir Effacer l'image
COLOUR PHOTOGRAPH OF THE REAR SUSPENSION Digital photograph of suitable resolution 16:9 - 1280x720 Wheel removed; the braking system In case of drum brakes the drum has t UPLOAD YOUR CHORE	N arly visible the picture	Whee In case	2 Die ture
		Once you've automatically c <u>All pictures ar</u>	chosen the picture, it will adjust to the size of the box. <u>re MANDATORY</u>
			A WORLD IN MO



A few tips and tricks about the form.

For questions such as "Is the xxxxx as per the period specification?", two answers are possible:

- If that element is as per the original model \rightarrow Chose YES and move to the next field;
- If you have modified that element compared to the original model → Chose NO and explain the modification in the following Clarification field, which is mandatory.

For questions such as "Are sensors fitted?", two answers are possible:

- The original car has not been equipped with additional sensors → Chose NO and leave the next field blank;
- The original car « stock » has been equipped with additional sensors → Chose YES and detail which ones on the next field.

Note that the following instruments do not need to be filled in: Engine RPM, engine oil pressure & temperature, engine water temperature and fuel pressure.

/!\ ALL FIELDS MUST BE FILLED IN!

For cases where the requested information does not exist, state ''N/A''. This enables administrative services to ensure that there is no oversight.

In terms of material, as all metals are alloys, you must always specify their base material (steel, aluminium, magnesium, etc.).



PURPOSE OF THE DOCUMENT THE APPLICATION PROCEDURE GENERAL FEATURES HOW TO FILL THE FORM PICTURES & FORMAT ROPS CERTIFICATES COMMON MISTAKES



HISTORIC TECHNICAL PASSPORT VALID IN RACING & HILL-CLIMB

This Technical Passport is not a certificate of authenticity, nor does it in anyway verify the history of the car or its constituent parts. The FIA merely certifies that the required information gathered and confirmed by the ASN at the date of the inspection, is sufficient for the car to be eligible to compete in FIA-sanctioned events for historic vehicles.

Neither the FIA nor the ASN certifies or takes responsibility for the accuracy of the items shown below as «represented» as those were provided by the Applicant (as detailed in Page 24), on behalf of the owner, based upon his best available knowledge and are not verifiable by the ASN and/or the FIA.

ISSUING ASN : AUTOMOBILE COMPETITION COMMITTEE FOR THE UNITED STATES FIA INC.

CATEGORY : COMPETITION GT CAR FORM NUMBER : USA-XXX1 *- 01/01/1962 *to 31/12/1965 * Valid to 31.12.2020 FIA CLASS : GTS12 PERIOD F

"VALID IN" – Drop-down menu: Disciplines in which the car will be Period – Drop-down menu: Period of the car's specification in entered

<u>/!\ Risk of error:</u> Selecting disciplines for which the car is not eligible (e.g. Rally despite having no bumpers on the car).

Issuing ASN: To be completed by the ASN.

Form number: To be completed by the ASN. The ASN number consists of the letter of the country and a four-digit number starting from 5000.

Category – Drop-down menu: Category of the car, in accordance with Appendix I to Appendix K.

<u>/!\ Risk of error:</u> Not knowing the FIA category and being too literal (e.g. a Ford Sierra RS Cosworth Group A taking part in Rally is not a "Two-Seat Racing Car" but a "Competition Touring Car").

accordance with Article 3.2 of Appendix K.

/!\ Risk of error: Focusing on the letter and forgetting to type the vears and vice-versa.

Valid to ...: To be completed by the ASN. The year should be a 4 figure number.

FIA Class: According to Appendix I to Appendix K. /!\ Risk of error: Reading the wrong Appendix I table.



Make represented :	SHELBY AMERICAN INC.	*	Model represented :	COBRA 2	289 DAYTONA CO	UPE *
Year of specification :	1965	*	FIA identity n° :			
Engine type :	FORD V8 OHV		Engine capacity :	4840 cm ³ *	Corrected :	cm ³
FIA homologation form	n number (if applicable) : 115		Number of relevant va	alid pages of h	nomologation form :	9

<u>Make represented:</u> This is the make "represented" by the person who applies for the car's HTP (the "applicant", who can be either the owner of the car, or the person duly authorised by the owner of the car to submit the application). In this article and all the following ones, the word "represented" means that this entry is that which is declared by the applicant; this claim is therefore the sole responsibility of the applicant (see also grey box on Page 1 of the HTP). <u>Advice:</u> For homologated cars, enter the make written on the Homologation Form.

<u>Model represented:</u> Model as declared by the applicant. Always use the homologated make and model for homologated cars. <u>Advice:</u> For homologated cars, enter the model written <u>on the Homologation Form</u>.

Year of specification: The year in the FIA Appendix K Period in which the model was current. This year defines the technical specifications to which the applicant's car is purported to comply.

<u>Advice:</u> The year of specification is very important. It is defined according to the parts mounted on the car. If your car, manufactured in 1966, is equipped with a component contained in an extension of the Homologation Form issued in 1969, then your car's year of specification is 1969. If you use several extensions to the Homologation Form, then the latest one will be the one setting the year of specification. The period filled in previously must correspond to the year of specification.

FIA identity No.: To be completed by the ASN, according to instructions from the FIA.

Engine type: Number of cylinders, configuration and distributor type (e.g. Straight 4 DOHC; V8 OHC; V6 OHV; etc.). If the engine manufacturer is different from the car manufacturer, or if the engine is of a particular type (Essex, Climax, DFV, BDG, etc.), that must be stated in this field. /!\ Risk of error: Writing "turbo" or the manufacturer's engine code, etc.

Engine capacity and corrected engine capacity: The capacity filled in here must always be the real and actual capacity, not the original one. For naturally aspirated piston engines, there is no corrected cubic capacity. Corrected cubic capacity only apply to forced induction engines or rotary piston engines. Check the car's Homologation Form or the period Appendix J for the coefficient that applies to your car, if relevant as in some periods, there was no equivalent.

FIA Homologation Form number (if applicable): If the car has a Homologation Form. A verified copy of it must always be attached to the HTP and brought to competitions.

Number of relevant valid pages of Homologation Form: If the car has a Homologation Form, complete the number of pages of the basic Homologation Form plus the number of extension pages that it is possible to use regarding the specification year and the chosen discipline(s).



<u>Pages 1 and 2 - Presentation photographs – Photos must be sharp and represent:</u>

- The complete car, ready to race with or without its numbers;
- From ³/₄ front right (Page 1) and ³/₄ rear left (Page 2), the car must be presented in order to provide a complete view;
- There must be adequate and uniform light, no shadows;
- The stationary car with nobody on board;
- A limited amount of stickers are authorised, in accordance with Article 2.1.9 to Appendix K as well as for cars replicating a period livery and justified by a reference picture on Page 2;
- Windscreen strip are not allowed unless part of a period livery;
- Cars competing in rallies must be fitted with bumpers to the period specification of the model unless the model was homologated in period without bumpers.













PERIOD IMAGE OF THE ORIGINAL CAR BODYWORK: The reference picture has to be of a model that shares the period specification claimed for the presented car. Any difference between the presented car and the reference picture have to be corrected so that the reference car and the presented car are identical. In the case were the car has a livery, the reference picture is necessary.

Event: Name of the Competition and/or, as a minimum, of the location. The caption must be accurate enough so that the car can be identified in the classification of the relevant Competition.

Date of the Competition: Month and year formatted to DD.MM.YYYY.

Box to tick regarding its history: Under certain conditions, cars bearing a national history only may be issued with an HTP. In such cases, the ASN must avoid any ambiguity and indicate this clearly in the application. The box at the bottom of Page 2 must be ticked.

/!\ Full Competition name and Date (DD/MM/YYYY) are MANDATORY



	ISSUING ASN : ACCUS FORM	No LISA-XXX	1	
	1 - CHASSIS, SUSPENSION			
LI	CHASSIS FRAME		-	
[2]	is the car fitted with a chassis to the period specifications?	Y	ES	1
[b]				
[c]	Construction (girder, tubular, monocoque, etc.): GIRDER			ŝ
[d]	Materials: STEEL			1
1.2	FRONT SUSPENSION			
[a]	Is the suspension as per the period specifications and dimensions?	¥	ES	٠
[b]				
[c]	Type of suspension (rigid axle, wishbones, de Dion, etc.):			÷
	TOP LEAF SPRING WITH BOTTOM WISHBONE			
[d]	Type of spring (coil, leaf, torsion bar, etc.): LEAF			•
[e]	Type of dampers (friction, lever, telescopic, etc.): TELESCOPIC			٠
[f]	Are the dampers adjustable?	Y	ES	
[g]	Please state the number of adjusters per damper (not the possible number of adjustment	ŋ.	DNE	٠
(h)	Material of the dampers:	STEEL		*
[i1]	Is the geometry of suspension adjustable?	Y	ES	*
[12]	Is the height of suspension adjustable?	Y	ES	٠
Π	Please specify the method (Uniball joints, different mountings, etc.):			
	i1: UNIBALL JOINTS			٠
	i2: SPACERS ON THE LEAF SPRING			*
[k]	Is it fitted with an anti-roll bar?	Y	ES	
П	Please specify, is this bar adjustable?	N	O	*
[m]	Are sensors fitted?	N	O	٠
[n]	Statement of the second s			

1.1.[a]: Unless particular modifications are to be clarified, tick "YES".

1.1.[b]: To be completed only if you have answered "NO" to question 1.1.[a].

1.1.[d]: Specify the main material(s) of which the chassis is constructed.

1.2.[f]: Specify if it is possible to adjust bump and/or rebound of the dampers. If yes, complete **1.2.[g]**.

<u>1.2.[g]</u>: State the number of <u>adjusters</u> per damper <u>/!</u> the number of adjusters is not the number or range of adjustment settings or clicks but the number of adjustment controls.

1.2.[h]: Indicate the material of - the main body - the dampers.

1.2.[i]: Specify if the geometry or the height of suspension is adjustable by ticking "YES" or "NO".

1.2.[j]: Specify the adjustment method for each of the above.

Point [i1] is for the adjustment of the geometry and Point [i2] is for the ride height. The adjustments available depend on the parts mounted on the car. Two cars of the same model may not have the same setup possibilities if they are from a different group or period (even within the same period).

Section 1.3.: Same as Section 1.2.

Page 3



ISSUING ASN · ACCUS

HISTORIC TECHNICAL PASSPORT GUIDELINES HOW TO FILL THE FORM – PAGE 4



What must be visible:

- Upper and lower damper mountings;
- Ends of each pull rod;
- Wishbone(s) or axle(s);
- Mounted silent blocks and/or rose joints;
- Pivot between the stabilizer and the arm.



Page 4

This photo clearly shows both sides of the wishbones and the two damper mountings and the anti roll bar is visible.

As these photos show most of the required points and are clear and well exposed, they are acceptable.

 $\underline{/!}$ 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 <u>inside</u> of the drum is visible.

 $\underline{/!}$ The suspension has to be free on the photo (do not put the jack or axle stand under the wishbone but under the chassis).



ISSUING ASN : ACCUS

FORM No USA-XXX1

Dage





What must be visible:

- Upper and lower damper mountings;
- Ends of each pull rod;
- Wishbone(s) or axle(s);
- Mounted silentblocks and/or rose joints;
- Pivot between the stabilizer and the arm;
- If applicable, the handbrake linkage.

These photos show most of the elements requested. It is clear and well exposed. They are acceptable.

 $\underline{/!}$ 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 <u>inside</u> of the drum is visible.

 $\underline{/!}$ The suspension has to be free on the photo (do not put the jack or axle stand on the wishbone but on the chassis).



ISSUING ASN · ACCUS FORM No. USA-XXX 2 - ENGINE 21 ENGINE Is the engine as per the period specifications for this chassis? [b] [c] Is the position of the engine as per the period specifications? [d] Is the cylinder block cast using the period specification material and dimensions Specify materials : CAST IRON (f) 110000 Is the cylinder head cast using the period specification material and dimensions' Specify materials : CAST IRON Casting number: C5FI [b] Make: FORD Casting number of the block: C5AE-A Year of manufacture: 1965 Operating method: FOUR STROKE CYCLE Number of cylinders: 8 Configuration (straight, V, etc.): VEE m Bore: original 101.60 Stroke: original 72.90 mm actual 102 80 mm actual 72 90 Engine capacity: cm³ actual 4840 Number of plugs per cylinder. 1 Number of intake ports: Number of exhaust ports: 8 Number of valves per cylinder: 2 Valve sizes to period specifications? YES [p] Are sensors fitted Mill and the state

2.1.[e]: /!\ Risk of error: Forgetting to specify the material.

2.1.[g]: <u>/!\ Risk of error:</u> Forgetting to specify the material or the casting number.

<u>2.1.[i] & [j]:</u> Specify the make and year of manufacture of <u>the engine</u>.

<u>/!\ Risk of error:</u> If the year of manufacture of the engine is different to the year of specification of the car, it has to be the exact same engine that was used in period on the model.

<u>2.1.[n]</u>: Number of ducts = Total number of intake or exhaust ports in the cylinder head(s).

<u>/!\ Risk of error:</u> Regarding the spark plugs, the question refers to the number of spark plugs <u>per cylinder</u> and not to the total number of spark plugs.



ISSUING ASN : ACCUS FORM No USA-XXX1 22 **IGNITION** is the system as per the period specifications? [a] [b] [c] Type (magneto, breaker/coil, etc.): DISTRIBUTOR/BREAKER/COIL If the ignition is electronic, specify the make and principle NO. [∈] Are sensors fitted? [f] FUEL FEED 23 Are the make, type and number of carburettors / injection as per the period specifications' [a] YES [b] [c] Carburettor, Number 4 Make WEBER Type 48 IDA [d] Make Type If an air restrictor is fitted, diameter of the restrictor: mm If supercharged, is the supercharger as per the period specifications? **[f]** [g] Type Numbe [h] If an air cooler is fitted, is it as per the period specifications? 1 [k] Are sensors fitted? DI.

2.2.[c]: The answer on the type of ignition must read:

- Typical "breaker" ignition Distributor/Breaker/Coil
- Later "electronic" type Distributor/Electronic/Coil
- If no distributor (Period J2) Multi Coil/Crank Trigger/ECU

<u>2.2.[d]</u>: Specify the make and especially the <u>principle</u> of the ignition trigger.

Examples: BMW M3 = Bosch DME Magnetic trigger Porsche 911 SC = Bosch BHKZ Capacitive discharge

2.3.[c]: - For Group 1, 3 and N, it is mandatory to specify the homologated venturi diameter.

- For other groups, when the venturi diameter is left free by the period Appendix J, enter "N/A".

- If the diameter constantly varies, enter "variable".

<u>/1\ Risk of error:</u> Confusing the external diameter of the body with that of the venturi. For Group 1 & 3 cars, you still have to specify the venturi diameter.

2.3.[d]: For a homologated car, refer to the car's Homologation Form.

Examples: BMW M3 = Bosch DME Porsche 911 SC = Bosch K-Jetronic

Page 8

2.3.[e]: The restrictor diameter requested is the one required by the regulations applicable to the car. Refer to Appendix K and the period regulations, to find the accurate diameter.

2.3.[h]: Examples: Make: Garrett Type: T3 Make: Volkswagen Type: G40



	ISSUING ASN : ACCUS	FORM No USA-XXX1	
2.4	FUEL SYSTEM		
[a]	is the fuel system as per the period specifications?	YES	*
р	1		
[c]	Type of fuel feed (gravity, mechanical pump, electric pump, etc.): WET SUMP		÷
[d]	Is a fuel cooler fitted	NO	
[e]	Is the fuel tank as per the period specification's location?	YES	
	Does it comply with Appendix K?	YES	*
[7]	140 LITRES - FIA FT3-1999		
[g]	Are sensors fitted?	NO	÷
[h]	2 at 1		
2.5	LUBRICATION		
[a]	Is the system as per the period specifications?	YES	
[b]	All an engine		
[c]	Type (wet sump. dry sump, etc.): WET SUMP		
[d]	Is an oil cooler fitted?	YES	1
[e]	Is the cooler as per the period specifications?	YES	*
[7]	10		
[g]	Is a main circuit oil filter fitted (pre-war cars only)?		
[h]	Are sensors fitted?	NO	1
Ø	and another		

2.4.[e]: <u>MANDATORY</u> to clarify the capacity of the tank and the type used in accordance with Article 5.5 to Appendix K.

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Form Chapter 2.4 : Cemple

6 9



ISSUING ASN : ACCUS

ORM No USA-XXX1





Photos of the engine:

The photos of the engine must show the complete engine bay, the more we see, the better it is. Considering period specification or homologation requirements, top suspension struts are of interest, exhaust manifold as well. Obviously the more is included the better it will be to consider the Application, the opposite may lead to further queries.



ISSUING ASN : ACCUS FORM No USA-XXXI 3 - TRANSMISSION GEARBOX 3 1 Is the gearbox as per the period specifications' YES. Ы Icl Make: BORG & WARNE T10 reverse gear. YES Number of forward gears: Number of teeth (for homologated cars only) 1st gear: 36/17 2nd dear 30/10 3rd gear (20/23 4th gear. DIRECT Constant alternatives listed in section 9 le an nil conter fitted? Are sensors fitted T

3.2 FINAL DRIVE

[a]	Driven wheels: REAR		
[b]	Drive method (shaft, chain, etc.): SHAFT		
[c]	Is the final drive ratio as per the period specifications?	YES	
[d]	Specify the number of teeth used: 13/43		
[e]	Specify the other number of teeth available as period specifications: 14/43 - 13/48 - 13/49 - 12/47	- 11/45	
	11/47 - 9/41		
(f)	Is the differential a limited slip differential?	YES	
[9]	Make: SALISBURY Model: LSD System: DISC		
[h]	Is an oil cooler fitted?	YES	•
Π	Is it as per the period specifications?	YES	
Π	Are sensors fitted?	NO	
Tk1			

<u>**3.1.[c]:**</u> Type: Name of the gearbox (if known) + synchronised or not. Examples:

BMW M3 = Make: Getrag	Type: Synchro
Formula Junior = Make: Renault	Type: 318
Porsche 911 SC = Make: Porsche	Type: 915 synchro

<u>3.1.[e]:</u> For homologated cars, refer to the Homologation Form for the gearbox ratios.

Enter the ratios in terms of the number of teeth.

If you use severals gearbox ratios, list these in Section 9 on Page 14. <u>(!\ Risk of error:</u> Forgetting to enter the Constant and/or entering the alternatives listed in Section 9 of the form.

3.2.[d]: Enter the number of teeth (XX/XX) and not the calculated ratio (X,XX). **Advice:** For 4VVD cars that have a different ratio on the front,

centre and rear differential, fill in: « F=XX/XX ; T=XX/XX ; R=XX/XX ».

3.2.[e]: Same as in point 3.2.[d].

<u>3.2.[g]:</u> If the model has no commercial name, fill in "None". Example of systems: "cam & pawl", "plate", "roller", "Torsen", among others.

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Page 11



4-BRAKES AND STEERING 9 Is the braking system as per the period specifications? YES 9 Actuation (cable, rod, hydraulic, etc.); Front HYDRAULIC "Rear HYDRAULIC "Other option 9 Actuation (cable, rod, hydraulic, etc.); Front HYDRAULIC "Rear HYDRAULIC "Other option 9 Make: Front GIRLING 9 Make: Front GIRLING Rear GIRLING 9 Make: Front GIRLING Rear GIRLING 10 Make: Front GIRLING Rear GIRLING 11 Bit drum brakes: Disc diameter Front 20100 mm Rear 273.00 mm 12 Material at front ALUMINIUM ALLOY Number of pistons per front caliper: 2 Motorial trear ALUMINIUM ALLOY 13 Are sensors fitted? NO NO NO 14 STEERING NO NO NO 15 Is the steering as per the period specifications? YES YES 16 Type (rack and prinon, worm and roller, etc.): PACK AND PINION NO NO 17 Type (rack and prinon, worm and roller, etc.): PACK AND PINION NO NO NO 16 Is essenson fitte? NO NO		ISSUING ASN : ACCUS FORM No USA-	000	
4.1 BRAKES [a] Is the braking system as per the period specifications? YES [b]		4 - BRAKES AND STEERING		
Actuation (cable, rod, hydraulic, etc.): Front HYDRAULIC Rear HYDRAULIC Other option Ici Actuation (cable, rod, hydraulic, etc.): Front HYDRAULIC Rear HYDRAULIC Other option Ici Actuation (cable, rod, hydraulic, etc.): Front HYDRAULIC Rear HYDRAULIC Other option Ici Make: Front GIRLING Ici Make: Front GIRLING Ici Make: Front GIRLING Ici Make: Front GIRLING Ici If drum brakes: Drum diameter Front mm Shoe width Front <mm< td=""> Rear GIRLING If disc brakes: Disc diameter Front 291.00 mm Rear No Callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 No Material at rear ALUMINIUM ALLOY Number of pistons per front calliper: 2 No Are sensors fitted? No No Ici STEEERING Sthe steering as per the period specifications? YES Ici Type (rack and pinion. worm and roller, etc.): RACK AND PINION No Ici Type (rack and pinion. worm and roller, etc.): RACK AND PINION No Ici Are sensors fitted? No No</mm<>	4.1	BRAKES		
[6] [6] Actuation (cable, rod, hydraulic, etc.); Front HYDRAULIC Rear HYDRAULIC Other option [6] Is the braking system assisted? NO [6] Make: Front GIRLING Rear GIRLING [7] Make: Sorum diameter Front mm Rear mm Other mm [8] If drum brakes: Drum diameter Front 291.00 mm Rear 73.00 mm [9] Make: Drum diameter Front 291.00 mm Rear 70.00 mm [9] Make: Drum diameter Front 10.00 mm Rear 10.00 mm [9] Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 [9] Material at near ALUMINIUM ALLOY Number of pistons per front calliper: 2 [9] Are sensors fitted? NO [9] Is the steering as per the period specifications? YES [9] Type (rack and pinion. worm and roller, etc.): RACK AND PINION NO [9] Type (rack and pinion. worm and roller, etc.): RACK AND PINION NO [9] Are sensors fitted? NO	[a]	Is the braking system as per the period specifications?	YES	-
[6] Actuation (cable, rod, hydraulic, etc.); Front HYDRAULIC Rear HYDRAULIC Other option [6] Is the braking system assisted? NO Is the braking system assisted? NO [6] Make: Front GIRLING Rear GIRLING [9] Make: Front GIRLING Rear GIRLING [9] If drum brakes: Drum diameter Front mm Rear mm Other mm [9] If drum brakes: Drum diameter Front mm Rear mm Other mm [9] If drum brakes: Drum diameter Front mm Rear 273.00 mm mm mm mm [9] If disc brakes: Disc diameter Front No Rear No Callipers: Material at front ALUMINUM ALLOY Number of pistons per front calliper: 2 Mot [9] Are sensors fitted? NO NO Mot Mot [9] Is the steering as per the period specifications? YES YES Mot [9] Type (rack and pinion, worm and roller, etc.); RACK AND PINION Mot Mot [9] Type (rack and pinion, worm and roller, etc.); RACK AND PINION	[b]			
Image: State braking system assisted? NO Image: State assisted as front ALUMINIUM ALLOY Number of pistons per front caliper: 2 Image: State assisted? NO	[0]	Actuation (cable, rod, hydraulic, etc.): Front HYDRAULIC Rear HYDRAULIC Other option		
[e] Make: Front GIRLING Rear GIRLING [g] If drum brakes: Drum diameter Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 16.00 mm mm Material 6.00	[d]	is the braking system assisted? NO		
[1] Make: Front GIRLING Rear GIRLING [3] If drum brakes: Drum diameter Front mm Rear mm Other mm [4] If drum brakes: Drum diameter Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm Other mm [h] If disc brakes: Disc diameter Front 18.00 mm Rear 16.00 mm mm Total [h] If disc brakes: Disc diameter Front N0 Rear No Rear No Rear Solo Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2 NO [1] Are sensors fitted? NO NO YES NO YES YES [5] Is the steering as per the period specifications? YES YES YES YES [6] Are sensors fitted? NO NO NO NO YES NO [6] Are sensors fitted? NO NO NO NO YES NO YES NO	[e]			
[g] if drum brakes: Drum diameter Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm Image: Control of Control	[1]	Make: Front GIRLING Rear GIRLING		
Shoe width Front mm Rear mm Other mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm [h] If disc brakes: Disc diameter Front 291.00 mm Rear 70.00 mm [h] Max. disc thickness Front No Rear No Rear No Rear No [callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 [c] Are sensors fitted? NO NO [d] Are sensors fitted? NO NO [d] Is the steering as per the period specifications? YES [b] Type (rack and pinion, worm and roller, etc.): RACK AND PINION NO [c] Type (rack and pinion, worm and roller, etc.): RACK AND PINION NO [c] Are sensors fitted? NO NO [d] Are sensors fitted? NO	[9]	If drum brakes: Drum diameter Front mm Rear mm Other	mm	
[h] If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm Max. disc thickness Front 16.00 mm Rear 16.00 mm Rear No Callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2 [c] Are sensors fitted? NO [d] Is the steering as per the period specifications? YES [b] Type (rack and pinion, worm and roller, etc.); RACK AND PINION [c] Are sensors fitted? NO [d] Are sensors fitted? NO		Shoe width Front mm Rear mm Other	aran	
Max. disc thickness Front 16.00 mm Rear 16.00 mm Ventilated disc: Front No Rear No Rear No Callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2 [i] Are sensors fitted? NO NO [i] Are sensors fitted? NO [i] Is the steering as per the period specifications? YES [b]	[h]	If disc brakes: Disc diameter Front 291.00 mm Rear 273.00 mm		
Ventilated disc: Front No Rear No Callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2 Image: Are sensors fitted? NO Image: Area sensors fitted? YES Image: Area sensors fitted? NO		Max. disc thickness Front 16.00 mm Rear 16.00 mm		
Gallipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2 Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2 [1] Are sensors fitted? NO [2] Image: Stress of the sensors fitted? NO [3] STEERING YES [4] Is the steering as per the period specifications? YES [5] Type (rack and pinion, worm and roller, etc.); RACK AND PINION NO [6] Type (rack and pinion, worm and roller, etc.); RACK AND PINION NO [6] Are sensors fitted? NO		Ventilated disc: Front No Rear No		
Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2' [] Are sensors fitted? NO [] Are sensors fitted? NO [] STEERING		Callipers: Material at front ALUMINIUM ALLOY Number of pistons per front calliper: 2		
[i] Are sensors fitted? NO 4.2 STEERING [a] Is the steering as per the period specifications? YES [b]	20	Material at rear ALUMINIUM ALLOY Number of pistons per rear calliper: 2	in.	
Image: Steering as per the period specifications? YES [a] Is the steering as per the period specifications? YES [b]	0	Are sensors fitted?	NO	
4.2 STEERING [a] Is the steering as per the period specifications? YES [b]	m.			
[a] Is the steering as per the period specifications? YES [b] [b] [c] Type (rack and pinion, worm and roller, etc.): RACK AND PINION [d] Is the steering assisted? [f] Are sensors fitted? [g] NO	4.2	STEERING		
[b] [c] Type (rack and pinion, worm and roller, etc.); RACK AND PINION [d] Is the steering assisted? [d] Is the steering assisted? [f] Are sensors fitted? [g] NO	[a]	Is the steering as per the period specifications?	YES	÷.
[c] Type (rack and pinion, worm and roller, etc.); RACK AND PINION [d] Is the steering assisted? NO [e]	[b]	We have a second		
[d] Is the steering assisted? NO [e]	[0]	Type (rack and pinion, worm and roller, etc.): RACK AND PINION		
[e] [f] Are sensors fitted? NO [g] [g]	[d]	Is the steering assisted?	NO	
[f] Are sensors fitted? NO [g] NO	[e]	All search and a s		
[e]	[f]	Are sensors fitted?	NO	0
	[9]			

<u>**4.1.[e]:**</u> <u>Advice:</u> Enter here the type of assisted braking system, if applicable. Example: vacuum, hydraulic, etc.

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51	5 - WHEELS		
Jai	Are the wheels as per the period specifications?	VES	*
[b]			
[c]	Are the wheels in multiple parts?	NO	*
[d]	Are the diameter and the width of the wheels as per the period specification?	YES	*
[e]			
(f)	Type and material (wire, pressed steel, alu alloy, magnesium alloy, etc.): Front: MAGNESIUM ALLOY Rear: MAGNESIUM ALLOY		3
[g]	Diameters / widths of rims at the front (specify the units: inches or millimetres): *		
101	1. Diameter: 15.00 * Width: 6.00 * 2. Diameter: 15.00	Width: 7.50	
	3. Diameter: 15,00 Width: 8,50 4. Diameter:	Width:	
[h]	Diameters / widths of rims at the rear (specify the units: inches or millimetres):		
	1. Diameter: 15.00 * Width: 6.00 * 2. Diameter: 15.00	Width: 7.50	
	3. Diameter: 15.00 Width: 8.50 4. Diameter:	Width:	
П	Are sensors fitted?	NO	*
63	The permitted is		
6.1	BODY		
[a]	Is the body to the original specification?	YES	*
[b]	And the second se		
[c]	of an inclusion		
[d]	Is all the material of the body as per the period specifications?	YES	*
[e]	Main material: ALUMINIUM		
	If other material used specify material and body parts:		
(f)	Type (single-seater, coupé, etc.): COUPE		
[g]	Number of seats: 2		*
[h]	Number of doors: 2		*
67	AERODYNAMIC DEVICES (cars built after 1965 only)		
0.2			

<u>5.1.[g] and [h]: Advice:</u> Only enter each wheel size once for each axle. For homologated cars from Period G1 onwards, if there are more than four sizes of wheel on either axle you can enter a range (ex: from 6" to 8" or 6-8).

<u>/!\ Risk of error in this example:</u>

[g] 1. Diameter: 13 Width: 6 2. Diameter: 13 Width: 6

3. Diameter: 13 Width: 7 4. Diameter: 13 Width: 7

6.1.[e]: <u>/!\ Risk of error:</u> Forgetting to complete the second part of the question. Some cars have body panels in a material that differs from the main body, typically bumpers, side skirts, doors or hard tops.

<u>6.1.[f]:</u> If available, refer to the Homologation Form of the car. For non-homologated cars, it is generally "Single-Seater-Racing-Car" or "Two-Seater-Racing-Car".

<u>6.1.[g] and [h]: Advice:</u> Enter the number of doors and seats <u>originally fitted</u>.

<u>/!\ Risk of error:</u> Entering the number of doors and seats as per the car's current configuration.

<u>6.2.[a]</u>: For all cars built after 1965, fill in this section as well as: - Page 20 for homologated cars.

- Page 22 for non-homologated cars.
- Page 21 for cars equipped with wings.

A WORLD IN MOTION

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	ISSUING ASN	ACCUS		FORM No. USA-	XXX1	
6.3	LIGHTING					
[a]	Is the lighting as per the p	eriod specification	15?		YES	
[b]	Witness					
[c]	Is generator fitted?				YES	e
[d]	Type: dynamo	alternator 🖌	other, specify and justify			12
7.1	DIMENSIONS					
[a]	Wheelbase: left	2280.00 mm	right 2280.00	mm		
[b]	Only for homologated cars Original front	s from Period G2 o mm	onwards, body width at centre li Current front	ne of axles: mm		
	Original rear	mm	Current rear	mm		
[C]	For all other cases, track (track measured be	etween the centres of the tyre to	eads):		
	Original front	1416.00 mm	Current front 1416.00	mm		
	Original rear	1410.00 min	Current rear 14 10.00			
[d]	Minimum weight: 865	kg				
7.8						

[e] Clarification:

8 - DRAWINGS AND/OR PICTURES

If necessary, drawings and/or pictures of the aerodynamic devices, suspension, etc



9 - ADDITIONAL PIECES OF INFORMATION If necessary, list of alternatives (gearbox ratios, etc) **<u>7.1.[b]</u>:** To be completed only for homologated cars, except for Group 1, 3 and N, from Period G2 onwards. The measurement is to be done from one side of the bodywork to the other, at the vertical going through the center of the wheel hubs. <u>/!\ Risk of error:</u> Confuse case [b] with [c].

<u>**7.1.[c]:</u>** To be completed for all other cars (i.e. non homologated , pre Period G2 and all periods Gr. 1, 3 or N cars). The measurement is to be done from the ground level between the centres of the tyre treads.</u>

<u>/!\ Risk of error:</u> For all homologated cars of Group 1, 3 or N, the track must

be detailed, not the body width, even from Period G2.

<u>Z.1.[d]</u>: For homologated models, the weight is stated on the Homologation Form or in Appendix J. For cars from Period J1 onwards, the weight of the rollcage as specified at the end of period Appendix J must be added.

For non-homologated cars, refer to the end of period Appendix J.

Section 8 – Drawings and/or Pictures

If the car is fitted with adjustable dampers as per Page 3 Section 1.2.f and/or Page 5 Section 1.3.f, pictures of the adjusters (knobs, screws, reservoirs, etc.) are mandatory under that section.



Presentation photographs

As for the presentation photographs on Page 1, front, back and side views of the car must represent:

- The complete car, ready to race with or without its numbers;
- There must be adequate and uniform light, no shadows;
- The stationary car with nobody on board;
- A limited amount of stickers are authorized including race numbers, in accordance with Article 2.1.9 to Appendix K as well as for cars replicating a period livery and justified by a reference picture on Page 2;
- Windscreen strip are not allowed unless part of a period livery;

- Cars competing in rallies must be fitted with bumpers to the period specification of the model unless the model was homologated in period without bumpers.







Photo of the dashboard:

The photo of the dashboard must show all the instruments used.

For homologated cars, the dashboard must conform to the homologation. For non-homologated cars, the dashboard must conform to the period specification.

The speedometer and/or original instruments may be replaced by an alternative to the original one providing it is of an analogue type and it remains in the original housing.

Digital instruments which cannot be proven to be part of the period specification and/or additional used for timekeeping or any sort of data logging are forbidden.







Photo of the boot:

Mandatory for cars with a boot, for other type of cars, please see the next slide.

Alternative photos

<u>Mandatory for cars without a boot, especially</u> <u>single and two seat racing cars, show the non</u> <u>engine end with all bodywork removed.</u>







Photo of the underfloor:

The photo must show the full floor, it can be taken with a simple jack and axle stands.

Additional note for the underfloor photo:

Mandatory for Porsche cars, this enables us to identify the exhaust manifold but it's also valuable to see where the 4 into 1 of particular exhaust come in or to view the tunnels of the diffusor. Always think about the added benefit of the picture.



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Photo of the gearbox:

The photo must show the gearbox clearly and in colour to make it possible to identify the casing.

Note that as much as possible the gear linkage must be visible.

Photo of the axle:

The photo of the axle must show the final drive casing clearly.

As shown here, also visible is the oil cooler.

<u>/!</u> We do not accept having twice the same photo.











mm

ISSUING ASN : ACCUS



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(MA)





Bged

For a Single-Seater Racing Car or Two-Seaters-Racing-Car built after 1965, these section are mandatory.



1.1	ROLL OVER PROTEC	TION SYSTEM		
[a]	System in accordance with:	SELECTION	-	*
1.2 Not ap		SELECTION FIA HOMOLOGATION FORM ASN CERTIFICATE CURRENT APPENDIX K PERIOD SPECIFICATION (App J) [NON HOMOL. CARS ONLY] NOT APPLICABLE -> PERIOD A-E ONLY		

[a]		Main/Lateral bar	Front bar	Diagonals	Other struts	Cross braces
Oute	er diameter (mm)					
Wall	thickness (mm)					1
[b]	Material specific	ation:				
[c]	Drawing number	s according to App. K	- App. VI (includir	ng the basic drawin	gs and drawings of	all options used)
[c] [d]	Drawing number	s according to App. K ting points to bodyshe	- App. VI (includir II / chassis:	ng the basic drawin	gs and drawings of	all options used)
[c] [d]	Drawing number Number of moun	s according to App. K ting points to bodyshe IO DIMENSION IS APP	- App. VI (includir II / chassis: LICABLE, PLEAS	ng the basic drawin E FILL N/A FOR TH	gs and drawings of	all options used)
[c] [d]	Drawing number Number of moun <i>"WHEN N</i> FURTHER IN	s according to App. K ting points to bodyshe IO DIMENSION IS APP	- App. VI (includir II / chassis: <i>LICABLE, PLEAS</i> NECESSARY:	ng the basic drawin E FILL N/A FOR TH	gs and drawings of	all options used; LDS

Page 23 is one of the major changes of the 2020 HTP <u>Template</u>. The main one being that only the section applicable to the car presented will be visible.

This means that depending on the type of ROPS fitted, Section 1.2 will only show up if you've chosen FIA Homologation Form. And if no ROPS is fitted to the car, with the example of a Pre-War or Period E car, none of the section will be applicable and the specific fied will have to be used.

Second change, all fields linked to dimensions must be filled in. If not applicable, it is mandatory to fill "N/A".

All permitted aluminium, titanium and/or integral ROPS must be enetered as Period Specification System under Section 1.5



11

1.2

1.3

HISTORIC TECHNICAL PASSPORT GUIDELINES HOW TO FILL THE FORM – PAGE 23

EXTENSION - ROLL OVER PROTECTION SYSTEM - PART 1 ROLL OVER PROTECTION SYSTEM System in accordance with: CURRENT APPENDIX K FIA HOMOLOGATED SYSTEM

FORM No USA-XXX1

1.4 APPENDIX K SYSTEM (SELF MADE)

ISSUING ASN · ACCUS

[a]	Main/Lateral bar	Front bar	Diagonals	Other struts	Cross braces			
Outer diameter (mm)	40	N/A	40	40	N/A			
Wall thickness (mm)	2	N/A	2	2	N/A			

- [b] Material specification: COLD DRAWN SEAMLESS UNALLOYED CARBON STEEL
- [c] Drawing numbers according to App. K App. VI (including the basic drawings and drawings of all options used): K-1 | K-12

WHEN NO DIMENSION IS APPLICABLE, PLEASE FILL WA FOR THOSE SPECIFIC FIELDS

1.5 PERIOD SPECIFICATION SYSTEM

1.6 FURTHER INFORMATION, IF NECESSARY:

A Roll Over Protection Structure (ROPS) may either be:

- **Fabricated** in compliance with the requirements of Appendix VI to Appendix K
 - This is a « Current Appendix K » ROPS under 1.1.(a)
 - Materials and dimensions must be detailed under 1.4

Homologated or Certified by an ASN in accordance with the requirements of Appendix V or VI as well as the current Homologation Regulations for Historic ROPS

- This is an « ASN Certificate » ROPS under 1.1.(a)
- Article 1.3.(a) must be completed and the relevant certificate must be signed and transmitted through by the ASN with the Application.
- **Homologated in period** by the FIA which is defined as being part of the original Homologation Form as an extension (VO).
 - This is an « Homologation Form » ROPS under 1.1.(a)
 - Article 1.2.(a) must be completed and the relevant extension must be attached and transmitted through by the ASN with the Application.
- **Period Specification**, which is defined as one that was used in competition, in period, on the actual make and model of car.
 - This is a « Period Specification » ROPS under 1.1.(a)
 - Materials and dimensions must be detailed under 1.5
 - This is only applicable to non-homologated cars as well as specific GT, GTS and GTP cars of Period F for Circuit/Hill Climb ONLY.

For any additional information and regulatory text, please refer to Appendix V and VI to Appendix K for ROPS.

2020 International HTP Form Chapter 1.1 : Complete

Form Chapter 1.4 : Complete

Page 23



Additional information and guidance regarding ROPS:

- The 50mm rule
 - For all open cars of Period F onwards the top of the ROPS must be a minimum of 50mm above the top of the driver's helmet.
- Extensions

• Any ROPS extension fitted will render the structure as non-compliant unless certification can be produced.

- Period specification and Integral and/or Titanium ROPS
 - An integral and/or titanium ROPS may only be considered if period specification;
 - Additionally and for the integral one, it is defined as one that is part of the structure and that cannot be separated without partial or total destruction of the car from one of its components. Rivet removal and/or monocoque disassembly is however not considered as destruction;
 - o If any integral and/or titanium ROPS is a feature of the car, it is mandatory to mention it under Page 23/1.5.(b).
- Except for the addition of a horizontal bar to fix the harnesses, a diagonal member (orientation optional), or to fit door bars, any modification to a homologated, certified or period specification ROPS is forbidden.
 - Other than the above, any additional elements, welding or machining will be considered a modification.
- « Elements used in period » is defined as design, not tube material specification and dimensions or joining methods.

For any additional information and regulatory text, please refer to Appendix V and VI to Appendix K for ROPS.



TECHNICAL REGULATIONS

- The car must comply with the technical regulations for Group:

of Appendix:

VIII & IX TO APPENDIX K 2019

- Or, the car must comply with the following technical regulations: APPENDIX J (from 19 65).

The regulations of current Appendix K have priority.

Article 14: The various scenarios are:

- The car corresponds to regulations for a defined group in a period Appendix J, for which the year needs to be specified.
- The car corresponds to an Appendix (VIII, IX, X or XI) to the current Appendix K.
 - C/CT & GT/GTS of Period E, F & G1 \rightarrow Appendices VIII & IX.
 - Formula One from 1966 → Appendix X.
 - Rally and Hill Climb cars of Period J1 & J2 → Appendix XI.
- The car is not homologated \rightarrow Article 6 of Appendix K.

<u>/1</u> In case of a non-homologated ROPS, do not forget to complete and sign Page 27.



PURPOSE OF THE DOCUMENT THE APPLICATION PROCEDURE GENERAL FEATURES HOW TO FILL THE FORM PICTURES & FORMAT ROPS CERTIFICATES COMMON MISTAKES



PRESENTATION PHOTOGRAPHS

Photographs must be of sufficient quality to enable a scrutineer to verify the specification of the car.

Please take photos from a distance to provide a wide enough frame, especially given the new 16:9 format - (1280x720px).

The car can be displayed with race stickers and a minimum amount of decals, on the ground and ready to race with steering column in neutral position.

Clear and uncluttered background is highly recommended, the photos have to be clear enough and as best as possible, must avoid any shadow.



Photos must always be in "landscape" format.



SUSPENSION PHOTOGRAPHS

The purpose of these photos is to show the precise specification of the drivetrain of the car. The photos must be clear and accordingly framed.

Pay attention to the light on the photos. Photos that are too dark or blurred will be refused.

Show the whole suspension, especially the brake callipers and discs and the majority of mounting points between the chassis and the wheel hubs. If possible, showing the calliper opening for the brake pads and its attachment system in place.

The suspension must be free. Put the jack or axle stand under the chassis, not the wishbone.

If the car is fitted with drum brakes, the drum must be removed and its inner face must appear on the photograph.

Photos must always be in "landscape" format.



HISTORIC TECHNICAL PASSPORT GUIDELINES PICTURES & FORMAT



Photos were taken with the car on the floor using only a jack and axle stands.



ENGINE PHOTOGRAPHS

These photos have to be taken from each side of the car. Not in front of it.

Please note that the whole engine bay must be displayed, not simply a close-up of the engine.

The content must display the car in ready-to-drive condition with all ancillary parts (battery, bonnet,...).

For cars having a large air filter housing (for example, American V8 cars), take one photo with (so that we can check its conformity to period specification) and the other without (so we can see more details, like the carburettor(s) for example).

HISTORIC TECHNICAL PASSPORT GUIDELINES HOW TO TAKE YOUR PHOTOS – ENGINE







PORSCHE 911 ENGINE PHOTOS

Particularity of the Porsche 911's engine photos, it must to show the upper mount of the dampers.







GEARBOX AND AXLES PHOTOS

Gearbox photos must display selection and/or clutch mechanism, if visible in the near perimeter.

Example: A Period F Ford Cortina Lotus has a master-cylinder on the near left side of the bell-housing -> the photo has to show it.

All photos must be landscape view, not portrait view.

All GT and Touring Cars are homologated and road legal. Therefore they must be equipped with their handbrakes and cables. If a hydraulic handbrake is fitted to the car, this must correspond to the Homologation Form or period specification.

For Two-Seater-Racing-Cars with transaxles, a good option is to simply take one photo from each side of the car.

For Single-Seater-Racing-Cars, a photo from one side and second from the rear may add clarity.



HISTORIC TECHNICAL PASSPORT GUIDELINES PICTURES & FORMAT





Two-Seater-Racing-Car





Single-Seater-Racing-Car



PURPOSE OF THE DOCUMENT THE APPLICATION PROCEDURE GENERAL FEATURES HOW TO FILL THE FORM PICTURES & FORMAT ROPS CERTIFICATES COMMON MISTAKES



HISTORIC TECHNICAL PASSPORT GUIDELINES **ROPS CERTIFICATES**





HISTORIC TECHNICAL PASSPORT GUIDELINES **ROPS CERTIFICATES**

D	DMS		Deut	Sher Motor S	SI Sport Bund	B	DM88 CERTEICA	ATE NUMBER				DIMS Deutscher Motor Sport Bund	DMSE CERTER 3 0. V 2-623/67	S	Bund e.	X	DM58 CE	ITFICATE NUMBER
									H pur		7)				E SAFETY	CAGE STR	JCTURE S	HOWING
SAFETY	CAGE CE	3) DETAILS OF STR	RUCTURE						FRC	PHI	Safety cage/rollbar serial	number:						
UALETT	UNCL OF	not-	A:	-	mm	B=	m	nm			V.I.N. / Chassis Identificat	tion Number of				7		
In compliance with F	IA Homologation Re	21	C.		mm	E=	270 m	m			Copy of certificate handed	d out to the			/		8	
This Certificate is valid only for t	the Safety Cage bearing t	THE	11			(highest fig	gure only)			1	customer on (date):					1	/	
Name of Safety Cage Manufacturer:	Wiechers GmbH	E	H H	= 815	mm						8) MANUFACTURER'S	DECLARATION AND DETAILS:				K	9	6
Address: Südring 4		4) All Dimensions Show location of each type on draw								4	I declare that the Safety C a) was constructed a	Cage Structure described on this form and f and installed in accordance with the specific	tted to the vehicle described ab ations and design shown herein	ove:	A	1	/	
	31582 Nienburg / West	± 0.1mm	Main Rollbar	Front/La Rollba	iteral ar	Backstays	Main rol Diagonal m	libar nembers			b) has been manufa strength requirements an	actured so that all aspects of the Safety of ad welded and demountable joints and m	age design, including configur ountings, will be in conformity	w	_			
	Germany	External Diameter	45 mm	45	mm	41,3 mm	40	mm	-	5	c) has been identifie	ed by an engraved plate bearing the name	or logo of the manufacturer, th	ne A	CCE	ep i	e	X []
Phone no.: +49 (0)5021 601360	Fax no.: +49 (0)5021 12	Wall Thickness	1,5 min	1,5	mm	1,5 mm	1,5	mm	E ATT	PHC	Certificate number woran	unique and individual manufacturer's senai	number.				~	
1) The structure shown on this for	rm is manufactured for th	Method of attachmen	nt to Body Shell	welded in	1.1					FLO	Manuracturer's Name:	Wiechers GmbH	_			1	/	~
Make Porsche	Model/Type 911	Weight of Safety Cag	ge, inc. fastenings	27,0	kg							Südring 4						1
Vehicle Homologation Number(s)	3025	5) This document is ve	alid only if fully complet	ee bouesi hae be	o hatshilev s	riginal document by	the DMSB					31582 Nienburg / Weser					and Welder	12
If applicable:		It must be presented, in The authorisation of this	n full, on demand to FIA is form by the issuing A	or ASN delegate SN certifies that t	is or Technica he structure s	al Scrutineers of the	Meeting (Event) es with the basic	c strength			Phone nº + Empil:	+49 (0)5021 601360			1		DMSB	Bung
2) Drawing of front % view of the C	Complete Structure show	and configuration requir It does not certify that the	irements of the FIA Hon he structure come	nologation Regulation	ations for Safe	ety Cages.	nical regulations	8			There is a contract	service@wiechers-sport.de	Südring 4 Wiechers	GmbH	1		10 C	9
		This certificate becom	nes in and if the struc	cure is modified	in any way n	rom the design	own nerein.				Signature:	1.A. T. Welfelman	- 14 0 50 21 - 00 13 80 - Fax 0 50 21	124.81	each type	on drawing		
AST		 FOR THE USE OF THE DMSB ONLY The issuing ASN (DMSB), having been satisfied that the Safety Cage design identified in this Certificate has 											_		we Well	Thickness	Min.	Tensile
		that the design	to meet the requirem of the Safety Cage S	ents of the FIA I Structure is valid	Homologatio I for use, sub	n Regulations for pject to the restrict	Safety Cages, ions listed belo	certifies	PHZ		Name of Signatory:	Jennifer Werfelmann	_		n van	E mm	Str	ength
		Name of Authorising	Officer Dieter Fü	isuing ASN and	Internationa	al events sanctione	ed by the FIA.		LOC	PHO OTH	ate:	07.09.2009			. 1	5 mm	695	N/mm ²
1		Position:	Head Tec	hnical Departm	ent		Him				9) FURTHEN DEMA	RKS:				5 mm	605	N/mm ²
			0	19			OMSB 2	6							. 1	5 mm	605	Ni/mm ²
		Signed:	(lat	67			and a	9								5 mm	000	himm ²
		Date:	07.09.200	19												5 mm	605	N/mm ²
		a) Generally the certi	ctions (For the use of ificate is valid for all t	the DMSB only ype of events:)	🛛 yes	no.		-						. 1	5 mm	605	N/mm ²
	and the second second	b) Certificate is only of Certificate is valid	valid for type of even for DMSB-groups:	ts without co-d	river:	∐ yes □ yes	⊠ no ⊠ no	/					(e)	an Matar Ba		5 mm	605	N/mm ²
It is accepted by all parties and in the last resort, the FIA and Di this certificate in case of difficu and/or requirements referred to	entities concerned wi MSB hold full authorit ulties regarding the ap above.	d) Co-tificate is valid e) Certificate is valid The certificate in no	for FIA-groups: for group: ot valid in groups in	only app which a FIA-ho	endix K	⊠ yes n is necessary, e.	.g. Sur or 2000	D.		1			a comp	DMSB	n t,	,5 mm	695	N/mm ²
Copyright@2008 by FIA - All rights reserved		Copyright©2008 by FIA -	- All rights reserved				Pag	ge 2 of 7	p Copj	Copyr.	Copyright©2008 by FIA – All rig	ghis reserved	Pa	ge 6 of 7				Page 7 of 7

This certificate sports the manufacturer's signature.

It does sport the logos, stamps and signature from an ASN which recognizes the compliance of this ROPS to the applicable FIA homologation regulations. It is acceptable.



PURPOSE OF THE DOCUMENT THE APPLICATION PROCEDURE GENERAL FEATURES HOW TO FILL THE FORM PICTURES & FORMAT ROPS CERTIFICATES COMMON MISTAKES









Insufficient quality of the photos. /





The car has to be presented with limited amount of stickers or advertisement (except in case of period livery).





Wrong proportions.









Photos have to show the whole engine bay.







The car must be on a ready-to-race condition on the photos. <u>Nothing should be covered.</u>