

## **FIA HISTORIC TECHNICAL PASSPORTS (HTPs)**

### **OVERVIEW**

International historic motor sport competition is governed by Appendix K of the Federation Internationale de Automobile (FIA) International Sporting Code (ISC).

Each car which competes in International historic motor sport must be in possession of a valid FIA Historic Technical Passport (HTP).

The HTP is essentially a sporting document and says nothing about the authenticity, provenance, origins, etc, of a car. It is concerned only that the car's specification is that of the particular model it purports to be, the whole purpose of the HTP is to try to ensure that cars accord with the authentic specification and can therefore compete with one another fairly.

This HTP must 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 to have existed in the period in which it is classified (Art. 3.3.1 of FIA Appendix K).

Whether the car is wholly original, partly original, assembled wholly or partly out of period components or a copy or replica built recently is not relevant to the issuing of an HTP. The prime criteria to be granted an HTP is that the car represents a provable specification and type that competed internationally in period.

### **VALIDITY OF THE HTP**

A newly issued HTP will remain valid for 10 years from the year of issue; for example, an HTP issued during 2017 will be valid until 31<sup>st</sup> December 2027.

Previously issued HTPs will have a valid life of either five or 10 years, dependent on when it was first issued, the following is a guide to the validity of previously issued HTPs:

HTPs issued prior to 2011 with an FIA Identity Number up to 34096 will expire on 31<sup>st</sup> December 2016.

HTPs issued in 2012 with an FIA Identity Number of 34097-35020 will expire on 31<sup>st</sup> December 2017.

HTPs issued in 2013 with an FIA Identity Number of the format XXXXX-13 on a 12-page form will expire on 31<sup>st</sup> December 2018

HTPs issued in 2014 with an FIA Identity Number of the format XXXXX-14 on a 12-page form will expire on 31<sup>st</sup> December 2019

HTPs issued from 2013 onwards on a 26-page form are valid for 10 years from the year of issue.

### **REGISTRATION**

All FIA recognised national motorsport governing bodies (ASNs), of which Motorsport UK is the UK's FIA affiliate, are empowered to register and file HTPs. Motorsport UK are able to

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issue HTPs for all cars eligible to compete in International historic events domiciled in or operated from the United Kingdom.

As a prerequisite, the FIA has insisted that every car is inspected during the HTP application process. The fee for this service, payable to the inspecting Registrar, is detailed below. If you are not sure which Registrar (from the attached Motorsport UK list) to approach, please contact Motorsport UK Historic Technical Department on 01753 765000 or email [htp@motorsportuk.org](mailto:htp@motorsportuk.org)

## **COSTS**

### **HTP Application and Processing Fee**

Motorsport UK's current price (2018) for processing a new Historic Technical Passport, is £628. This cost consists of Motorsport UK processing fee of £378 (including VAT at the current rate) and the FIA HTP fee of €270 (at the current exchange rate). This fee is payable on application.

These rates are subject to change following review of the Euro exchange rate; therefore, you are advised to check at the time of application. The fee may be paid by credit card over the telephone, please contact the Sales Department on 01753 765000. Alternatively, you can pay by cheque made out to 'Motor Sports Association'.

### **Registrar's Inspection Fee**

The inspection fee, which is not a Motorsport UK charge, is payable to the individual Registrar on the day or before, and is currently agreed at up to £280, if justified by specific circumstances the registrar may increase this fee, this is for individual negotiation between the applicant and the Registrar. The Registrar may also charge 45p per mile for car travel, or the cost of a second-class rail fare. For longer distances, please discuss alternative travel arrangements with your Registrar.

**Please note that should the application be declined subsequently; these fees are not refundable.**

## **TIME SCALE FOR APPLICATIONS**

Once the completed application with all elements has been received by Motorsport UK from the Registrar, the case is submitted to the FIA for approval. Providing there are no issues or queries to be resolved, the issue of the HTP to the applicant can normally be completed within 15 working days of this submission. There is no priority process available.

## **HTP RENEWALS**

Once an HTP has expired, it must be renewed to be accepted at international competitions. The process for renewal is the same as for a new application as detailed below.

The cost of renewing an expired HTP is the same as detailed above for a new application. However, if the renewal is submitted to the FIA before the expiry date then the FIA HTP fee is reduced to €135, giving a total cost including the Motorsport UK processing fee of £503.

## **APPLICATION PROCESS**

The order of events for obtaining a valid HTP is as follows:

1. To commence the process, Motorsport UK requires the application fees to be paid in advance. You will be asked to supply the full name and address of the applicant, and car make and model, and full payment of the application fees. The monies will be

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banked immediately. Upon payment, you will be advised of your application case number, which should be quoted at all times as the common reference.

2. For compliance with data protection legislation, if you are appointing any third parties to act on your behalf, with regard to communication about the HTP with Motorsport UK, please complete the attached 3<sup>rd</sup> party permission form, and forward it to Motorsport UK.
3. Contact an approved Registrar from the list to arrange an inspection, quoting the case number.
4. Obtain and complete the HTP Application form and template. Ignore the initial front-page classification sections, above the actual car details, and the FIA number, all these will be done at completion by Motorsport UK.
5. Photographs are required for the HTP application form and template. As most Registrars nowadays take a series of photographs during inspection, your Registrar may be happy to take the set photographs for you during the inspection, providing that costs are met.
6. It may be helpful to forward your draft application and the photographs to the Registrar, if they think it is useful, so that an initial assessment can be made before the actual inspection.
7. The Registrar who inspects the car (at a mutually agreed venue) will check its specification against the HTP application, any period evidence as required, and the set of photographs.
8. The car must be available for inspection in good conditions of light, and cleanliness. It is the responsibility of the owner to jack the car and remove any parts as required.
9. Once you agree with all the details on the application, sign the appropriate pages as prepared by the Registrar.
10. The Registrar will submit the completed HTP together with the photographs and any period evidence necessary for processing. Only once Motorsport UK and FIA are satisfied that the application has been completed correctly, and that the car satisfies the required criteria will the FIA approval identity number be allocated. All queries will be referred to you through the Registrar.
11. A certified copy of the HTP will be sent to you and should be kept with the car at all times. This is your documentation to present at scrutineering.
12. A numbered barcoded sticker will be affixed to the car, by the registrar at the time of inspection. This is intended to assist the scrutineering process. The sticker will be affixed to the car in accordance with FIA requirements.

### **AMENDMENTS TO AN HTP**

Should you change the car's specification, or its colour, the certified copy of the HTP must be returned to Motorsport UK with details of the changes, if approved by the FIA then the changes will be made and the certified copy of the HTP re-issued.

An administration fee of £95 will apply.

### **CHANGE OF OWNERSHIP**

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Should you sell the car, first sign the HTP transfer document and get the new owner to complete their section of the form and send it to Motorsport UK. The rest of the HTP papers must be passed to the new owner.

If the car is transferred to another country out of Motorsport UK's jurisdiction, the new owner must notify the new ASN. The new ASN, will provide a new HTP on its form and allocate it a form number belonging to the new ASN. The certified copy of the original HTP must be returned to Motorsport UK.

### **LOST OR DAMAGED HTP**

If the barcode sticker on the car is damaged or destroyed or the certified copy of the HTP is lost or damaged, then a replacement HTP can be issued. Due to the individual numbering on the barcode stickers the HTP will be re-issued with a new form number and a new numbered barcoded sticker will be affixed to the car. The sticker will be affixed to the car in accordance with FIA requirements by a Registrar who will check that the vehicle remains as originally approved.

An administration fee of £95 will apply and the Registrar may charge expenses and an inspection fee.

### **DATA PROTECTION**

All data is processed in accordance with Motorsport UK and FIA Data Protection policies, which can be viewed at the links below;

- [Motorsport UK Data Protection Policy](#)
- [FIA Data Protection Policy](#)

### **CONCLUSION**

We hope that you have found the above helpful, but should you have any questions on any aspect of the above, please do not hesitate to contact Motorsport UK. Dedicated specialist advice on historic matters is available on working days. During the busy historic motor sport season, or due to holidays there will sometimes be times when this availability may change. However, there is always a member of staff on duty to answer non-specialist queries. Our switchboard number is 01753 765000. Alternatively, you are welcome to e-mail your questions to [htp@motorsportuk.org](mailto:htp@motorsportuk.org).

### **ADDITIONAL INFORMATION**

Appendix K dating periods are as follows:

- A) Before 1/1/1905.
- B) 1/1/1905 to 31/12/1918.
- C) 1/1/1919 to 31/12/1930.
- D) 1/1/1931 to 31/12/1946.

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- E) 1/1/1947 to 31/12/1961 (from 1/1/1946 for Grand Prix and Formula 3 cars and up to 31/12/1960 for single-seat and two-seat racing cars).
- F) 1/1/1962 to 31/12/1965 (from 1/1/1961 for single-seat and two-seat racing cars and up to 31/12/1966 for Formula 2), excluding Formula 3 and single engine-make Formulae.
- GR) 1/1/1966 to 31/12/1971 for Single-seat and two-seat Racing cars (1/1/1964 to 31/12/1970 for Formula 3).
- G1) 1/1/1966 to 31/12/1969 for homologated Touring and GT.
- G2) 1/1/1970 to 31/12/1971 for homologated Touring and GT cars.
- HR) 1/1/1972 to 31/12/1976 for Single-seat and two-seat Racing cars (1/1/1971 to 31/12/1976 for Formula 3).
- H1) 1/1/1972 to 31/12/1975 for homologated Touring and GT cars.
- H2) 1/1/1976 to 31/12/1976 for homologated Touring and GT cars.
- IR) 1/1/1977 to 31/12/1982 for Single-seat and two-seat Racing cars (excluding Group C) and 1/1/1977 to 31/12/1985 for 3-litre F1.
- I) 1/1/1977 to 31/12/1981 for homologated Touring and GT cars.
- IC) 1/1/1982 to 31/12/1990 for Group C and IMSA cars.
- JR) 1/1/1983 to 31/12/1990 for Single-seat and two-seat Racing cars (excluding 3 litres F1 cars 1/1/1983 to 31/12/85).
- J1) 1/1/1982 to 31/12/1985 for homologated Touring and GT cars.
- J2) 1/1/1986 to 31/12/1990 for homologated Touring and GT cars.

### **FIA APPENDIX K ACCESS**

Full classification details can be found in the current edition of FIA Appendix K. FIA Appendix K can be accessed in its entirety by clicking on the following link:

[www.fia.com/historic-regulations](http://www.fia.com/historic-regulations)

*For applicant's use*

**APPLICANT'S HTP CHECK LIST**

1. Contact Motorsport UK to pay fees, and obtain application case number.
2. Contact Registrar appropriate to vehicle type.
3. Forward to Registrar draft application and photographs, (if required)
4. Arrange Vehicle inspection
5. Await completed template from Registrar, and check contents.
6. Once happy with the template, sign the numbered "COMPETITORS DECLARATION" and pass to the Registrar
7. Settle inspection fees and expenses with the Registrar

**Car .....**

**HTP number GB..... /Date issued .....**

**Permitted 3rd parties advised to Motorsport UK**

.....  
.....

**Registrars' name .....**

**Date and place of Inspection .....**

**Draft template received from Registrar.....**

**HTP received.....**

**Notes.....**

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*If you wish the Motorsport UK to be able to discuss your HTP application with 3<sup>rd</sup> parties/ agents you have appointed, please send this form, completed, to the Historic Department at the Motorsport UK.*

**FAO: - Historic Technical Department, Motor Sports Association**

**HISTORIC TECHNICAL PASSPORT**  
**3<sup>rd</sup> party permission**

**Car. .... Chassis number.....**

**HTP Number: -GB.....**

I declare that I have no objection to Motorsport UK passing information regarding the application for the HTP papers, referenced above, to the following 3rd parties and/or agents.

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.....  
.....

I confirm that the person signing this form is the current owner of this car, as previously notified to Motorsport UK.

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Owner's name:.....

Address:.....

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.....Post Code ... ..

Signature:.....

Date:.....

*For Motorsport UK use only*

*Motorsport UK AUTH..... Date.....*

## CURRENT Motorsport UK-APPOINTED REGISTRARS AND THEIR CONTACT DETAILS.

The following is a basic guide to the types of cars that individual Registrars will inspect, but inevitably there will be exceptions, specialities and crossovers between the periods and car types. If in doubt, please discuss with the Registrar, or seek advice from the Historic Technical Department at Motorsport UK.

	Periods A-C Pre 1930	Period D 1930 – 1946	Period E 1947 – 1961	Period F 1962 – 1965	Periods G onwards Post 1965
<b>Single Seater Racing Cars</b>	R F Ellis T Walker	R F Ellis T Walker	D Rabagliati N Edwards M Garton T Walker R McKinna	D Rabagliati T Walker N Edwards M Garton R McKinna	D Rabagliati T Walker N Edwards M Garton R McKinna
<b>Two Seater Racing Cars and Prototypes</b>	R F Ellis T Walker	R F Ellis T Walker	R F Ellis J Lowry P Loveridge M Garton N Edwards R McKinna T Walker	R F Ellis J Lowry M Garton N Edwards R McKinna T Walker	M Garton N Edwards R McKinna T Walker
<b>Grand Touring Cars</b>	N/A	R F Ellis T Walker	R F Ellis J Lowry P Loveridge R McKinna M Garton J Moyes N Edwards T Walker	R F Ellis J Lowry P Loveridge R McKinna M Garton J Moyes N Edwards T Walker	M Garton R McKinna J Lowry J Moyes N Edwards T Walker
<b>Touring Cars</b>	N/A	N/A	R F Ellis J Lowry P Loveridge R McKinna M Garton J Moyes N Edwards	R F Ellis J Lowry P Loveridge R McKinna M Garton J Moyes N Edwards	M Garton R McKinna J Lowry J Moyes N Edwards

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