



FIA HISTORIC TECHNICAL PASSPORTS (HTPs)

OVERVIEW

The Historic Technical Passport (HTP) was introduced in 2004, to replace the earlier FIA Historic Vehicle Identity Forms. All FIA Historic Identity Forms became invalid from 31/12/2006.

The HTP form has undergone various modifications, the current version is dated 2013. Documents already issued on earlier templates remain valid, but earlier versions may be subject to update mailings.

The HTP is essentially a sporting document and its purpose is to allow a car to take part in International competitions. An HTP 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.

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.

REGISTRATION

All national motorsport governing bodies (ASNs), of which the MSA is the UK's FIA affiliate, are empowered to register and file HTPs for all cars eligible to compete in International historic events.

When completed, the HTP is registered and filed electronically for MSA competition licence holders' competing cars, and for competing cars of competitors holding licences issued by other ASNs whose cars are based in, or operated from, the UK. Fees for this service are detailed below.

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 MSA list) to approach, please contact the MSA Historic Technical Department on 01753 765000 or email htp@msauk.org

COSTS

MSA Application and Processing Fee

The MSA's current prices (2013), including FIA fees, for processing a new Historic Technical Passport depend on the FIA's categorisation of the car.

- All cars of FIA periods A to E*: **£470**
- All cars of FIA periods F to J2 (with the exception of those periods detailed below)*: **£620**
- All cars of FIA periods IC, KC & Z*: **£920**
- All cars in the following FIA classes** and specific cases: **£920:**

Any Formula 1 (F1/1 to F1/6)	IMSA GT	TSRC 42
Group 5	IMSA GTP	TSRC 48
Group 6	IMSA GTO	TSRC 50
GTS 41	TSRC 12	TSRC 51
GTS 42	TSRC 17	TSRC 52
GTS 47	TSRC 18	TSRC 54
HST 5	TSRC 30	
Any Ford GT40 (including replicas)		
Any Shelby Cobra (including replicas)		
Any racing car of a type or model which has sold at auction in the most recent 24-month period for an amount in excess of US\$500,000.00.		

The MSA's element of these fees is £320 for all applications, to include VAT at the current rate. The FIA element – i.e. the difference - is not subject to VAT.

* Details of the FIA dating periods are given in the table below.

** Details of the FIA classes can be found in FIA Appendix K, App II.

Should the FIA deem the application to be valid for a different fee category than that to which the application was originally considered to be in, any additional fee will be required to be paid to the MSA before the case can be issued. Naturally, where we have overpayments in situations where the FIA fee is a lower level than originally anticipated, the difference will be refunded.

These rates are subject to change, therefore you are advised to check at the time of application. The fee may be paid by cheque in favour of 'Motor Sports Association' or by credit card over the telephone. For the latter, please contact the Sales Department on 01753 765000.

Registrar's Inspection Fee

The inspection fee, which is not an MSA charge, is payable to the individual Registrar on the day or before, and is currently agreed at up to £175 plus 40p 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 the MSA 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.

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.
- E) 1/1/1947 to 31/12/1961 (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.
- KC) 1/1/1991 to 31/12/1993 for all Group C and IMSA cars.
- Z) 1/1/1991 to two years prior to January 1st of the current year for other cars.

APPENDIX K ACCESS

Full classification details can be found on page numbers 214 and 244 of the current edition of Appendix K.

Appendix K can be accessed in its entirety by pasting the following link into your browser:

http://www.fia.com/sites/default/files/regulation/file/2013_Annexe%20K_web_def_0.pdf

APPLICATION PROCESS

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

1. To commence the process, the MSA requires the application and processing fee 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 MSA fee. The monies will be 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 the MSA, please complete the attached 3rd party permission form, and forward it to the MSA.
3. Contact an approved Registrar from the list to arrange an inspection, quoting the case number.
4. Obtain and complete the HTP Application form/template. Ignore the initial front page classification sections, above the actual car details, and also the FIA number (after engine type), all these will be done at completion by the MSA.
5. Photographs are required for the HTP application. 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. If necessary, and after consultation with your Registrar, prepare photographs to the size as required on the application form (do NOT stick them to the form). Photographs are preferred in electronic form in most cases.
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 wheels as required.
9. Once you agree with all the details on the application, sign the appropriate page as prepared by the Registrar.
10. The Registrar will submit the completed HTP together with the photographs and any necessary for processing. Only once the MSA 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 true copy (CTC) 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 barcoded sticker with your car's HTP number, to be placed on the car, will also be sent to you. Corresponding with a similar sticker on the HTP, this is intended to assist the scrutineering process. The sticker is to be affixed to the car in accordance with the printed instructions that will accompany it.
13. Should you change the car's specification, or its colour, the HTP must be returned to the MSA for updating. An administration fee will apply. This will also apply if the sticker on the car is damaged or destroyed. 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 the MSA. The rest of the HTP papers must be passed to the new owner.

APPLICANT'S HTP CHECK LIST

1. Contact MSA 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
8. Upon receipt of the validated HTP, apply the barcode sticker to vehicle in accordance with printed instructions supplied with the document.

Car

HTP number GB..... /Date issued

Permitted 3rd parties advised to MSA

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Registrars' name

Date and place of Inspection

Draft template received from Registrar.....

HTP received.....

Notes.....

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

FAO:- Historic Technical Department, Motor Sports Association

HISTORIC TECHNICAL PASSPORT
3rd party permission

Car. Chassis number.....

HTP Number:-GB.....

I declare that I have no objection to the MSA 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 the MSA.

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Owner's name:.....

Address:.....

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.....Post Code

Signature:.....

Date:.....

For MSA use only

MSA AUTH..... Date.....

CURRENT MSA-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 the MSA.

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

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Tel: (mob) 07958 547044
robert@robert-ellis.co.uk

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 the MSA. Dedicated specialist advice on historic matters is available on working days. During the busy historic motor sport season, or by reason of 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@msauk.org