

FIA Historic Technical Passport Eligibility – An introduction

Read this document before buying, building, or modifying a car if your objective is to get an FIA Historic Technical Passport (HTP). It is both expensive and very frustrating for all concerned when a car fails to get an HTP because it does not comply with the basic requirements. Get the car and application right and more often than not the process is straightforward and surprisingly quick. Possessing an HTP opens the door to the most prestigious historic events worldwide and may add value to your car.

It is important to understand that a valid HTP does not verify the provenance of the car featured, it indicates that at the time of inspection and subsequent approval the car complied with the technical requirements of FIA Appendix K. Consider which events you would like to enter, you may find that you only need club issued papers, which may be less restrictive (and less costly) than an FIA Historic Technical Passport.

Not all historic cars are eligible for an HTP. FIA Appendix K is an internationally recognised set of regulations for historic competition cars and applies to cars that in period competed in at least one International Permit event being run to the CSI/FIA regulations of the day. Cars built to National or club rules (for example Modsports, Special Saloons, Clubmans etc.) do not come within the scope of FIA Appendix K so are not eligible for an HTP although there may be National or club historic events and documents for which they are eligible.

You must provide for the second page of an HTP a period photograph of the same make and model of car competing in a period International status event. You must be able to identify the date and event of this photograph and your car must, livery apart, be physically identical in every respect to the car in the photo. This photograph is a particularly important part of your supporting evidence. You may replicate the livery shown on this photograph or present a car without livery. You can't use a livery from a different make or model. The use of tobacco or alcohol advertising is regulated by national legislation. Usually, but not always, specific cars that carried these forms of advertising may continue to do so but there are countries where this is not permitted.

FIA Appendix K safety regulations override the period regulations, if you have a genuine period competition car check carefully if the ROPS complies with FIA Appendix K. If the period ROPS is certified it is probably still compliant.

Non homologated cars (usually single-seater and two seat racing cars) must represent one specific and complete specification on the specific date of the period photo. You may have more than one specification; each additional specification is detailed on a Variant but each one must represent a proven complete period specification. It is not permitted to combine features from different specifications or dates within periods into a complete specification that never existed in period. Gurneys, NACA ducts, louvres, splitters etc must all be supported by the photograph.

Homologated or production cars must visually conform to the period photograph; frequent issues are wheel arch extensions, spoilers, splitters, or holes in bodywork that either never existed together or are not identical to those shown on the period photograph. Mechanically the car must conform to the period regulations (Period FIA Appendix J), the homologation papers and the appropriate period championship or formula regulations. The use of an item and/or modification that was free in period must be supported by evidence that the item and/or modification was legally used in period on that make and model and



not just available. Technology must be from the period. Dampers, ignition systems, fuel injection systems, ECUs etc must have been available and used in period. Technology and materials used must be of the period. No parts homologated after the chosen year of specification (which must correspond to the date of the period photograph) may be used. Dashboard and instruments as homologated must be retained (with speedometer in original position), but depending on the period regulations, additional instruments may be added, or instruments may be replaced with alternatives using period technology. Digital instruments are much too modern for the majority of historic cars.

Accepted variations to period specifications or parts are listed on the FIA Historic database.

Don't assume that your Registrar, Motorsport UK, or the FIA Historic Department will know everything about your car, be prepared to answer questions about the specification. You should have detailed knowledge of the period specification otherwise how can you know what you can legally do.

It has been said that getting an HTP is easier in some countries than in others. This is not the case, wherever the application originates, individuals from the same group review all applications. HTPs are not approved nationally.

Registrars are always happy to explain the HTP process in more detail if you have questions not covered in the guidelines (in the UK refer to Motorsport UK's guidelines)

Application process

The different stages of the HTP process in the UK once the car is complete are: -

- Identify and contact an appropriate Registrar.
- Contact Motorsport UK Sales Dept (01753 765000) to pay the fees and get your HTP number
- Provide the HTP number to your nominated Registrar, who will then request the security sticker from Motorsport UK.
- Arrange a mutually convenient date for the inspection. The Registrar may request photographs and/or technical details prior to attending the inspection.
- The Registrar will inspect and photograph the car. Provided in the Registrar's opinion there are no issues that require corrections to the car, the Registrar completes an application and forwards a draft copy to you for your approval and signature.
- The application with any supporting documents and signed pages is forwarded to Motorsport UK who then forward it on to the FIA.
- Normally within 10 days a response from the FIA will be forwarded via Motorsport UK to the Registrar who will advise you that the application has been approved or if there are any queries about the specification.

Useful links

FIA Historic Database - lots of interesting and useful information: <https://historicdb.fia.com>

Homologation papers are available to view here: <https://historicdb.fia.com/cars/list>

Current FIA Appendix K regulations are available here:

[https://historicdb.fia.com/sites/default/files/regulations/1765610176/appendix k 2025 - v1-2026.pdf](https://historicdb.fia.com/sites/default/files/regulations/1765610176/appendix_k_2025_-_v1-2026.pdf)

Period FIA Appendix J regulations are available here:

<https://historicdb.fia.com/regulations/period-appendix-j>



FIA HISTORIC TECHNICAL PASSPORT (HTP)

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 2026 will be valid until 31st December 2036.

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 expired on 31st December 2016.

HTPs issued in 2012 with an FIA Identity Number of 34097-35020 expired on 31st December 2017.

HTPs issued in 2013 with an FIA Identity Number of the format XXXXX-13 on a 12-page form expired on 31st December 2018

HTPs issued in 2014 with an FIA Identity Number of the format XXXXX-14 on a 12-page form expired on 31st December 2019

HTPs issued from 2013 onwards on a 26/27-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 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

COSTS

HTP Application and Processing Fee

Motorsport UK's current price (2026) for processing a new Historic Technical Passport, is £970. This cost consists of Motorsport UK processing fee of £475 (including VAT at the current rate) and the FIA HTP fee of €564 (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.

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 £295, 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

The FIA allow a 365-day timeline to complete the HTP Process and be granted an FIA Database Number, meaning acceptance and validation of the file through the website <https://htp.fia.com>. The timeline will start from the moment that the Application is submitted to the FIA by Motorsport UK for review, and until the process is duly completed.

If the application is not completed within this 365-day period, the application may be cancelled. If the cancelled application is restarted a further FIA HTP fee (at the current rate) will be charged.

If an application fee is paid during a calendar year, with the application not sent to the FIA until the proceeding calendar year, the applicant may be requested to pay a top-up fee to cover any differences between these two submission fees.

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 €282, and the Motorsport UK processing fee is reduced with a 25% discount to £357. Giving a total cost for an early renewal, including the Motorsport UK processing fee, of £605.



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 banked immediately. Upon payment, you will be advised of your application case number (GB Number), which should be quoted at all times as the common reference.
2. Contact an approved Registrar from the list to arrange an inspection, quoting the case number.
3. It may be helpful to forward a 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.
4. The Registrar who inspects the car (at a mutually agreed venue) will check its specification against the FIA Appendix K regulations and complete the HTP application, compile any period evidence as required, and take the set of required photographs.
5. 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.
6. 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 bodywork or parts as required.
7. Once you agree with all the details on the application, sign the appropriate pages as prepared by the Registrar.
8. The Registrar will submit the completed HTP together with the photographs and any period evidence necessary for processing.
9. During processing the applicant will receive automated email updates, and progress can be tracked through the FIA HTP Platform <https://htp.fia.com>. All queries will be referred to you through the Registrar
10. 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..
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.



AMENDMENTS TO AN HTP

Should you change the car's specification, 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 £360 will apply. This cost consists of Motorsport UK processing fee of £112 (including VAT at the current rate) and the FIA HTP Amendment fee of €282 (at the current exchange rate). This fee is payable on application.

CHANGE OF OWNERSHIP

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.

FOREIGN TRANSFER

If a car with a valid HTP issued by an ASN other than Motorsport UK becomes domiciled in the United Kingdom, the HTP must be transferred to Motorsport UK and the new owner must notify Motorsport UK who will provide a new HTP on its form and allocate it a form number belonging to Motorsport UK. A new FIA Barcode 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. The certified copy of the original HTP must be returned to Motorsport UK.

An administration fee of £360 will apply. This cost consists of Motorsport UK processing fee of £112 (including VAT at the current rate) and the FIA HTP Amendment fee of €282 (at the current exchange rate). This fee is payable on application. And the Registrar may charge expenses and an inspection fee.

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 the new ASN.

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 £360 will apply. This cost consists of Motorsport UK processing fee of £112 (including VAT at the current rate) and the FIA HTP Amendment fee of €282 (at the current exchange rate). This fee is payable on application. 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. <https://www.motorsportuk.org/data-protection/> <https://www.fia.com/data-privacy-notice>



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. Our switchboard number is 01753 765000. Alternatively, you are welcome to e-mail your questions to 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.
- 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 cars.
- 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 3-litre F1 cars).
- IR1) 1/1/1977 to 31/12/1985 for 3-litre F1 cars.
- I) 1/1/1977 to 31/12/1981 for homologated Touring and GT cars.
- IC) 1/1/1982 to 31/12/1993 for Group C and IMSA cars.
- JR) 1/1/1983 to 31/12/1993 for single-seat and two-seat racing cars (excluding F1, Group C and IMSA cars).
- JR1T) 1/1/1977 to 31/12/1988 for F1 cars with turbocharged engines.
- JR1) 1/1/1987 to 31/12/1994 for 3.5-litre F1 cars.
- JR2) 1/1/1985 to 31/12/1995 for F3000 cars.
- J1) 1/1/1982 to 31/12/1987 for homologated Touring and GT cars.
- J2) 1/1/1988 to 31/12/1992 for homologated Touring and GT cars.
- K) 1/1/1993 to 31/12/2000 for homologated Touring and GT cars.
- KC) 1/1/1995 to 31/12/2000 for Kit Car evolutions.
- K1) 1/1/1993 to 31/12/1996 for Touring Cars built to the Class 1 regulations.
- K2) 1/1/1993 to 31/12/2000 for Touring Cars built to the Class 2 and/or Super Touring regulations.
- KRC) 1/1/1997 to 31/12/2000 for the World Rally Car evolutions.
- KGT) 1/1/1997 to 31/12/2000 for the Grand Touring Cars built to the GT1 and GT2 regulations.
- KR) 1/1/1994 to 31/12/2000 for single-seat and two-seat racing cars (excluding F1, F3000, Formula Nissan, Nippon, Libre, with an engine capacity greater than 2000cm³)
- KR1) 1/1/1995 to 31/12/2000 for 3-litre F1 cars.
- KR2) 1/1/1996 to 31/12/2000 for F3000 cars and standardised formulas with an engine capacity greater than 2000cm³ (Formula Nissan, Nippon, Libre etc).



Current Motorsport UK appointed registrars and their contact details

Peter Bruce

83, Canterbury Road,
Newton Hall,
Durham,
DH1 5QY

(m): 07884 232223

(h): 0191 386 7044

petersinclair.bruce@btinternet.com

Howard Corbally

2 Wilde Close
Hawarden
Deeside
Flintshire
CH5 3TR

(m): 07778 471387

hjc.motorsport@btinternet.com

Gary Dunlop

53a Ballyvester Road
Donaghadee
County Down
BT21 0LL

(m): 07736108008

dunloplighthouse@hotmail.co.uk

Robert Ellis

Bridgefoot Farm
Ford, Aylesbury
Buckinghamshire
Hp17 8xb

(m): 07958 547044

robert@robert-ellis.co.uk

Rob Hubbard

Forge Cottage
Watery Lane
Pillerton Hersey
Warwickshire
CV35 0QP

(m) : 07775 511825

rh3098@icloud.com

John Cooper

Trenain Farm
Trebetherick
Wadebridge
Cornwall
PL27 6SG

(m): 07702 240970

jccmstech@gmail.com

Paul Loveridge

103 Woodside Street
Cinderford
Glos
GL14 2NS

(m): 07831 656472

Paul@plmotorsport.co.uk

Jim Lowry

47, Ash Grove
Chelmsford
Essex
CM2 9JT

(h) : 01245 358028

jim@historique.co.uk

Rob Harris

29 Airedale Mews
Skipton
North Yorkshire
BD23 2TF

(m) 07754 805819

harrisrob452@gmail.com

Kevin Moore

Sunnyside
Old Frogmore Road
KINGSBRIDGE
Devon
TQ7 2PF

(h): 01548 531 079

(m): 07790 429 791

swgomo@gmail.com

Ted Walker

The Old Bull
5 Woodmancote
Dursley
Gloucestershire
GL11 4AF

(m): 07979 541977

ted.walker1@btinternet.com

Steve Prior

63 Glebe Road
Deanshanger
Milton Keynes
Buckinghamshire
MK19 6LS

(m): 07763 824161

priorsteve@hotmail.com

Ian Sutcliffe

108 High Street
Knaphill
WOKING
GU21 2PZ

(m): 07719 911419

iansutcliffe@hotmail.co.uk



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
Single Seater Racing Cars	R F Ellis T Walker R Hubbard K Moore	R F Ellis T Walker R Hubbard K Moore	P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce	T Walker P Loveridge R Hubbard K Moore H Corbally P Bruce	T Walker P Loveridge R Hubbard K Moore H Corbally P Bruce
Two-Seater Racing Cars and Prototypes	R F Ellis T Walker R Hubbard K Moore	R F Ellis T Walker R Hubbard K Moore	R F Ellis J Lowry P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce	R F Ellis J Lowry P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce	T Walker P Loveridge R Hubbard K Moore H Corbally P Bruce
Grand Touring Cars	N/A	R F Ellis T Walker R Hubbard K Moore	R F Ellis J Lowry P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce	R F Ellis J Lowry P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce I Sutcliffe	P Loveridge T Walker R Hubbard K Moore H Corbally P Bruce I Sutcliffe
Touring Cars	N/A	N/A	R F Ellis J Lowry P Loveridge R Hubbard K Moore H Corbally P Bruce	R F Ellis J Lowry P Loveridge R Hubbard K Moore H Corbally P Bruce I Sutcliffe	P Loveridge R Hubbard K Moore H Corbally P Bruce I Sutcliffe J Cooper R Harris