HISTORIC TECHNICAL PASSPORT (HTP)

DETAILED GUIDELINES

A WORLD IN MOTION

ALL FIA HISTORIC CONTENT AVAILABLE ON
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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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DE L'AUTOMOBILE

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The Historical Technical Passport, (the "HTP"), is used by technical delegates to check the conformity of an historic competition car. It is a document that sets out the technical specification of the car for the homologation period requested.

When applying for an HTP, you will need to carry out the following steps:

- **Define the requested technical specification of the car (it needs to have existed in period).**
  - choose the discipline(s): Rally / Racing / Hill Climb;
  - choose the category: Production, Competition or Formula;
  - choose the period: A to J2.
- **Refer to:**
  - **Appendix K and the relevant appendices** relating to the car and its specification;
  - if applicable, **Appendix J** covering your specification;
  - the car's **Homologation Form and its extensions**;
  - if applicable, the **rules of the championship** in which the model ran in period.
- **Compile your application** in accordance with the above.

For homologated cars, answers to most of the questions asked in the HTP template can be found on the Homologation Form of the car and its extensions.

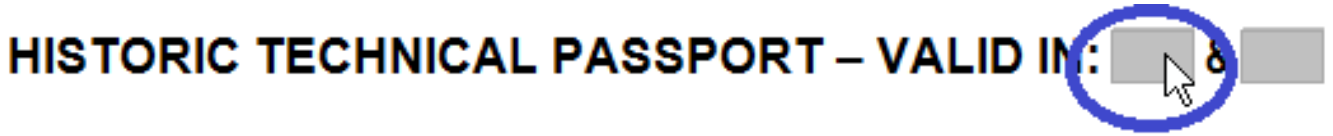
In order to use the car in a different configuration from the one mentioned on the original HTP, one or multiple Variant requests need to be applied for, on the basis of a single HTP.

GENERAL FEATURES

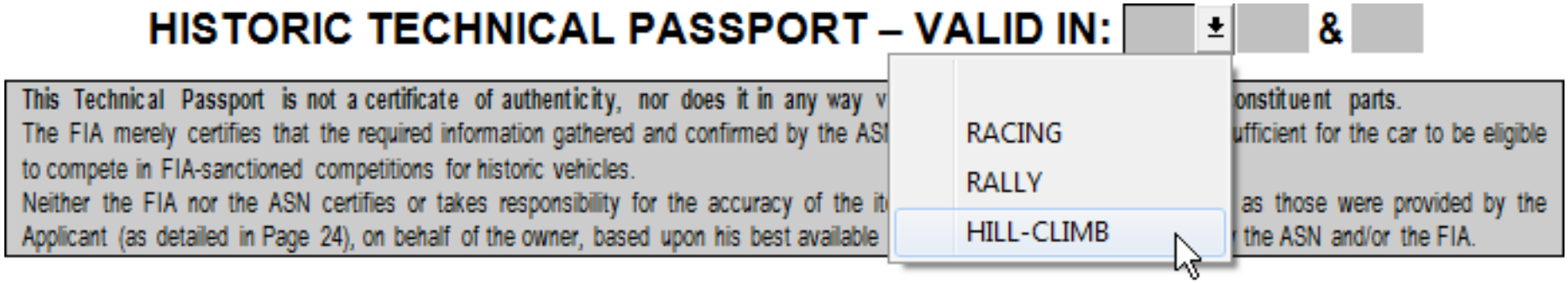
There are 4 types of fields to fill in on the form.

1st type: Drop-down menu

Click on the field.



Select the appropriate entry.



Up to 3 disciplines may be entered.

2nd type: Grey field

Click on the field.

Make represented:	Model represented:
Year of specification:	FIA identity No.:
Engine type:	Engine capacity: cm³ corrected: cm³
FIA homologation form number (if applicable):	Number of relevant valid pages of homologation form:

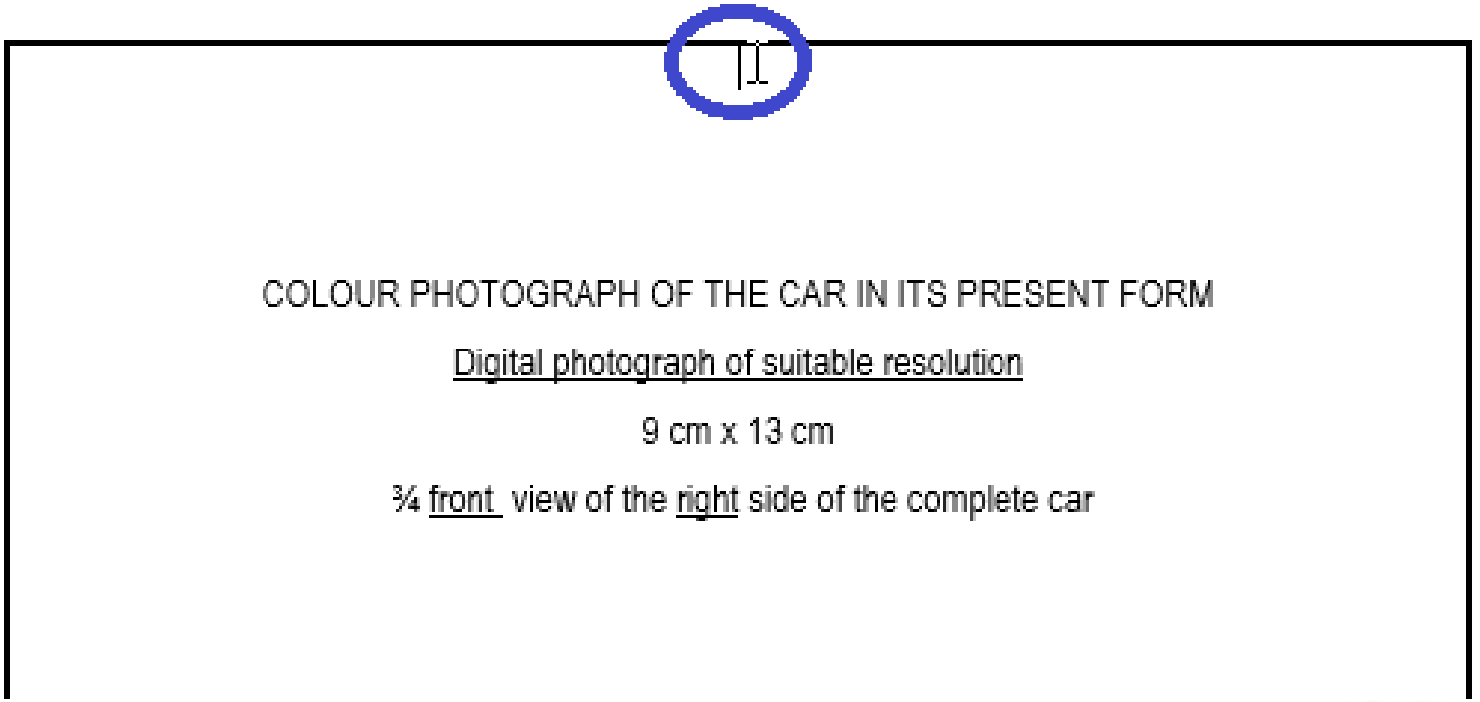
Type your text.

Make represented: Lotus	Model represented:
Year of specification:	FIA identity No.:
Engine type:	Engine capacity: cm³ corrected: cm³
FIA homologation form number (if applicable):	Number of relevant valid pages of homologation form:

3rd type: Insert an image

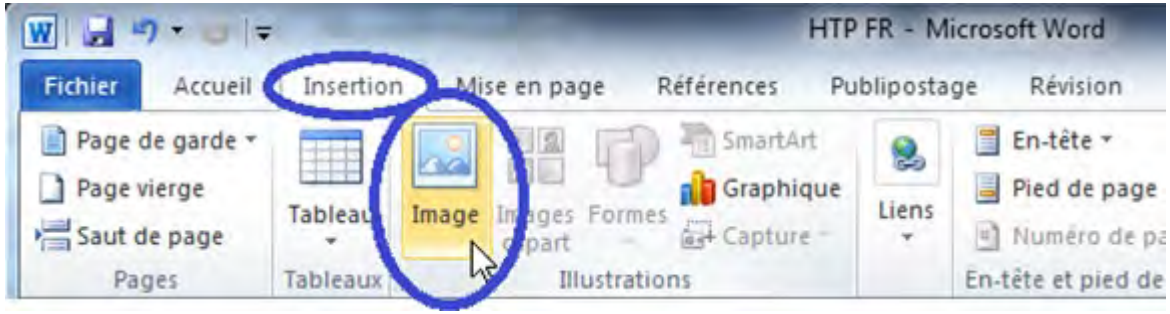
Click at the very top of the box to place the cursor at the highest possible place into the box.

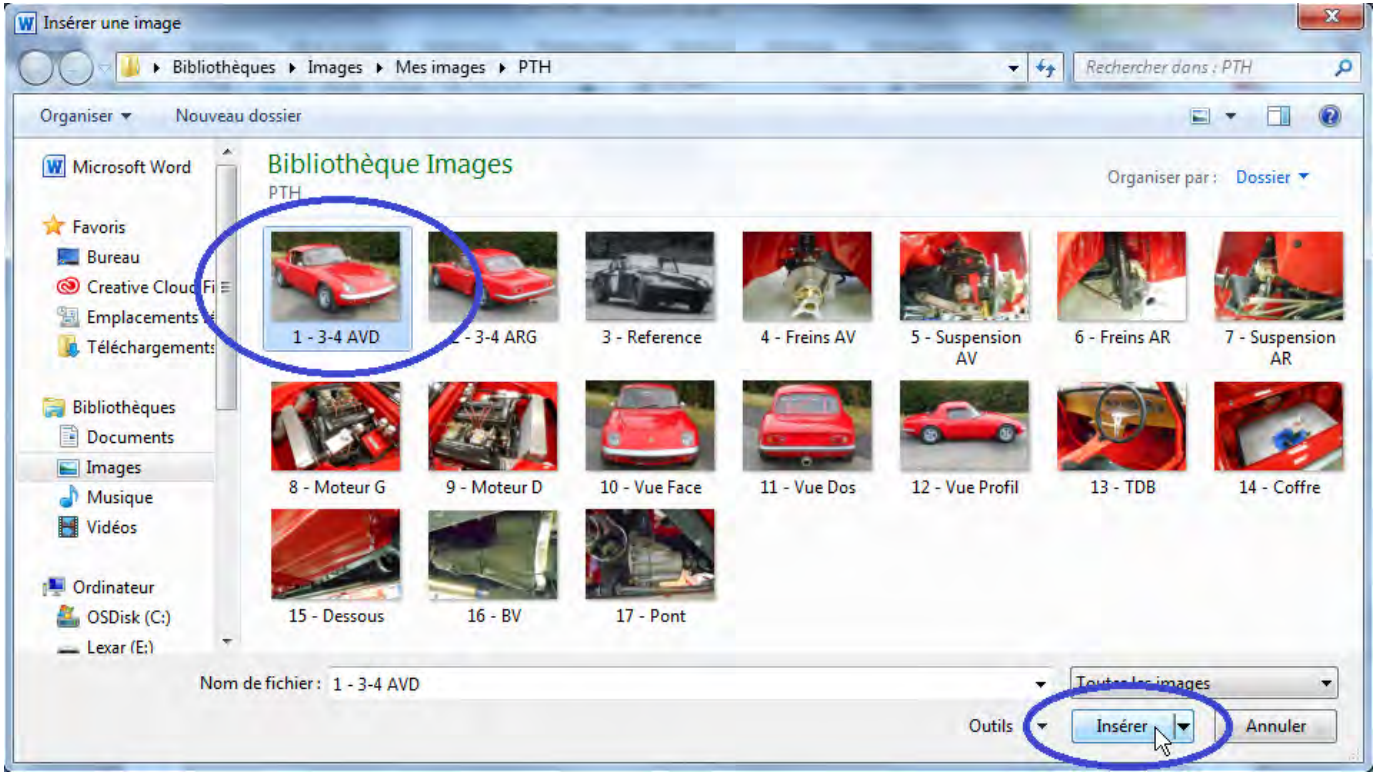
In case of a doubt, use the arrows of the keyboard to ensure the cursor really is at the top of the frame.



3rd type: Insert an image

On the **Insert** tab,
click on **Image**.





Select the image and
click on **Insert**.

3rd type: Insert an image

Resizing the image.

Click on the image and then select it by its corner point (sizing handle).

Expand the image until there are no white areas remaining in the frame.

If the image does not completely fill the frame, the frame size should be adjusted.

Resizing the image using the sizing handle prevents it from becoming distorted.

4th type: Inserting check marks

Click to insert check mark.

Click again to remove the check.

[a]	Is the car fitted with a chassis to the period specifications?	yes ☐ no ☐
[b]	Clarification:	

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

- If you have not modified this element compared to the original model ➔ Tick YES and leave the following field blank;

OR

- If you have modified this element compared to the original model ➔ Tick NO and briefly explain the modification in the following Clarification field.

[m]	Are sensors fitted?	yes ☐ no ☐
[n]	If yes, list the sensors:	

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

- The original car has not been equipped with additional sensors ➔ Tick NO and leave the next field blank;
- The original car « stock » has been equipped with additional sensors ➔ Tick 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.

[g]	Is the cylinder head cast using the period specification material and dimensions? yes ☒ no ☐ Specify material: Cast iron Casting number: None	

/!\ ALL FIELDS MUST BE FILLED IN!

For cases where the requested information does not exist, state 'None'. This enables administrative services to ensure that there is no oversight.

/!\ In terms of material, as all metals are alloy, you should always specify their base material (steel, aluminium, magnesium, etc.).

FILL IN THE HTP FORM

HISTORIC TECHNICAL PASSPORT – VALID IN: RACING & HILL CLIMB & RALLY

This Technical Passport is not a certificate of authenticity, nor does it in any way 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 competitions 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: FIA **Form Number:** EXAMPLE **Category:** Competition GT Car

Period: F - 1962 to 1965 **Valid to** 31.12.2028 **FIA Class:** GTS10

"VALID IN" – Drop-down menu: Disciplines in which the car will be entered.
/!\ Risk of error: 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 K.
Advice: Refer to Appendix I to Appendix K to determine the FIA category of your car.
/!\ Risk of error: 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").

Period – Drop-down menu: Period of the car's specification in accordance with Article 3.2 of Appendix K.
/!\ Risk of error: Focusing on the letter and forgetting to type the years 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.
Advice: Refer to Appendix I to Appendix K to view the car category table.
/!\ Risk of error: Reading the wrong Appendix I table.

Make represented: Lotus	Model represented: Elan
Year of specification: 1965	FIA identity No. :
Engine type: Straight 4 DOHC	Engine capacity: 1599 cm³ corrected: cm³
FIA Homologation Form number (if applicable): 127	Number of relevant valid pages of Homologation Form: 17

Make represented: 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).
Advice: For homologated cars, enter the make written on the Homologation Form.

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

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.
Advice: 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.

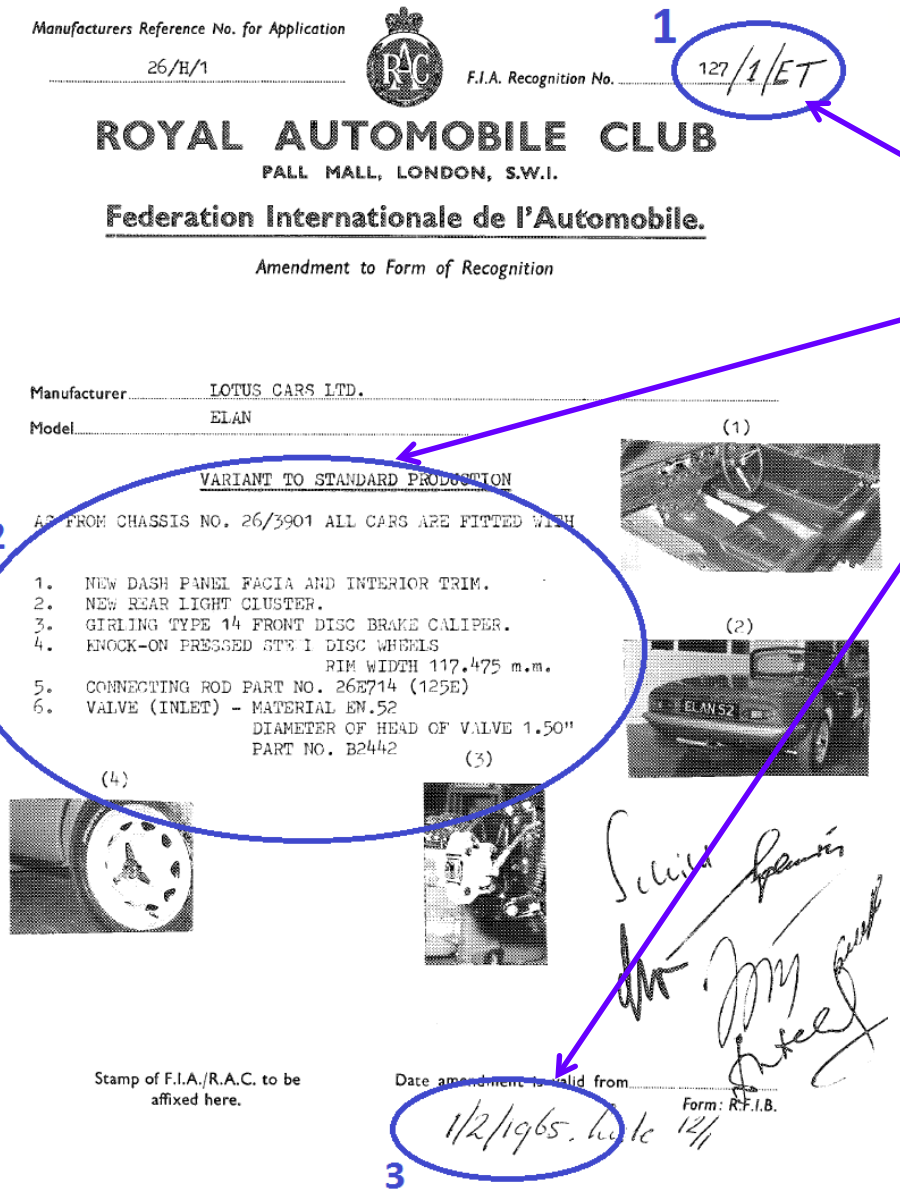
Engine capacity and corrected engine capacity: The capacity filled in here must always be the real and actual capacity, not the original one. For naturally aspirated piston engines, there is no corrected cubic capacity. Corrected cubic capacity only apply to forced induction engines or rotary piston 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).

Pages 1 and 2 - Presentation photographs – Photos must be sharp and represent:

- The complete car, ready to race with or without its numbers;
- From ¾ front right (Page 1) and ¾ 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.



Manufacturers Reference No. for Application 26/H/1

F.I.A. Recognition No. 127/1/ET

1

ROYAL AUTOMOBILE CLUB
PALL MALL, LONDON, S.W.I.

Federation Internationale de l'Automobile.

Amendment to Form of Recognition

Manufacturer LOTUS CARS LTD.

Model ELAN

VARIANT TO STANDARD PRODUCTION

2

AS FROM CHASSIS NO. 26/3901 ALL CARS ARE FITTED WITH

1. NEW DASH PANEL FACIA AND INTERIOR TRIM.
2. NEW REAR LIGHT CLUSTER.
3. GIRLING TYPE 14 FRONT DISC BRAKE CALIPER.
4. KNOCK-ON PRESSED STEEL DISC WHEELS
   RIM WIDTH 117.475 m.m.
5. CONNECTING ROD PART NO. 26E714 (125E)
6. VALVE (INLET) - MATERIAL EN.52
   DIAMETER OF HEAD OF VALVE 1.50"
   PART NO. B2442

(1)

(2)

(3)

(4)

Stamp of F.I.A./R.A.C. to be affixed here.

Date amendment is valid from 1/2/1965.

3

Form: R.F.I.B.

<u>List of extensions to the Homologation Form used:</u>
List the different extensions to the Homologation Form on which the parts mounted on the car are listed.

1 – Form extensions are marked with a number (1).
2 - Each extension lists the parts homologated by the manufacturer in period (2).
3 - Each extension has a date of homologation (3).

The latest extension determines the year of specification (requested on Page 1).

<u>Advice:</u> When listing the different extensions used on your car, count the number of extension pages permitted regarding your specification year and the disciplines required.
The number of pages of the base Form plus the number of extension pages permitted make up the number requested on Page 1 in the section "Number of relevant valid pages of Homologation Form".

Mandatory.

Period image. Event: Crystal Palace ; date of the event : 7th June 1965

IMPORTANT: If this model has *no International History*, tick this box: ☐

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 event 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 event.
Date of the event: 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.

/!\ Do not forget to add your photo caption.

1.1 CHASSIS FRAME

[a]	Is the car fitted with a chassis to the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Construction (girder, tubular, monocoque, etc.): Fabricated backbone	
[d]	Materials: Steel	

1.2 FRONT SUSPENSION

[a]	Is the suspension as per the period specifications and dimensions?	yes ☒ no ☐
[b]	Clarification:	
[c]	Type of suspension (rigid axle, wishbones, de Dion, etc.): Double wishbone	
[d]	Type of springs (coil, leaf, torsion bar, etc.): Coil	
[e]	Type of dampers (friction, lever, telescopic, etc.): Telescopic	
[f]	Are the dampers adjustable?	yes ☒ no ☐
[g]	If yes to [f], state the number of adjusters per damper: Two	
[h]	Material of the dampers: Steel ☒ Aluminium ☐	
[i1]	Is the geometry of suspension adjustable?	yes ☒ no ☐
[i2]	Is the height of suspension adjustable?	yes ☐ no ☒
[j]	If yes to [i1] and/or [i2], specify the method (Uniball joints, different mountings, etc.): i1: Uniball joints i2:	
[k]	Is it fitted with an anti-roll bar?	yes ☒ no ☐
[l]	If yes, is this bar adjustable?	yes ☐ no ☒
[m]	Are sensors fitted?	yes ☐ no ☒
[n]	If yes, list the sensors:	

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 the hardness of the dampers.
If yes, complete 1.2.[g].

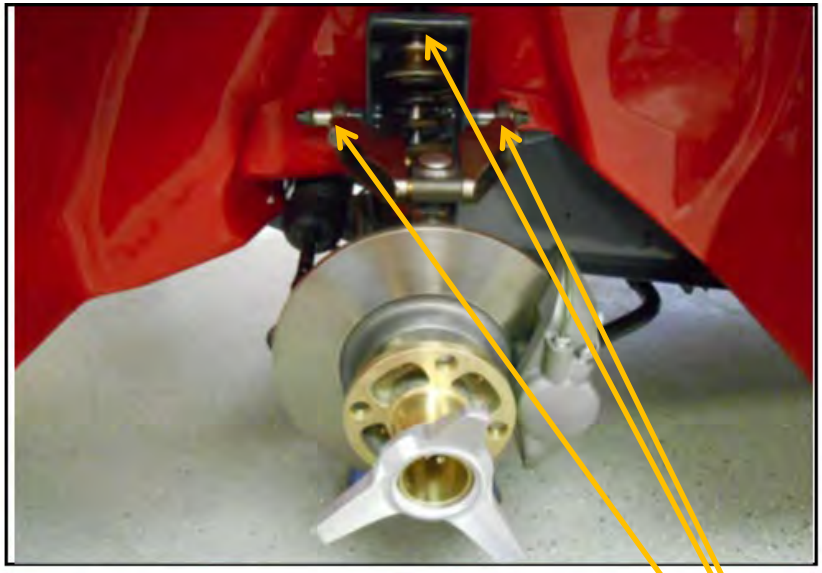
1.2.[g]: State the number of adjusters per damper (/!\ the number of adjusters is not the number of adjustment settings but the number or range of settings).

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

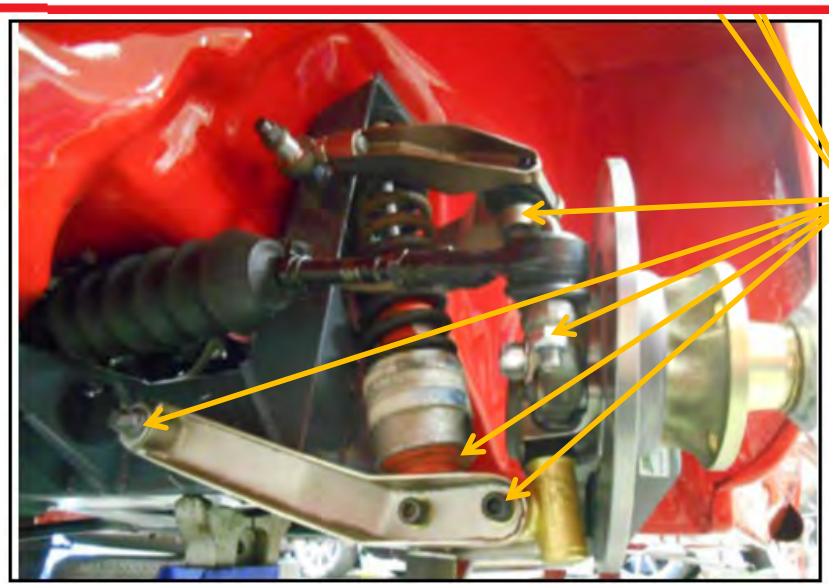
1.2.[i]: Specify if the geometry or the height of suspension is adjustable by ticking "YES" or "NO".

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.



Taking the two pictures into account, all elements of the suspension assembly must be visible.



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.

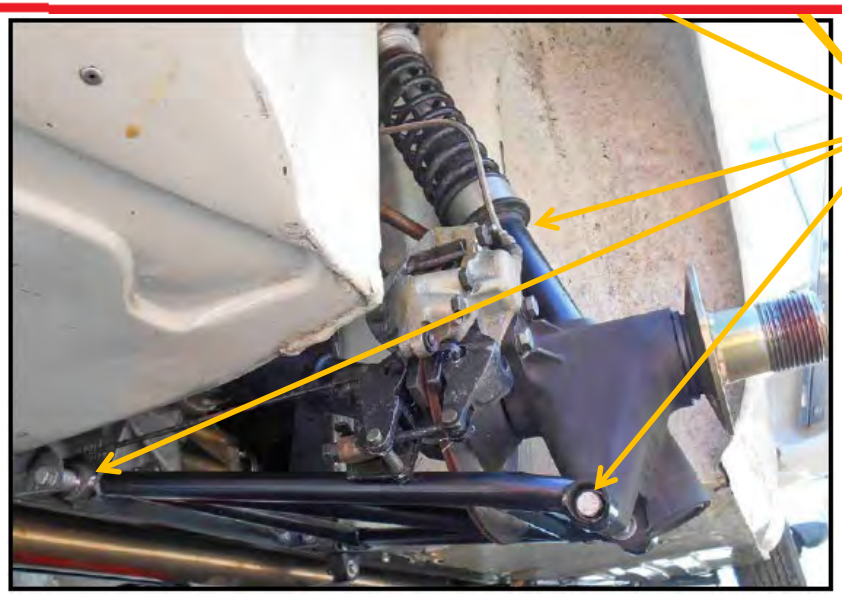
This photo clearly shows both sides of the wishbones and the two damper mountings, but the mounting of the stabilising bar is not visible.

Even so, as these photos show most of the required points and are clear and well enlightened, they are acceptable.

/!\ 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 inside of the drum is visible.

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

Taking the two pictures into account, all elements of the suspension assembly must be visible.



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 enlightened. They are acceptable.

/!\ 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 inside of the drum is visible.

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

2.1 ENGINE

[a]	Is the engine as per the period specifications for this chassis?			yes ☒	no ☐
[b]	Clarification:				
[c]	Is the position of the engine as per the period specifications?			yes ☒	no ☐
[d]	Clarification:				
[e]	Is the cylinder block cast using the period specification material and dimensions? Specify material: Cast iron			yes ☒	no ☐
[f]	Clarification:				
[g]	Is the cylinder head cast using the period specification material and dimensions? Specify material: Aluminium alloy Casting number: None			yes ☒	no ☐
[h]	Clarification::				
[i]	Make: Ford Lotus		Casting number of the block: 120E 6015		
[j]	Year of manufacture: 1965		Operating method: Four-stroke cycle		
[k]	Number of cylinders: Four		Configuration (straight, V, etc.): Straight		
[l]	Bore: original: 82.55 mm		Stroke: original: 72.75 mm		
	actual: 83.64 mm		actual: 72.75 mm		
[m]	Engine capacity: original: 1558 cm^3		actual: 1599 cm^3		
[n]	Number of intake ports: 4 Number of plugs per cylinder: 1 Number of exhaust ports: 4 Number of valves per cylinder: 2 Number of transportation port (in case of two stroke engines): Number of rotors (in case of wankel/rotary engine):				
[o]	Are the valve sizes as per the period specification?			yes ☒	no ☐
[p]	Clarification:				
[q]	Are sensors fitted?			yes ☒	no ☐
[r]	If yes, list the sensors:				

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

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

2.1.[i] & [j]: Specify the make and year of manufacture of the engine.
/!\ Risk of error: 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.

2.1.[l] and 2.1.[m]: Specify the values to two decimal places.

2.1.[n]: Number of ducts = Number of ports in the cylinder head.
/!\ Risk of error: Regarding the spark plugs, the question refers to the number of spark plugs per cylinder and not to the total number of spark plugs.

2.2 IGNITION

[a]	Is the system as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Type (magneto, breaker/coil, etc.): Breaker / Coil	
[d]	If the ignition is electronic, specify the make and principle:	
[e]	Are sensors fitted?	yes ☐ no ☒
[f]	If yes, list the sensors:	

2.2.[c]: If electronic = Distributor / Coil.
Any other cases = Breaker / Coil.
Examples:
BMW M3 = Coil / Distributor
Jaguar E Type = Breaker / Coil

2.2.[d]: Specify the make and especially the principle of the ignition trigger.
Examples:
BMW M3 = Bosch DME Magnetic trigger
Porsche 911 SC = Bosch BHKZ Capacitive discharge

2.3 FUEL FEED

[a]	Are the make, type and number of carburettors / injection as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Carburettor: Number: 2 Make: Weber Type: 45 DCOE ø of venturi in mm: 35 - 42	
[d]	Injection : Make: Type:	
[e]	If an air restrictor is fitted, diameter of the restrictor: mm	
[f]	If supercharged, is the supercharger as per the period specifications?	yes ☐ no ☐
[g]	Clarification:	
[h]	Supercharger: Make: Type: Number:	
[i]	If an air cooler is fitted, is it as per the period specifications?	yes ☐ no ☐
[j]	Clarification:	
[k]	Are sensors fitted?	yes ☐ no ☒
[l]	If yes, list the sensors:	

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".
Advice: If the venturi is free but you know the range of venturi used in period, you can enter it here (as example).
/!\ Risk of error: 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. No range available.

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

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

2.4 FUEL SYSTEM

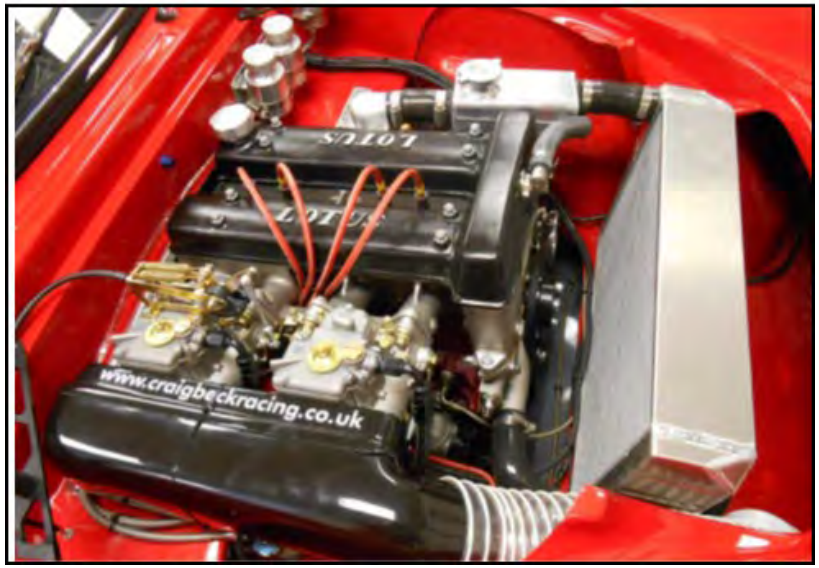
[a]	Is the fuel system as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Type of fuel feed (gravity, mechanical pump, electric pump, etc.): Electric pump	
[d]	Is a fuel cooler fitted	yes ☐ no ☒
[e]	Is the fuel tank as per the period specification location? Does it comply with Appendix K?	yes ☒ no ☐ yes ☒ no ☐
[f]	Clarification:	
[g]	Are sensors fitted?	yes ☐ no ☒
[h]	If yes, list the sensors:	

2.4.[e]: Advice: If any doubt, see Appendix K Article 5.5.

2.5 LUBRICATION

[a]	Is the system as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Type (wet sump, dry sump, etc.): Wet sump	
[d]	Is an oil cooler fitted?	yes ☒ no ☐
[e]	If yes, is the cooler as per the period specifications?	yes ☒ no ☐
[f]	If no, specify and justify the changes in relation to the period specification:	
[g]	Is a main circuit oil filter fitted (pre-war cars only)?	yes ☐ no ☐
[h]	Are sensors fitted?	yes ☐ no ☒
[i]	If yes, list the sensors:	

2.5.[g]: /!\ Risk of error : Only for cars up to Period E included



Photos of the engine:

The photos of the engine must show the complete engine bay, including the radiator. If appropriate, it also needs to show the upper mount of the dampers and the exhaust pipe.

Advice: When taking those photos, go to the left side of the car and take the first photo. Then go to the right side of the car and take the second photo.

/!\ Do not sit in front of the car taking one photo of each side of the bay.

3.1 GEARBOX

[a]	Is the gearbox as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Make: Ford Type: 4 Synchro	
[d]	Number of forward gears: 4 reverse gear:	yes ☒ no ☐
[e]	Number of teeth (for homologated cars only): 1st gear: 32/17 2nd gear: 28/22 3rd gear: 24/26 4th gear: Direct 5th gear: 6th gear: Constant: 28/21 alternatives listed in section 9 ☒	
[f]	Is an oil cooler fitted?	yes ☐ no ☒
[g]	If yes, is it as per the period specifications?	yes ☐ no ☐
[h]	Are sensors fitted?	yes ☐ no ☒
[i]	If yes, list the sensors:	

3.1.[c]: 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

3.1.[e]: 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.
/!\ Risk of error: Forgetting to enter the Constant and/or entering the alternatives listed in Section 9 of the form.

3.2 FINAL DRIVE

[a]	Driven wheels: Front: ☐ Rear: ☒	
[b]	Drive method (shaft, chain, etc.): Shaft	
[c]	Is the final drive ratio as per the period specifications?	yes ☒ no ☐
[d]	Specify the number of teeth used: 40/9	
[e]	Specify the other number of teeth available as period specifications: 10/39 - 9/37 -9/34 -9/32 -9/31 -7/33 - - - - - - - - - - - -	
[f]	Is the differential a limited slip differential?	yes ☒ no ☐
[g]	If yes: Make: Salisbury Model: Powr-Lok System: Plate	
[h]	Is an oil cooler fitted?	yes ☐ no ☒
[i]	If yes, is it as per the period specifications?	yes ☐ no ☐
[j]	Are sensors fitted?	yes ☐ no ☒
[k]	If yes, list the sensors:	

3.2.[d]: Enter the number of teeth (XX/XX) and not the calculated ratio (X,XX).
Advice: For 4WD 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].

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

4.1 BRAKES

[a]	Is the braking system as per the period specifications?						yes ☒	no ☐
[b]	Clarification:							
[c]	Actuation (cable, rod, hydraulic, etc.):	Front: Hydraulic		Rear: Hydraulic		Other option:		
[d]	Is the braking system assisted?	yes ☐		no ☒		Other option:		
[e]	Specify the system:							
[f]	Make:	Front: Girling		Rear: Girling				
[g]	If drum brakes:	Drum diameter	Front: mm	Rear: mm	Other: mm			
		Shoe width	Front: mm	Rear: mm	Other: mm			
[h]	If disc brakes:	Disc diameter	Front : 241 mm	Rear: 254 mm				
		Max. disc thickness	Front: 10 mm	Rear: 10 mm				
		Ventilated disc:	Front: yes ☐	no ☒	Rear: yes ☐	no ☒		
		Callipers:	Material at front: Aluminium		Number of pistons per front calliper: 2			
			Material at rear: Cast iron		Number of pistons per rear calliper: 2			
[i]	Are sensors fitted?						yes ☐	no ☒
[j]	If yes, list the sensors:							

4.2 STEERING

[a]	Is the steering as per the period specifications?						yes ☒	no ☐
[b]	Clarification:							
[c]	Type (rack and pinion, worm and roller, etc.): Rack and pinion							
[d]	Is the steering assisted?						yes ☐	no ☒
[e]	Specify the system:							
[f]	Are sensors fitted?						yes ☐	no ☒
[g]	If yes, list the sensors:							

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

5.1 WHEELS

[a]	Are the wheels as per the period specifications?	yes ☒ no ☐
[b]	Clarification:	
[c]	Are the wheels in multiple parts?	yes ☐ no ☒
[d]	Are the diameter and the width of the wheels as per the period specification?	yes ☒ no ☐
[e]	Clarification:	
[f]	Type and material (wire, pressed steel, alu alloy, magnesium alloy, etc.): Front: Magnesium or aluminium alloy Rear: Magnesium or aluminium alloy	
[g]	Diameters / widths of rims at the front (specify the units: inches or millimetres): 1. Diameter: 13 " Width: 6 " 2. Diameter: " Width: " 3. Diameter: " Width: " 4. Diameter: " Width: "	
[h]	Diameters / widths of rims at the rear (specify the units: inches or millimetres): 1. Diameter: 13 " Width: 6 " 2. Diameter: " Width: " 3. Diameter: " Width: " 4. Diameter: " Width: "	
[i]	Are sensors fitted?	yes ☐ no ☒
[j]	If yes, list the sensors:	

6 – BODYWORK, LIGHTING

6.1 BODY

[a]	Is the body to the original specification?	yes ☒ no ☐
[b]	If no, is the body as per the period specifications?	yes ☐ no ☐
[c]	Clarification:	
[d]	Is all the material of the body as per the period specifications?	yes ☒ no ☐
[e]	Main material: Glass Fibre If other material used specify material and body parts:	
[f]	Type (single-seater, coupé, etc.): Open Sports with detachable Hard top	
[g]	Number of seats: Two	
[h]	Number of doors: Two	

6.2 AERODYNAMIC DEVICES (cars built after 1965 only)

[a]	Are these devices as per the period specifications?	yes ☐ no ☐
[b]	Clarification:	
[c]	Measurements see extension "AERODYNAMIC DEVICES (MEASUREMENTS)"	

5.1.[g] and [h]: Advice: Only enter the rim dimensions once for each axle.
For homologated cars from Period G1 onwards, specify a range if several options are possible (ex: from 6'' to 8'' or 6-8).

/!\ Risk of error in this example:
[g] 1. Diameter: 13 Width: 6 2. Diameter: 13 Width: 6
3. Diameter: 13 Width: 7 4. Diameter: 13 Width: 7

6.1.[e]: /!\ Risk of error: 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.

6.1.[f]: 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".

6.1.[g] and [h]: Advice: Enter the number of doors and seats originally fitted.
/!\ Risk of error: Entering the number of doors and seats as per the car's current configuration.

6.2.[a]: 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.

6.3 LIGHTING

[a]	Is the lighting as per the period specifications?	yes ☒	no ☐
[b]	If no, specify and justify the changes in relation to the period specification:		
[c]	Is generator fitted?	yes ☒	no ☐
[d]	If yes, type: dynamo ☐ alternator ☒ other, specify and justify:		

7 – DIMENSIONS

7.1 DIMENSIONS

[a]	Wheelbase: left: 2130 mm right: 2130 mm	
[b]	Only for homologated cars from Period G2 onwards, body width at centre line of axles:	
	Original front: mm	Current front: mm
	Original rear: mm	Current rear: mm
[c]	For all other cases, track (track measured between the centres of the tyre treads):	
	Original front: 1221 mm	Current front: 1221 mm
	Original rear: 1261 mm	Current rear: 1261 mm
[d]	Minimum weight: 580 kg	
[e]	Clarification :	

7.1.[b]: 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.
/!\ Risk of error: Confuse case [b] with [c].

7.1.[c]: 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.
/!\ Risk of error: For all homologated cars of Group 1, 3 or N, the track must be detailed, not the body width, even from Period G2.

7.1.[d]: 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.

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 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.

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.

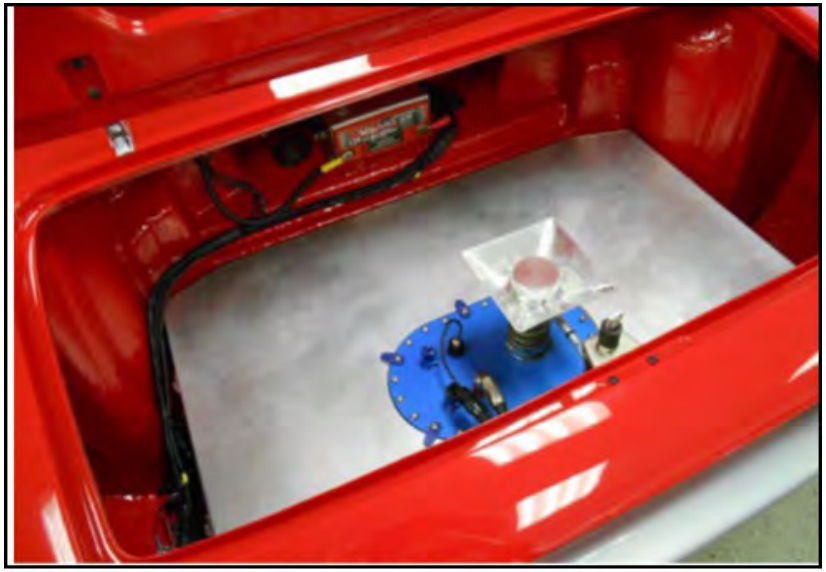


Photo of the boot:

Mandatory for cars with a boot.

For cars without a boot and/or single/two seat racing cars, show the non engine end without body whenever possible.

Photo of the view from below:

The photo must show if the car is equipped with a flat bottom or not. This photo has been taken with a simple jack and axle stands.

Advice: Additionnally, this enables a few more details of the suspension and exhaust system to be viewed.

Photo of the gearbox:

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

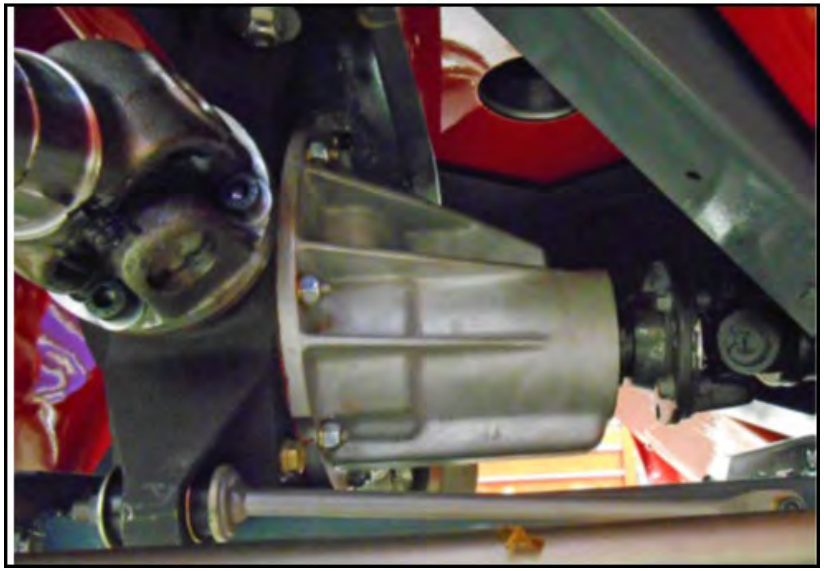
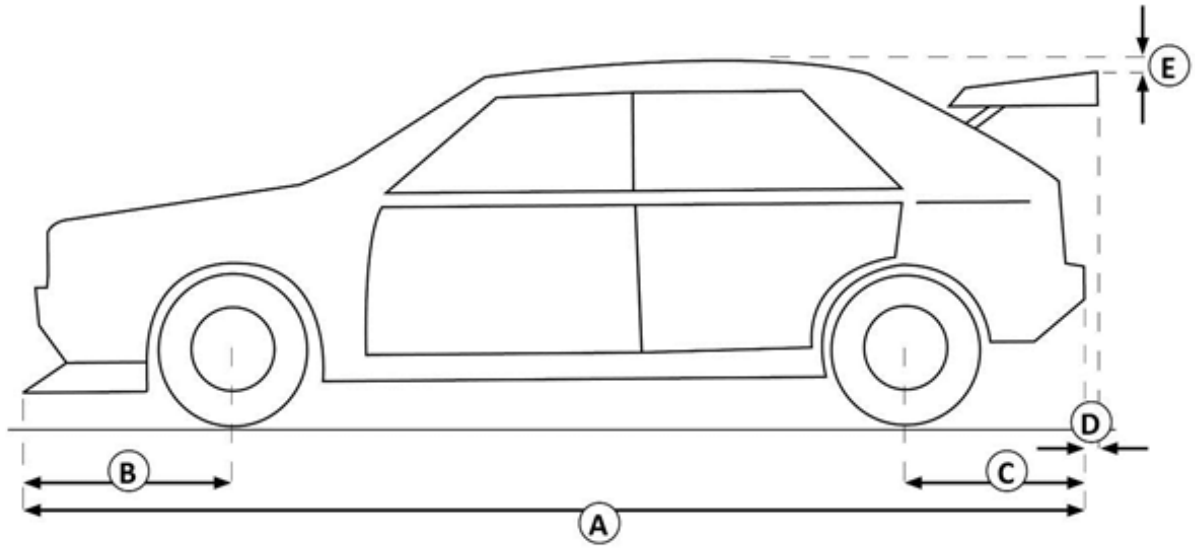


Photo of the axle:

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

⚠ We do not accept having twice the same photo.



DIMENSIONS (TOLERANCE FOR ALL DIMENSIONS: +/-1%)

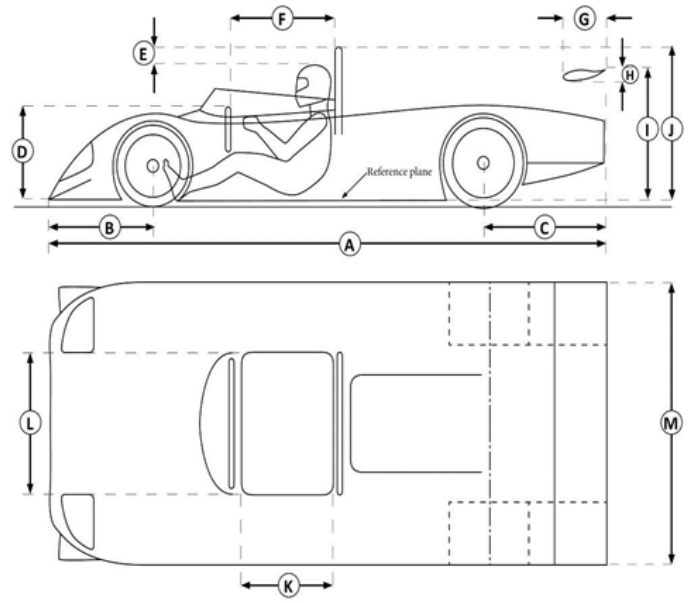
[A]	mm
[B]	mm
[C]	mm
[D]	mm
[E]	mm

Article 12: A, B and C to be completed for all cars from 1966 onwards; D and E when the car is equipped with an aerodynamic device (wing, spoiler, splitter, etc.).

DIMENSIONS

(TOLERANCE FOR ALL DIMENSIONS: +/-1%)

[A]	mm
[B]	mm
[C]	mm
[D]	mm
[E]	50 mm min.
[F]	mm
[G]	mm
[H]	mm
[I]	mm
[J]	mm
[K]	mm
[L]	mm
[M]	mm

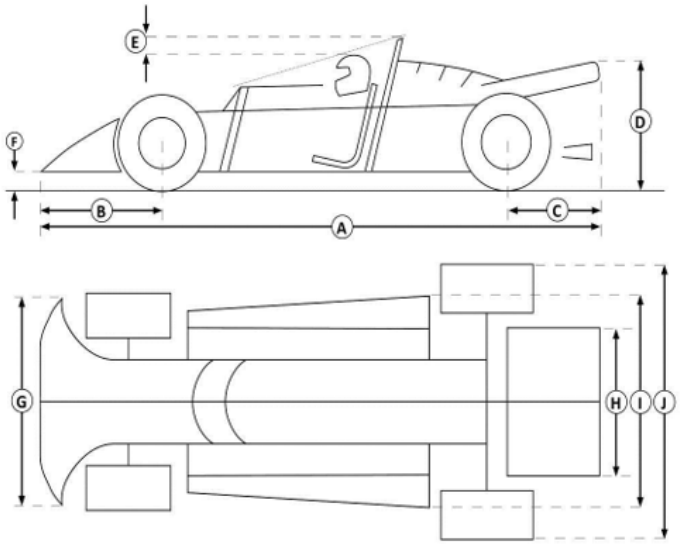


For Two-Seaters-Racing-Car built after 1965, this section must imperatively be completed.

DIMENSIONS

(TOLERANCE FOR ALL DIMENSIONS: +/-1%)

[A]	mm
[B]	mm
[C]	mm
[D]	mm max.
[E]	50 mm min.
[F]	mm min.
[G]	mm
[H]	mm
[I]	mm
[J]	mm



For Single-Seater-Racing-Car built after 1965, this section must imperatively be completed.

1.1 ROLL OVER PROTECTION SYSTEM

[a]	System in accordance with: **FIA Homologation form**

1.2 FIA HOMOLOGATED SYSTEM

[a]	If on FIA homologation form: Name of manufacturer: Safety Devices Homologation number of the form: 127 Number of the homologation extension: H/V

N.B.: A copy of the extension must be attached to the HTP.

1.3 ASN CERTIFIED SYSTEM

[a]	If certified by an ASN: Name of the ASN: Certificate / Test report number:

N.B.: A copy of the certificate must be attached to the HTP.

1.4 APPENDIX K SYSTEM (SELF MADE)

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

[b]	Material specification:
[c]	Drawing numbers according to App. K - App. VI (including the basic drawings and drawings of all options used):

1.5 PERIOD SPECIFICATION SYSTEM

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

[b]	Material specification:
[c]	Drawing numbers according to App. K - App. VI (including the basic drawings and drawings of all options used):
[d]	Number of mounting points to bodyshell / chassis:

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

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.

Additional information and guidance regarding ROPS:

- The 50mm rule
  - o There is a mandatory clearance of 50mm between the top of the helmet and the ROPS which applies to all open cars of Period F onwards.

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

- Period specification and Integral and/or Titanium ROPS
  - o An integral and/or titanium ROPS may only be considered if period specification;
  - o 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.
  - o 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.

14 – TECHNICAL REGULATIONS

- The car must comply with the technical regulations for Group 4 of Appendix J 1965.
- Or, the car must comply with the following technical regulations: _____ (from 19__).

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 ➔ 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 ➔ Article 6 of Appendix K.

⚠ In case of a non-homologated ROPS, do not forget to complete and sign Page 27.

HOW TO TAKE YOUR PHOTOS

PRESENTATION PHOTOGRAPHS

They are necessary to assist Scrutineers

Please take photos from a distance to provide a wide enough frame.

Too far away is OK – too close simply will not do.

The car should display a minimum amount of decals.

It should be standing on the ground with nobody inside.

Steering in the straight-ahead position and with side windows closed.

Clear and uncluttered background.

The photo has to be clear enough and without shadows.

Photos must always be in "landscape" format.


GUBIN Sport
33
BOSCH
Veedol
BILSTEIN


50

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.






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






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

ENGINE PHOTOGRAPHS

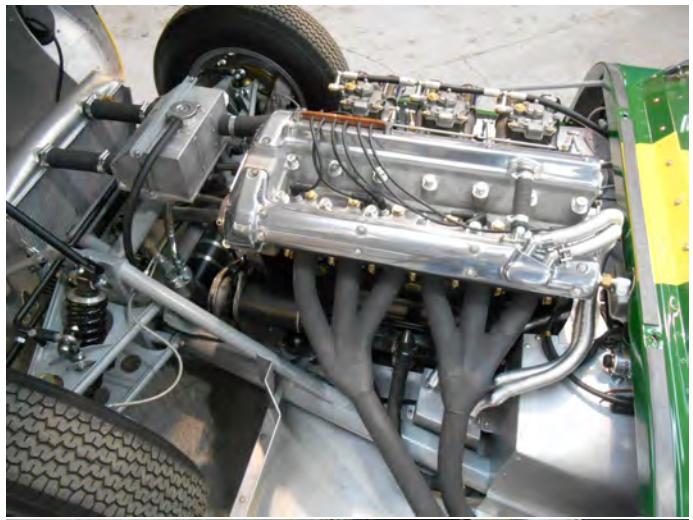
These photos have to be taken from each side of the car.
Not in front of it.

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).

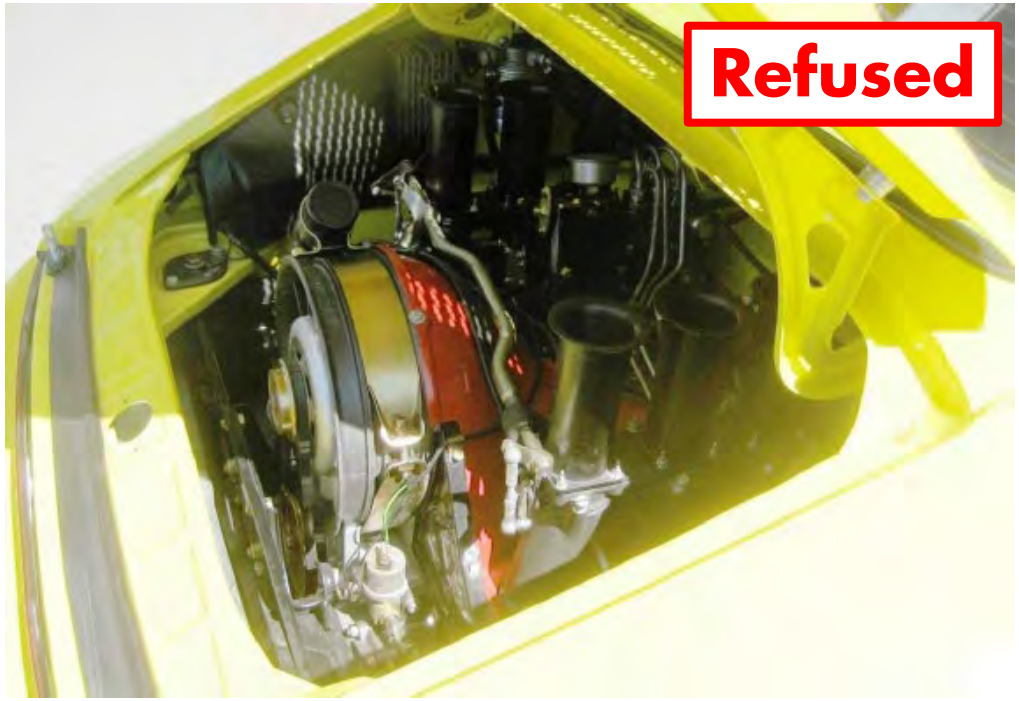
Again, please take photos from a distance to provide a wide enough frame which will need to be cropped to the required size. Too far away is OK – too close will not do.

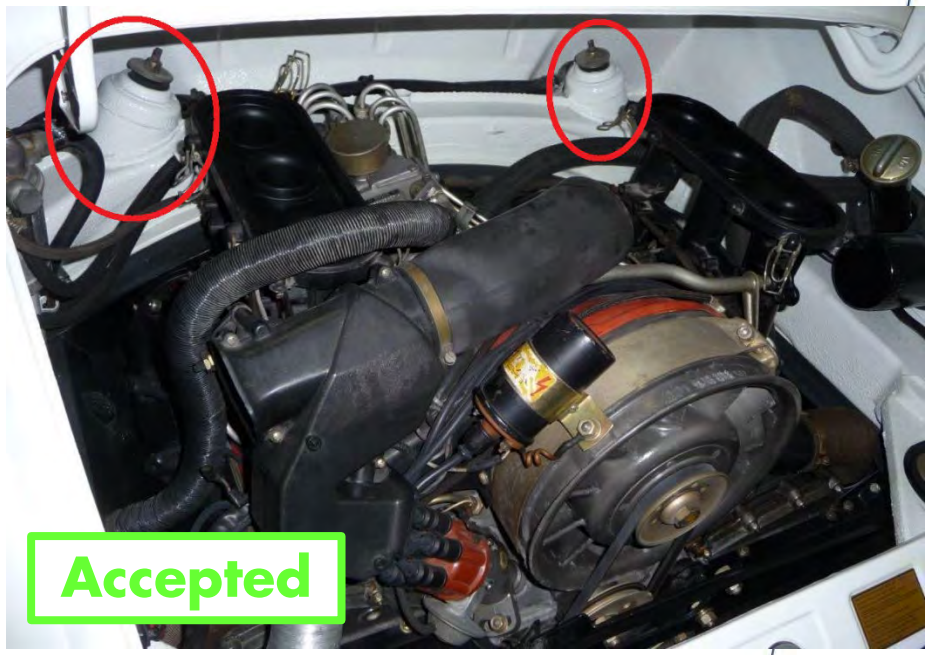





PORSCHE 911 ENGINE PHOTOS

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





GEARBOX AND AXLES PHOTOS

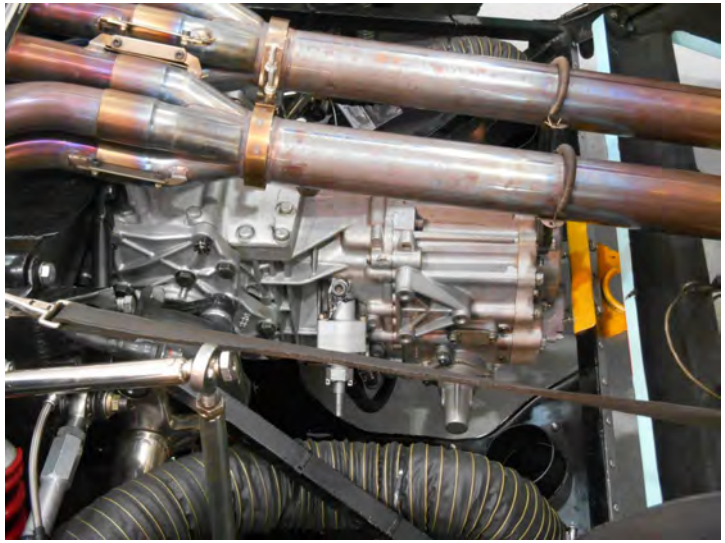
Gearbox photos must display selection or clutch mechanism, if visible in the near perimeter. Example: A Period F Ford Cortina Lotus has a master-cylinder on the near left side of the bell-housing ➔ the photo has to show it.

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.

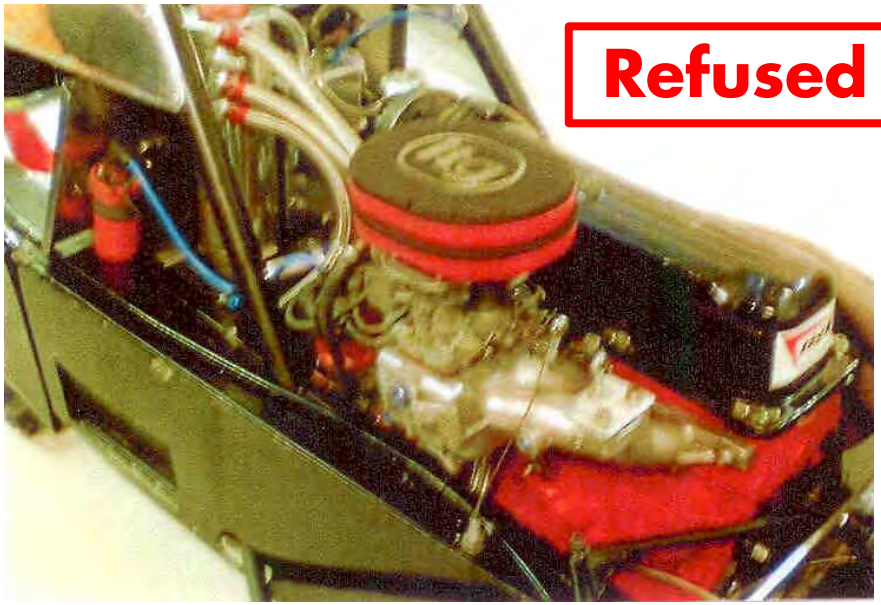
For Single-Seater-Racing-Cars, a photo from one side and second from the rear may add clarity.

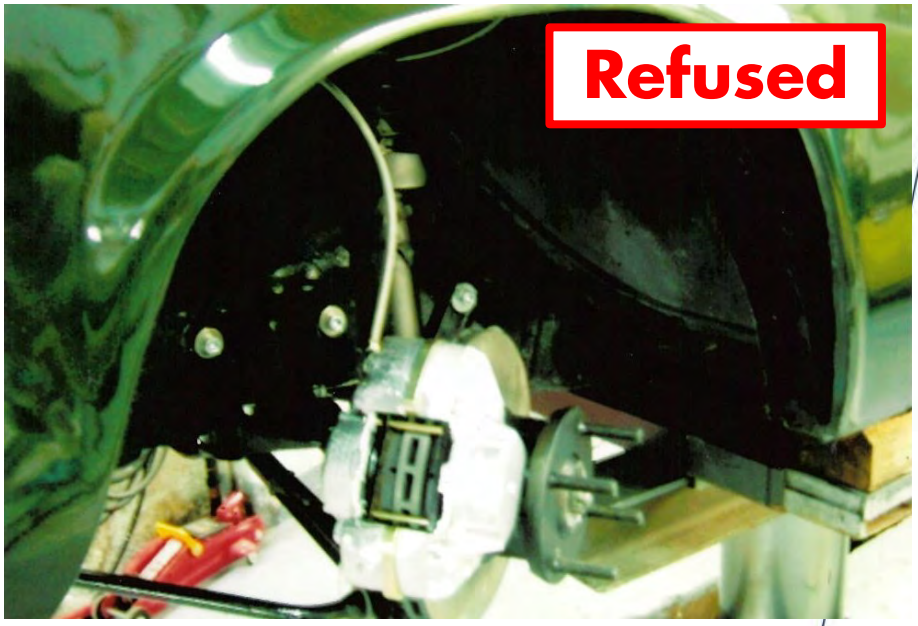


Two-Seater-Racing-Car

Single-Seater-Racing-Car

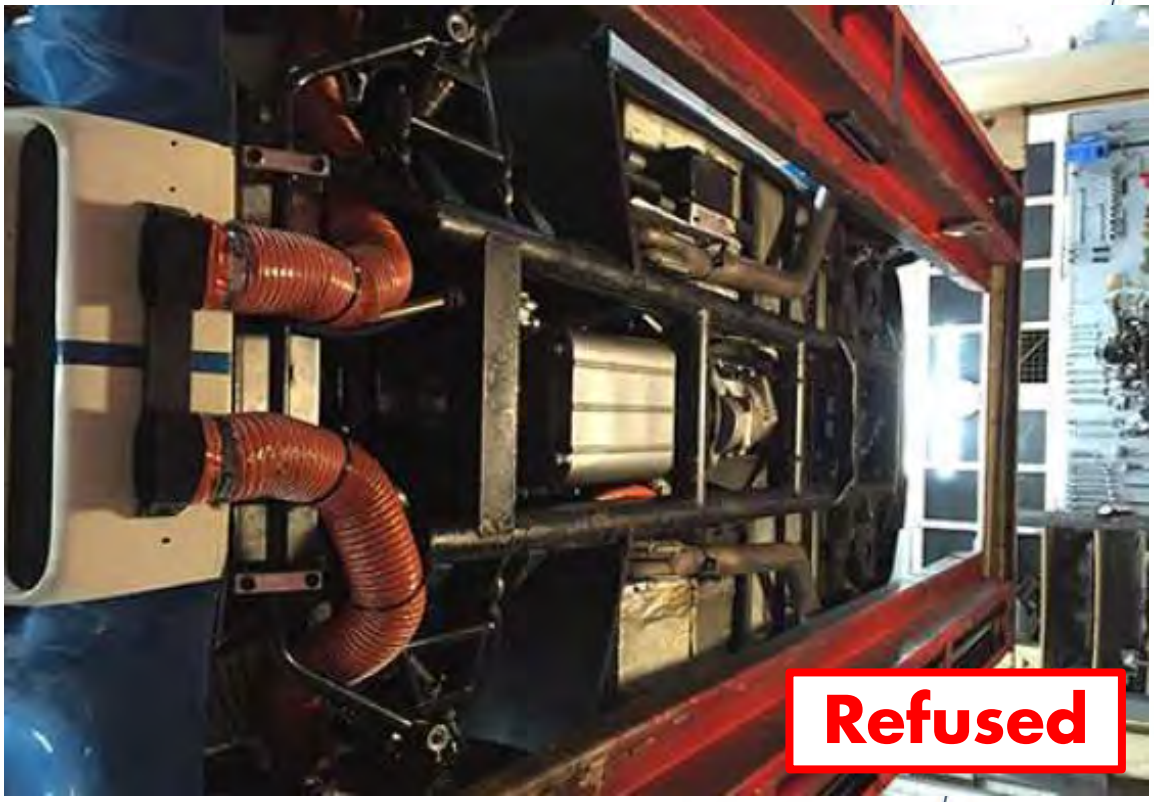
HOW **NOT** TO TAKE YOUR PHOTOS





Insufficient quality of the photos.

Photos always have to be on a landscape format.



The photo must show the front **right** ¾.

The photo has to be taken without shadow on the car.

Refused

Refused

Refused

The car needs to be entirely visible.

Refused

Refused

Those photos are not clear enough.

Refused

The background is too cluttered.

Refused

When possible, avoid indoors workshop photos for presentation.

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

The car has to be presented with limited amount of stickers or advertisement.

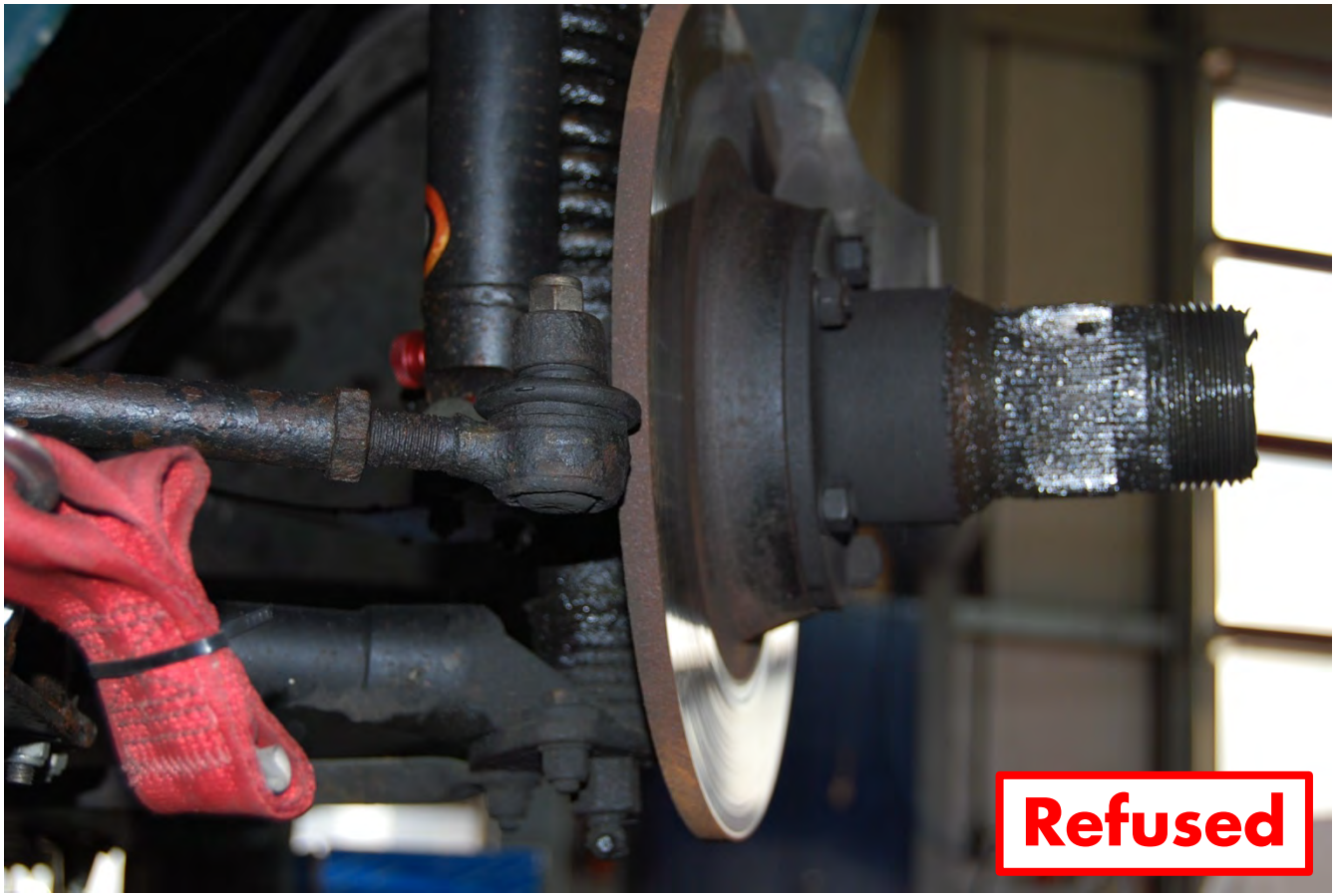
It needs to stand on the ground on the presentation photos.

The car needs to be on the ground for the presentation photos.

Refused

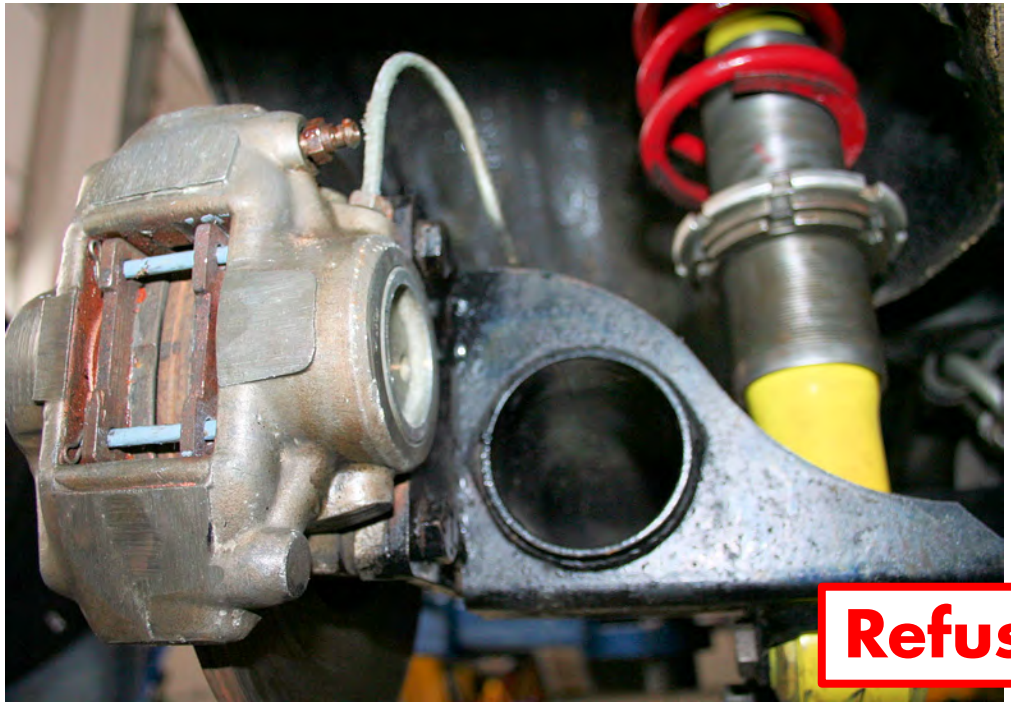
Wrong proportions.

Refused



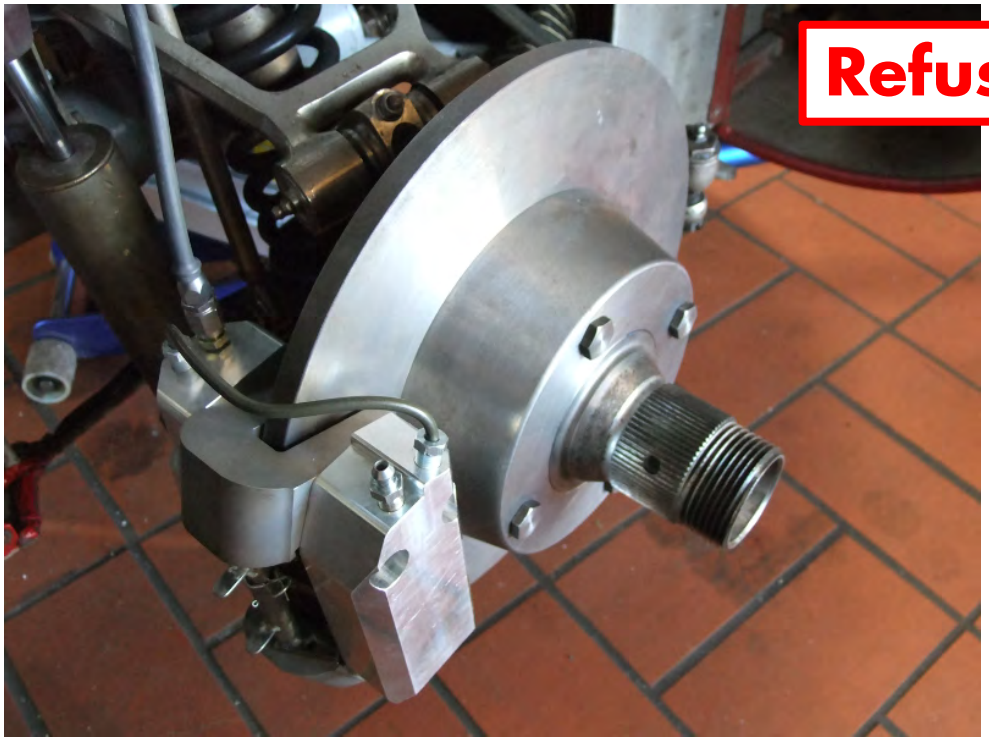
Wrong viewing angles, the photo does not show the suspension system.

Refused



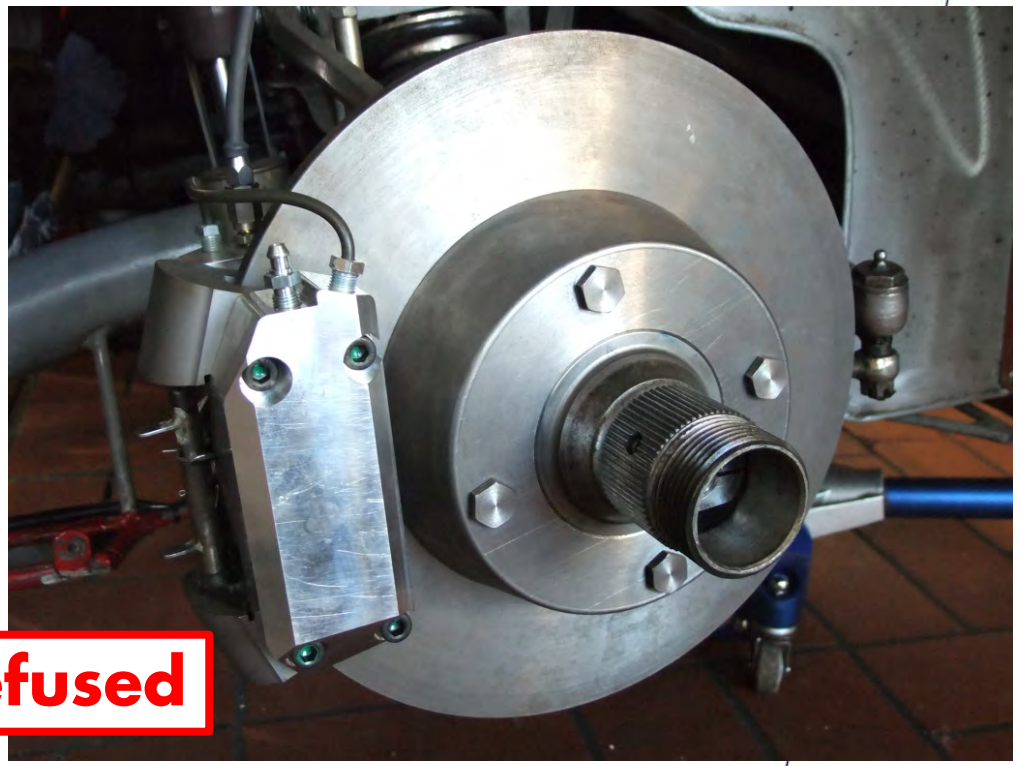
Refused

Wrong viewing angles.



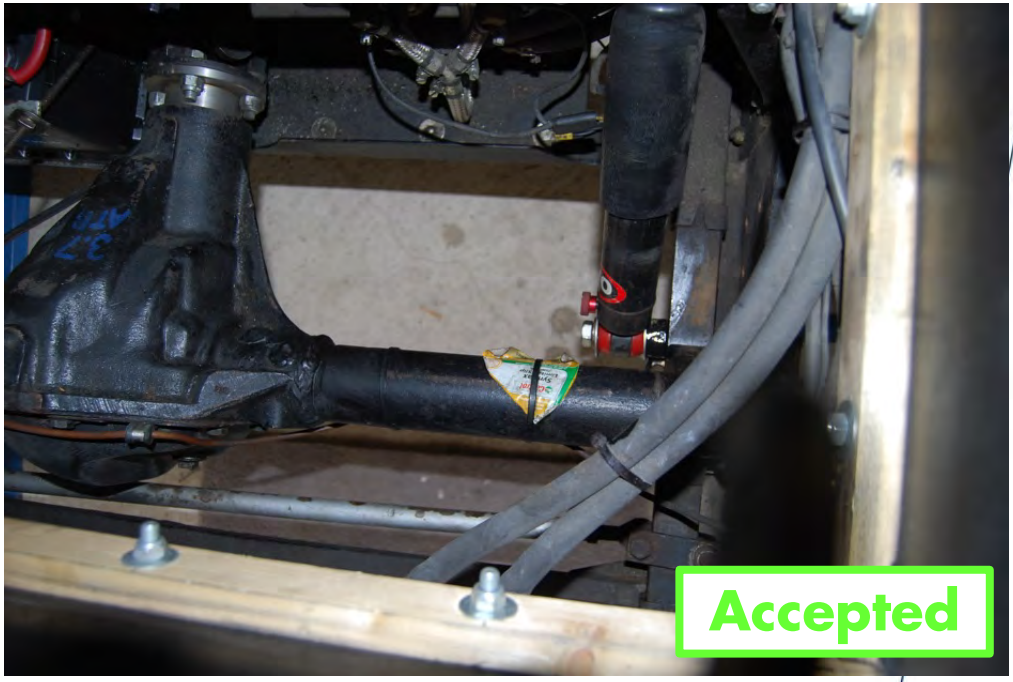
Refused

Wrong viewing angles.

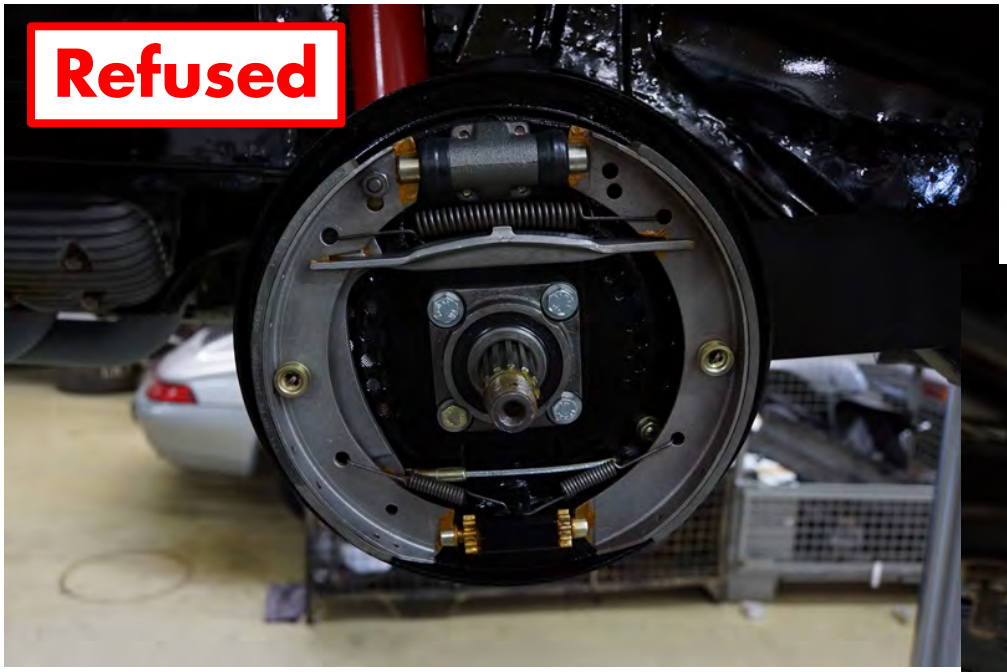


Refused

We can't see the suspension.



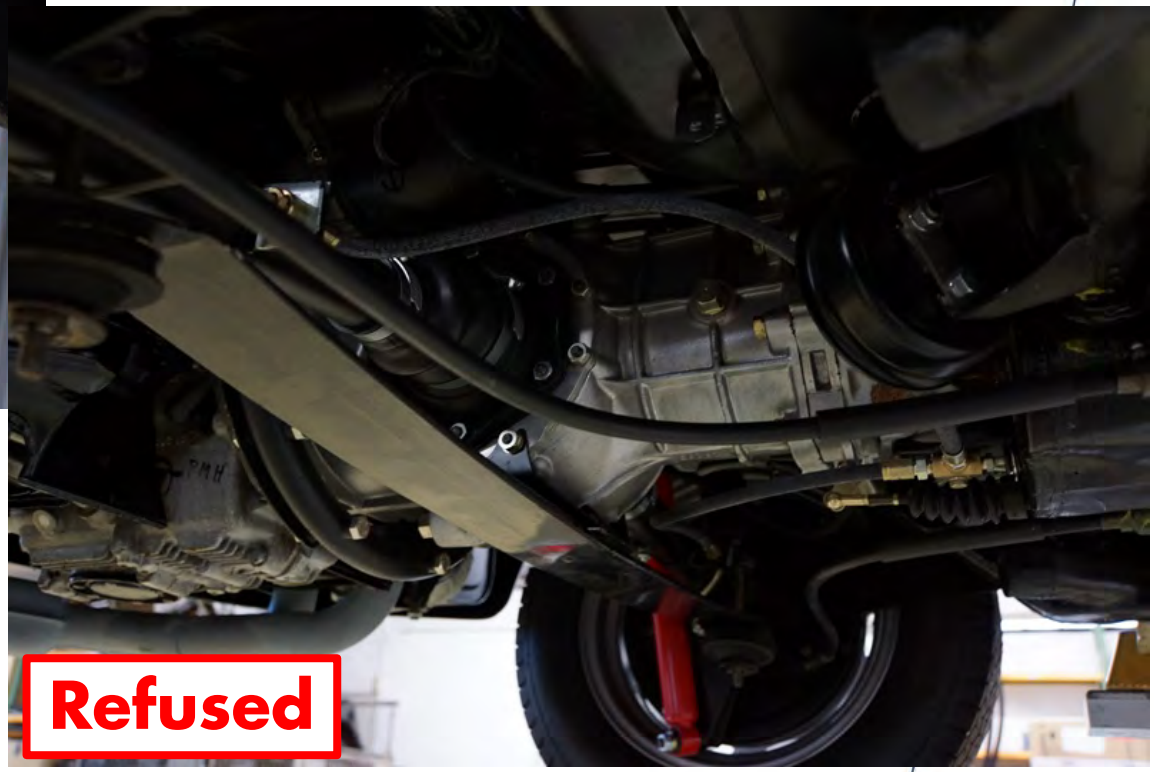
Same car, better view.

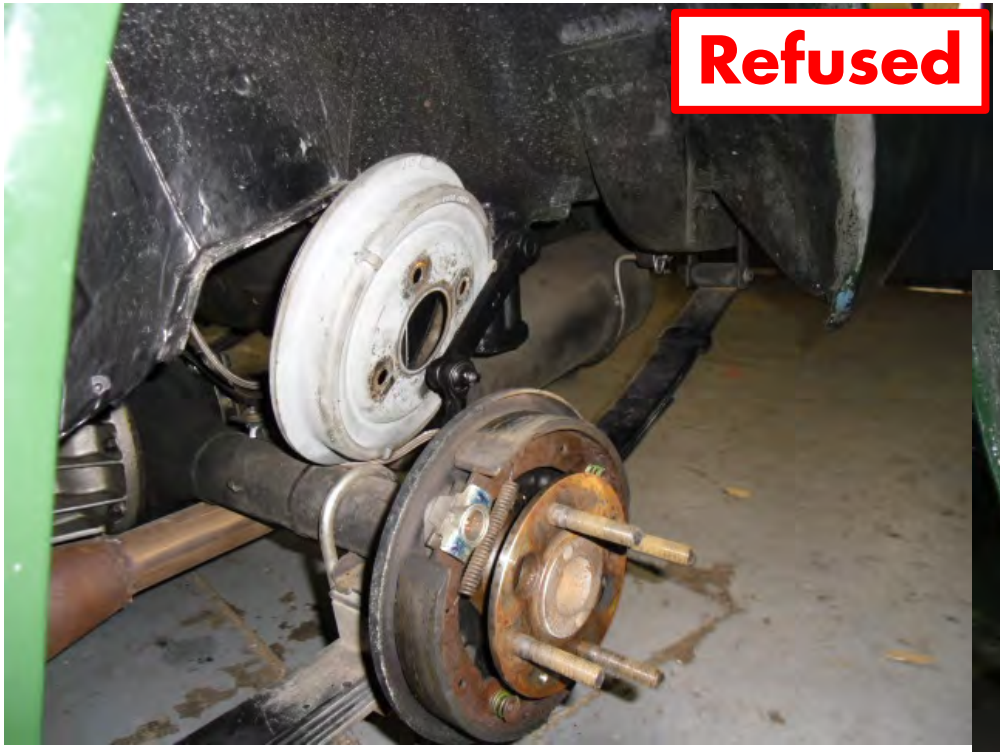


As much as possible, avoid indoors pictures.

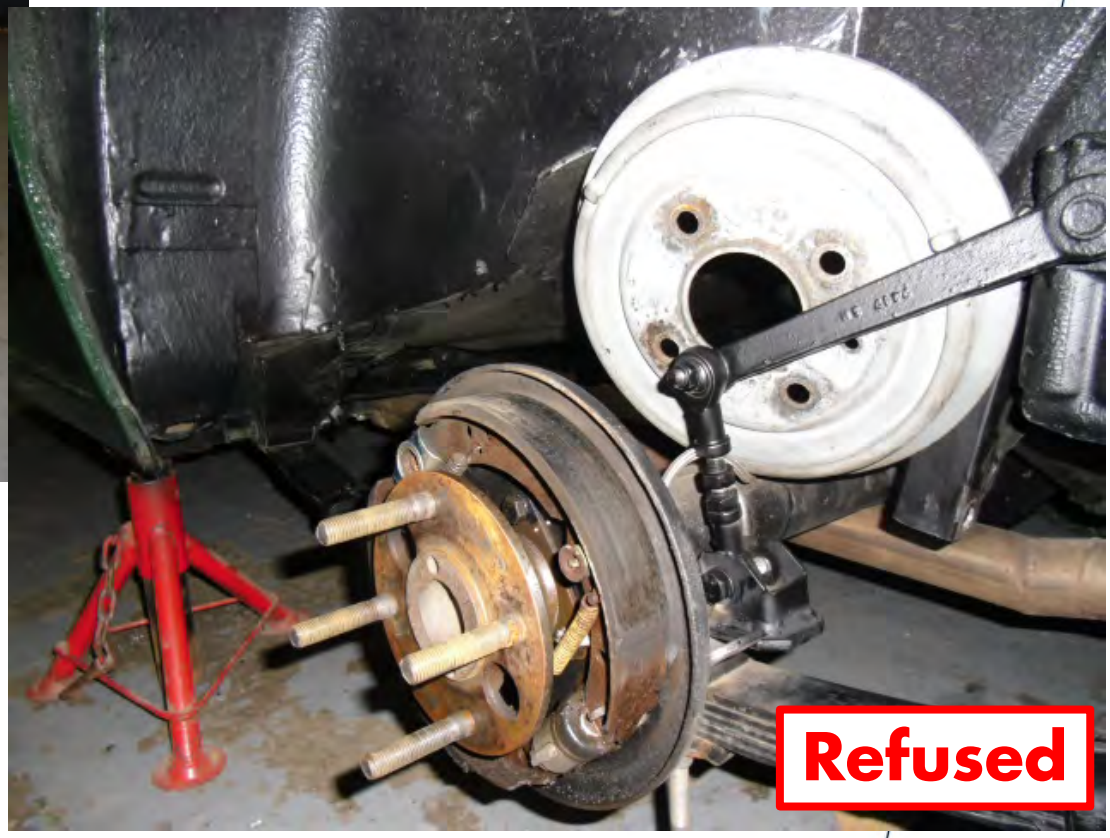
Black suspension on a black car = Invisible.

Be carefull about clarity of the photos.



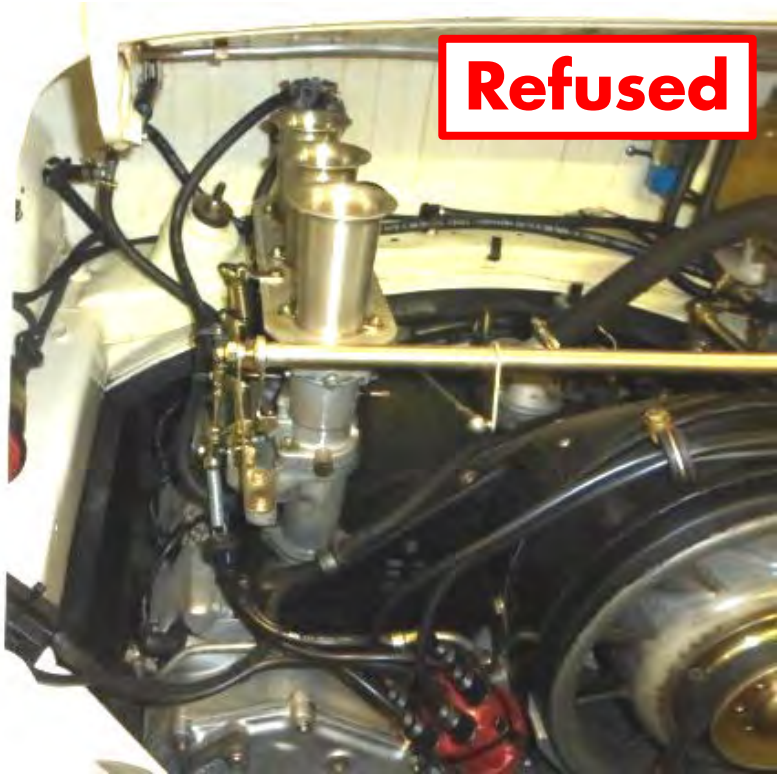


Looks like the drum hides something.

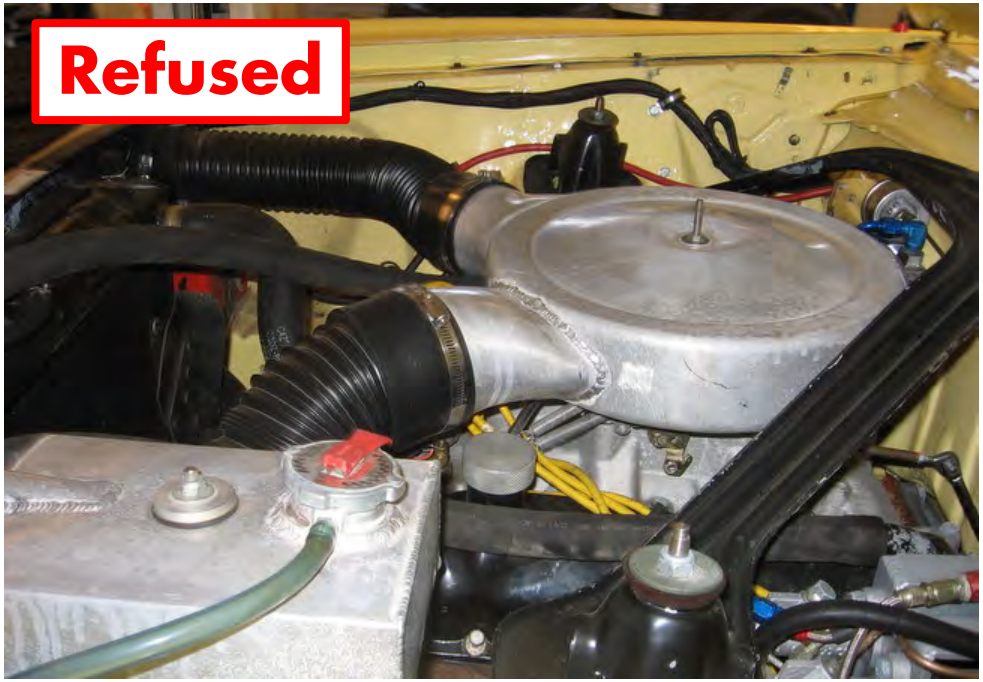


Refused

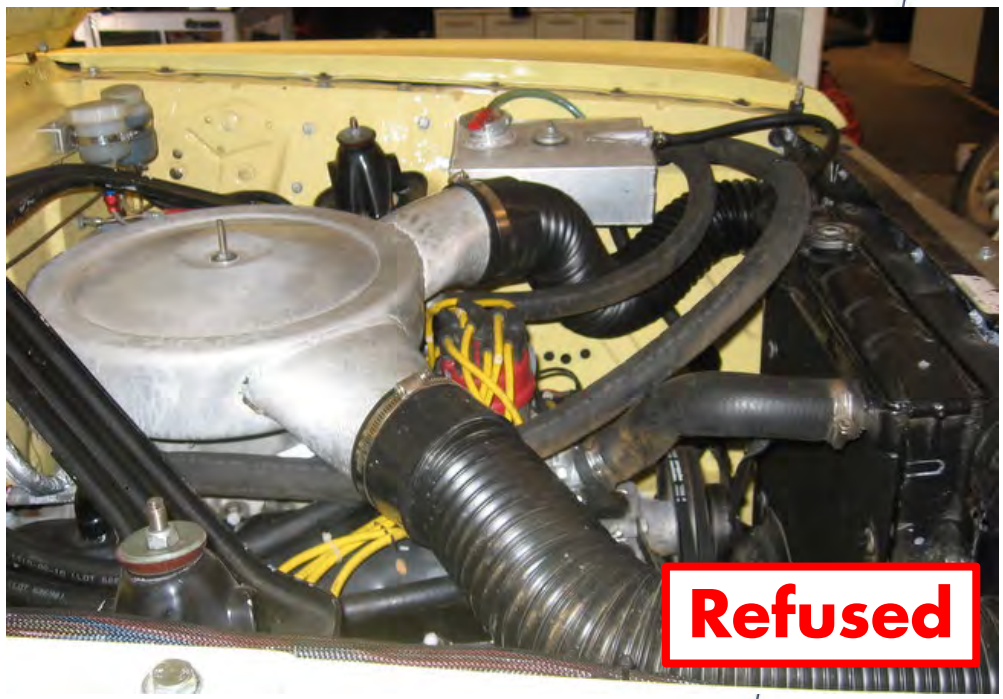
Photos have to show the whole engine bay.



Photos have to show the whole engine bay.



Photos have to show the whole engine bay.



Refused

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

Refused

Refused

Photos have to show a standing car.

Refused

VALID ROPS CERTIFICATE

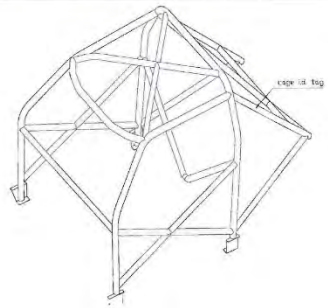
CUSTOM CAGES

Roll Over Protection System Description

This document is specific to the Safety Cage bearing the serial number on page 4.
The Roll Cage Design, Materials and all Mountings are to FIA specification

Make:	PORSCHE	Year or Model ID:	
Model:	911	Vehicle Homologation Number:	
Roll Cage Design Number:	P 911/02>>	ROPSD No:	120813

Drawing of front ¾ view of the complete structure (with ID plate shown)



This Roll Over Protection System has been designed to meet current FIA Appendix J regulations, in particular Appendix J, articles 253.8.2 and 253.8.3.
It complies with drawing numbers: 253-3, 253-4, 253-9, 253-12, 253-17, 253-28, 253-29 and 253-31.

1 Baird Close, Daventry
Northants, NN11 8RY
Tel: 01327 872855
Fax: 01327 300758
E-mail: info@customcages.co.uk

CUSTOM CAGES

Photo 2

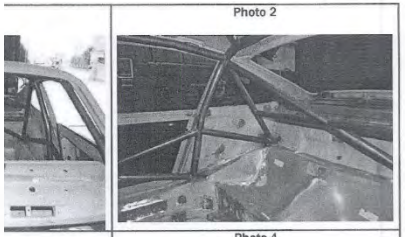


Photo 4

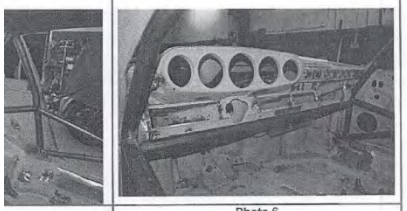
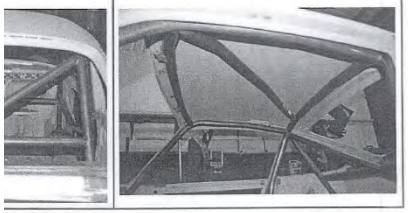


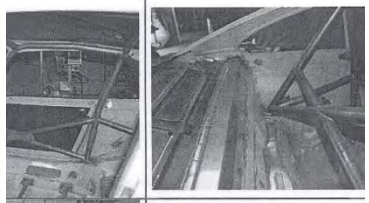
Photo 6



1 Baird Close, Daventry
Northants, NN11 8RY
Tel: 01327 872855
Fax: 01327 300758
E-mail: info@customcages.co.uk

CUSTOM CAGES

Photo 8



1 Baird Close, Daventry
Northants, NN11 8RY
Tel: 01327 872855
Fax: 01327 300758
E-mail: info@customcages.co.uk

CUSTOM CAGES

All Dimensions ±0.1mm	Show location of each type on drawing			
Label	Grade of Steel	External Diameter	Wall Thickness	Min. Tensile Strength
Main Rollbar	T45	45mm	2.5mm	700 N/mm²
Lateral Rollbar	T45	40mm	2mm	700 N/mm²
Back Stays	T45	40mm	2mm	700 N/mm²
Diagonal Bar	T45	40mm	2mm	700 N/mm²

The following agent is authorised to act on the manufacturer's behalf to install this safety cage design

Agent's Name	Steve Lancaster
Address	Old School House Long Drax Selby Yorks YO8 9NH
Phone No. & Email	0773 4103958

Refused

Manufacturer's Declaration & Details
I declare that the Safety Cage Structure described on this [illegible]

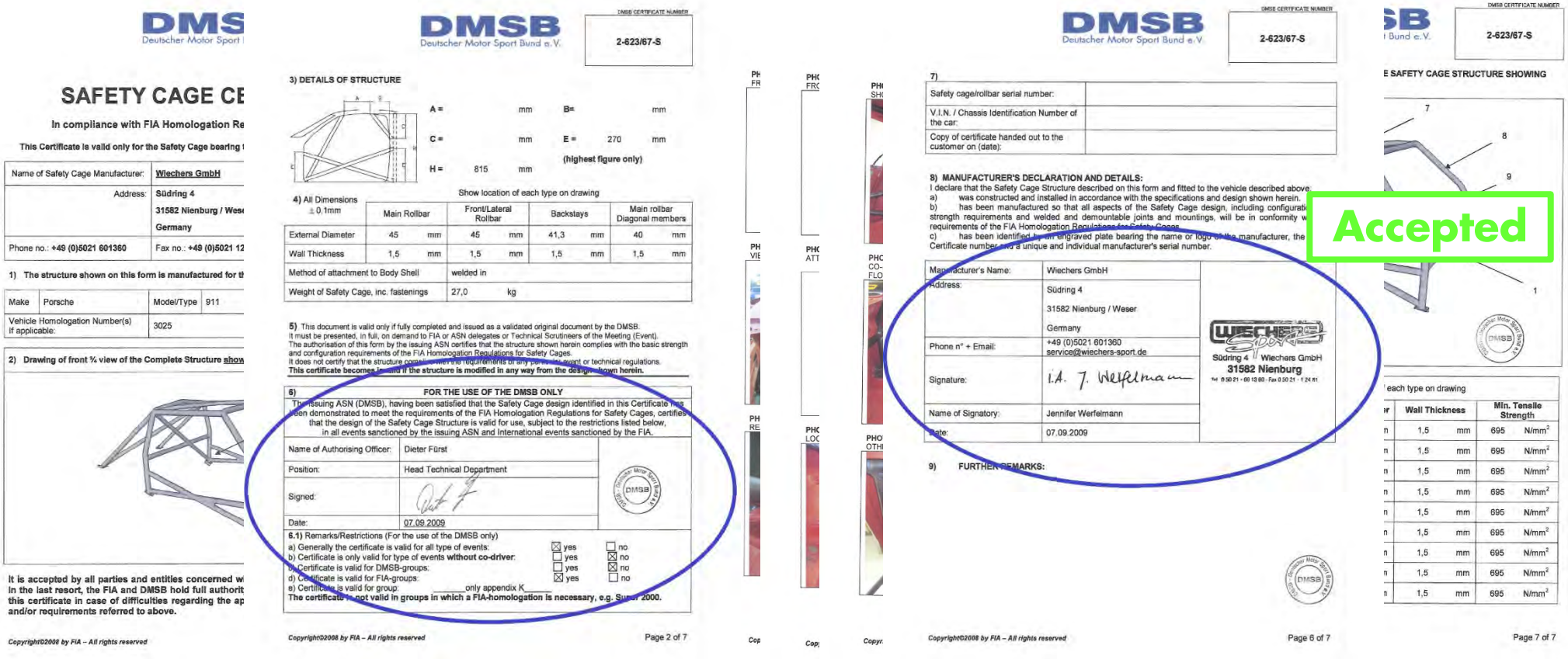
- Was constructed and installed in accordance with the specifications and design shown herein.
- Has been manufactured on the [illegible] of the Safety Cage design, [illegible] figuration and strength requirements and [illegible] and demountable joints and mountings, will be in conformity with [illegible] requirements of the FIA Homologation Regulations for Safety Cages.
- Has been identified by an engraved plate bearing the name or logo of the manufacturer and a unique manufacturer's serial number

Signature	
Name of Signatory	Roger Nevitt

CUSTOM CAGES
Job No. K9719 Date 12.08.13
Cage No. P911/02667BB

Northants, NN11 8RY
Tel: 01327 872855
Fax: 01327 300758
E-mail: info@customcages.co.uk

This is a ROPS manufacturer's certificate, it is not an ASN ROPS Certificate or from an FIA Homologation Form. It only has the signature from the manufacturer.
It is not acceptable as there has been no independent verification of the compliance of the structure to FIA requirements.



DMSB Deutscher Motor Sport Bund e.V.

DMSB CERTIFICATE NUMBER 2-623/67-S

SAFETY CAGE CE

In compliance with FIA Homologation Re

This Certificate is valid only for the Safety Cage bearing t

Name of Safety Cage Manufacturer:	Wiechers GmbH
Address:	Südring 4 31582 Nienburg / Wese Germany
Phone no.: +49 (0)5021 601360	Fax no.: +49 (0)5021 12

1) The structure shown on this form is manufactured for t

Make	Porsche	Model/Type	911
Vehicle Homologation Number(s) If applicable:	3025		

2) Drawing of front ¾ view of the Complete Structure show

It is accepted by all parties and entities concerned w in the last resort, the FIA and DMSB hold full authorit this certificate in case of difficulties regarding the ap and/or requirements referred to above.

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3) DETAILS OF STRUCTURE

A = mm B= mm

C = mm E = 270 mm (highest figure only)

H = 815 mm

4) All Dimensions ± 0.1mm — Show location of each type on drawing

	Main Rollbar	Front/Lateral Rollbar	Backstays	Main rollbar Diagonal members
External Diameter	45 mm	45 mm	41,3 mm	40 mm
Wall Thickness	1,5 mm	1,5 mm	1,5 mm	1,5 mm
Method of attachment to Body Shell		welded in		
Weight of Safety Cage, inc. fastenings		27,0 kg		

5) This document is valid only if fully completed and issued as a validated original document by the DMSB. It must be presented, in full, on demand to FIA or ASN delegates or Technical Scrutineers of the Meeting (Event). The authorisation of this form by the issuing ASN certifies that the structure shown herein complies with the basic strength and configuration requirements of the FIA Homologation Regulations for Safety Cages. It does not certify that the structure complies with the requirements of any sporting event or technical regulations. **This certificate becomes invalid if the structure is modified in any way from the design shown herein.**

6) FOR THE USE OF THE DMSB ONLY

The issuing ASN (DMSB), having been satisfied that the Safety Cage design identified in this Certificate has been demonstrated to meet the requirements of the FIA Homologation Regulations for Safety Cages, certifies that the design of the Safety Cage Structure is valid for use, subject to the restrictions listed below, in all events sanctioned by the issuing ASN and International events sanctioned by the FIA.

Name of Authorising Officer:	Dieter Fürst
Position:	Head Technical Department
Signed:	
Date:	07.09.2009

6.1) Remarks/Restrictions (For the use of the DMSB only)

a) Generally the certificate is valid for all type of events:	☒ yes	☐ no
b) Certificate is only valid for type of events **without co-driver**:	☐ yes	☒ no
c) Certificate is valid for DMSB-groups:	☐ yes	☒ no
d) Certificate is valid for FIA-groups:	☒ yes	☐ no
e) Certificate is valid for group: _____ only appendix K_____		

The certificate is not valid in groups in which a FIA-homologation is necessary, e.g. Super 2000.

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DMSB Deutscher Motor Sport Bund e.V. DMSB CERTIFICATE NUMBER 2-623/67-S

Safety cage/rollbar serial number:	
V.I.N. / Chassis Identification Number of the car:	
Copy of certificate handed out to the customer on (date):	

8) MANUFACTURER'S DECLARATION AND DETAILS:

I declare that the Safety Cage Structure described on this form and fitted to the vehicle described above:

a) was constructed and installed in accordance with the specifications and design shown herein.

b) has been manufactured so that all aspects of the Safety Cage design, including configurati strength requirements and welded and demountable joints and mountings, will be in conformity w requirements of the FIA Homologation Regulations for Safety Cages.

c) has been identified by an engraved plate bearing the name or logo of the manufacturer, the Certificate number and a unique and individual manufacturer's serial number.

Manufacturer's Name:	Wiechers GmbH
Address:	Südring 4 31582 Nienburg / Weser Germany
Phone n° + Email:	+49 (0)5021 601360 service@wiechers-sport.de
Signature:	i.A. J. Werfelmann
Name of Signatory:	Jennifer Werfelmann
Date:	07.09.2009

Südring 4 Wiechers GmbH 31582 Nienburg

9) FURTHER REMARKS:

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Accepted

DMSB CERTIFICATE NUMBER 2-623/67-S

E SAFETY CAGE STRUCTURE SHOWING

each type on drawing

	Wall Thickness		Min. Tensile Strength	
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²
n	1,5	mm	695	N/mm²

Page 7 of 7

This certificate does present a **signature from the manufacturer** attesting that this ROPS does respect homologation norms of the FIA. It also presents the logo, **stamp and signature from an ASN** recognising that this ROPS is conform.
It is acceptable.