FEDERATION INTERNATIONALE DE L'AUTOMOBILE

TECHNICAL WORKING GROUP

MEETING OF 27 March 2024 / 10.00am (CET) – FIA GENEVA

DRAFT MINUTES

Present*: Lisette BAKKER (NLD), Patrik BAUSOLA (FRA), Michael DUNCAN (GBR), Robert KUEBEL (PORSCHE DEU), Pat O'DOWD (IRL), Ralf PETERSSON (FIN), Petteri SAPPINEN (FIN), Raoul TANGANELLI (ITA), Kai ZIMMERMANN (DEU).*

Guest *: Raymond JOHANSSON (SWE)*

FIA Administration *: Louis QUINIOU, Pierre JACQUET, Mathias DOUTRELEAU*

Excused*: Henri PLUTON (FRA), Fabio TITTARELLI (ITA). Timo WITT (AUDI DEU)*

1. APPROVAL OF THE AGENDA

► Agenda was approved.

2. APPROVAL OF THE DRAFT MINUTES OF THE MEETING OF 10 JANUARY 2024

► Draft Minutes were approved.

3. PREVIOUS CASES ►Mr. QUINIOU

3.1. GOX GT40

Mr. HOPWOOD noted that the reduced fuel tank capacity might be a deterrent on a commercial standpoint, but it is compliant with Appendix K.

Mr. QUINIOU stated that from an inspection point of view, the car can be passed through FIA systems as a GOX Car, with exception of its ROPS that still requires further inspection.

Mr. HOPWOOD concluded that the GOX GT40 monocoques are acceptable within the FIA HTP System, assembly of the car requires nonetheless inspection.

► Mr. HOPWOOD concluded that the GOX GT40 monocoques are acceptable within the FIA HTP System

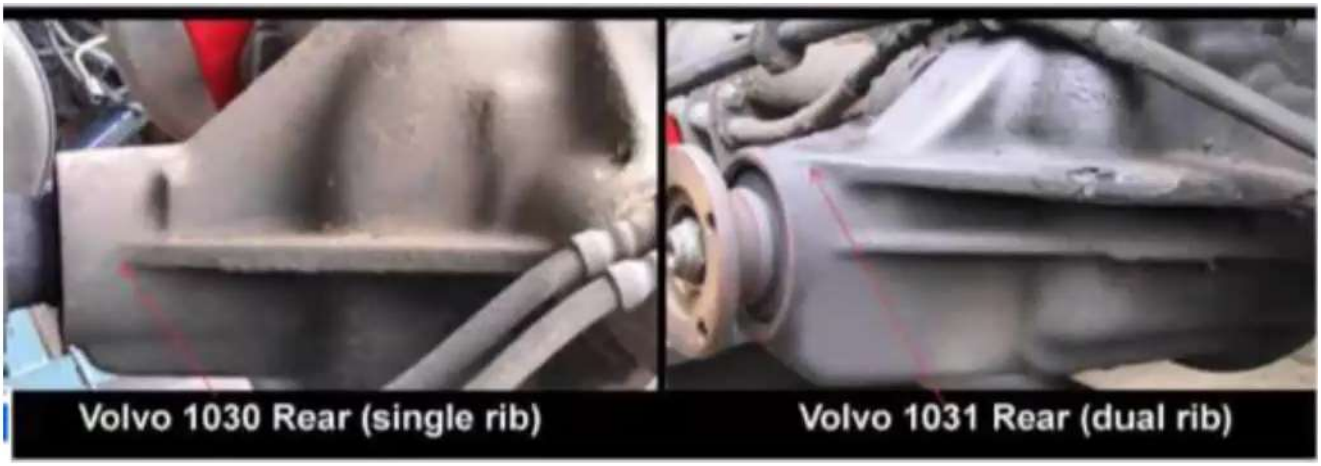
4. TECHNICAL CASES / QUERIES TO BE DISCUSSED ►Mr. QUINIOU

4.1. 1976 Volvo 242 Differential and LSD

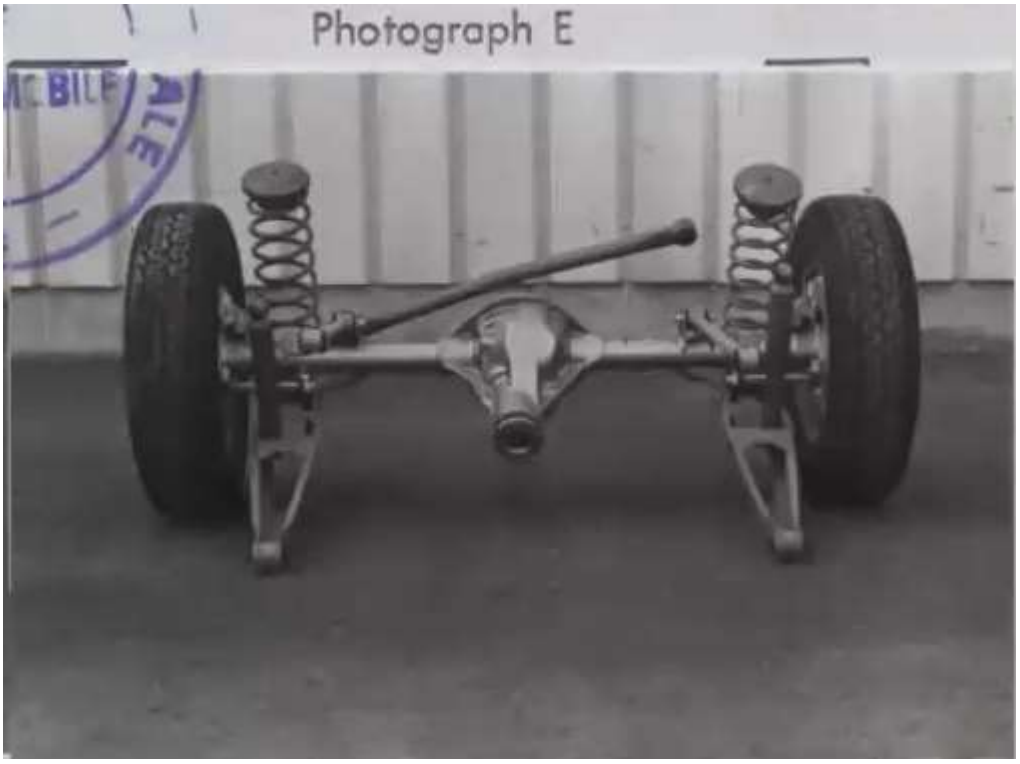
Mr. JOHANSSON presented both cases, Differential and Limited Slip Differential

Case 1: Rear axle differential housing

Mr. JOHANSSON explained that within the homologation of the Volvo 242 there is an ongoing debate as to know if the differential housing 1031 is acceptable to fit on 1976 Volvo 242, initially fit with Design 1030. Unfortunately, the homologation does not specify which of the two was homologated, mentioning only gear ratios differences. However, the design of housing 1030 shows only a single rib casting, whilst Design 1031 shows a dual rib casting.



Mr. QUINIOU showed an image from Homologation 5626 where the axle shows is unequivocally design 1030 as demonstrated by the location of the rib reinforcement which is aligned with the pinion input shaft. Design 1031 would have a reinforcement on top of the pinion input shaft. (photo E below)



► The Members concluded that Design 1030 is the one pictured above and is therefore the correct differential housing for 1976 Volvo 242

Case 1: Rear axle limited slip differential

Mr. JOHANSSON asked the working group whether the replacement part of the Dana LSD by another similar but not identical LSD was acceptable.

► Mr. HOPWOOD concluded that as long as the replacement part can be proven to have been produced in 1976, as per Appendix J and Group 2 regulations, then it is acceptable

4.2. Ford Mustang GTX

Mr. ZIMMERMANN asked the group if the replacement of the aluminium spaceframe by steel spaceframes on the Mustang GTX replicas was acceptable.

Mr. QUINIOU stated that the frame must conform to the period specifications (dimensions, material) as an integrated non-removable ROPS. However under Appendix K regulations (App. V 7:5 and 7.8) it would be acceptable to install a steel ROPS mounted onto the original aluminium spaceframe, provided suitable mounting points can be created.

► Mr. HOPWOOD concluded that in any case, the period correct aluminium spaceframe must be kept in place

4.3. Lotus Elan GR5

Mr. QUINIOU raised that on several points the application contained errors that needed rectification

► Mr. HOPWOOD concluded that subject to the correction of the Application to full Guidelines standards and technical description being correct, it would be acceptable as a Group 5 car

4.4. BMW M3 Engine Blocks

Mr. QUINIOU suggested to wait until BMW provided a formal approval specifications and components of the remanufactured blocks. He added that at the moment the component shows signs of reinforcement and modifications that are not compliant with authenticity.

► Mr. HOPWOOD suggested that the application file cannot be considered until the component received approval of conformity from BMW

4.5. Alpine A110 & A110 SC

Mr. BAUSOLA presented the case highlighting the slight differences between the ROPS for SC and sT models.

► Mr. HOPWOOD commented that if the two ROPS models can fit in both A110 models, then there should be no objections and suggested the ROPS identification be referenced as “A110 or version”.

► To be corrected on page 4 of the Homologation Extension Certificate: replace A100 by A110

4.6. Ignition System Magnetti Marelli F1 Cars

Mr. HOPWOOD mentioned that as per previous conversations (2021) this is system is acceptable as an alternative to the MM Dinoplex. The HTP is already valid therefore there is no need to comment further.

► Mr. HOPWOOD suggested to update the HTP to reflect the same information than what is on the car

4.7. BMW 1800 GearBox

Formal request to accept a Holinger replica of the ZF period component.
Mr. HOPWOOD and Mr. DUNCAN reminded that the same request had been considered several times previously, rejected on several accounts for not being compliant with the alternative component regulations.
The Holinger HZF gearbox has not been approved as a replacement for the original ZF version and also the BMW was never fitted in period with the ZF gearbox, which did not exist until the later period.

► The GROUP rejected the application

5. PROJECT 2025 ►Mrs. QUINIOU

Mr. QUINIOU informed of the group on the updates of Project 2025:

- Meeting is planned for April 8th to show the summary of the changes to be presented to the Historic Motorsport Committee
- Translations are in progress
- F1 Regulation is in progress

Mr. QUINIOU also recommended that with the implementation of Project 2025, the FIA considers setting a flat fee with ASN's for categories that require an update, specifically also to avoid important markups from ASNs.

Mr. ZIMMERMANN raised that resistance should be expected from applicants to pay an additional fee just to change the validity date on the HTP.

6. ANY OTHER BUSINESS ►Mr. HOPWOOD

Mr. HOPWOOD thanked the members and closed the meeting

Next Meeting :	June 27, 2024
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Time:	10.00 a.m. (Central European Time/CET)