

TECHNICAL WAIVER REQUEST FORM

Applicant	Ian Duncan	Application Date	7th February 2011
On behalf of	Ian Duncan Simon Sharpe	Single vehicle or generally applicable waiver request	Single
<i>NOTE – All information YOU add below will reflect YOUR entry form and homologation paper data and correspond with information as listed to the document found at http://www.fia.com/list-previously-homologated-cars</i>			
Vehicle Manufacturer	Ford	Production date	1969-86
Model	Capri	Variant	Capri RS3100
Homologation Paper ID #	1660	Homologation Group	2
Original homologation date	1st April 1974	FIA App K 'Period' classification	G2

Waiver request

To utilise a Nissan sourced front upright and hub assembly incorporating a double bolt fixing to strut body format, this replacing the original Ford assembly utilizing a 'pressed and welded' to the strut case fixing.

Waiver justification – *reference copy email KHG to ID text as below*

From: Karl-Heinz Goldstein (*mail address removed for privacy purposes*)
Sent: Monday, February 07, 2011 2:00 PM
To: 'Ian Duncan'
Cc: 'Surinder Thatthi'; 'Jim Heather-Hayes'
Subject: AW: Ian Duncans Capri

Hello Ian,

We have checkt now all the measurements of the new type front uprights. This uprights are conform with the EASC Rally regulation. We give you the permission to use this type in the next EASC Rally. (*additional text irrelevant to this permission removed here*). If you should have some further questions, please do not hesitate to contact me.

Very best regards

Karl-Heinz

Chief Scutineer note(s)

During August 2015 I had the opportunity to inspect and measure the Nissan uprights as here mentioned and previously approved by Mr Karl-Hienz Goldstien. I concur with Mr Goldstien the upright assemblies are acceptable. In my opinion the components are likely to be geometrically inferior to original parts and therefore may be deemed a 'performance negative' alteration.

Signed Geoff Doe

Date 22nd April 2017

Website publication date

~~Provisional~~ Approval date **February 7th 2011**

Competitors or their representatives are invited to submit comments for the Chief Scrutineers consideration in the instance of objecting to this request.

In the instance where neither comment nor objection is received this request will be deemed accepted and valid 14 days after first posted to the EASCR website.

In the instance of an objection being received this application will be deemed suspended until the Chief Scrutineer has concluded his investigations



Image above - Ford Capri original strut (left) with Nissan upright (right)

